Service Guide
For the LeMond® RevMaster®

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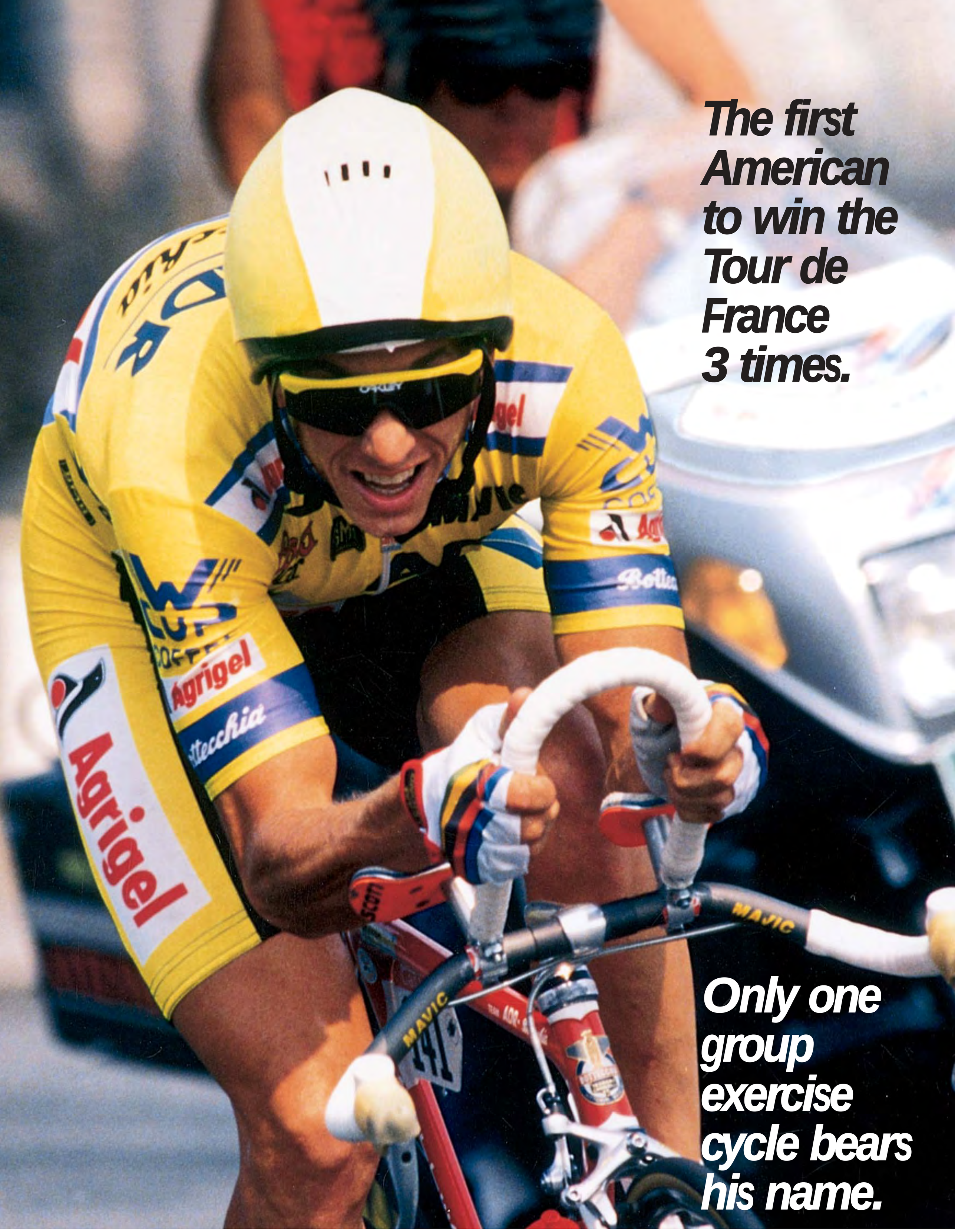
  - Touch Up paint Kit

15540 Woodinville-Redmond Rd NE
Bldg A, Ste 100
Woodinville, WA 98072
(425) 482-6773
(425) 482-6724 Fax
www.LeMondFitness.com



The first American to win the Tour de France 3 times.

Only one group exercise cycle bears his name.

The New **LeMond®** RevMaster™.
Group cycling will never be the same.

LeMond® Fitness Inc.

1-425-482-6773
www.LeMondfitness.com

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15540 Woodinville-Redmond Rd.
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LeMond® RevMaster™ Indoor Cycling Bike
Bid Specifications

1. Built to deliver an amazing workout, the LeMond RevMaster was designed by eight-time national champion cyclist Paul Swift with input from legendary cyclist Greg LeMond - the first American to win the Tour de France. A cyclist who has won the world's most challenging bike races, Greg LeMond has also revolutionized the sport of cycling by introducing cutting edge technology that is commonplace today.

2. Equipped with an exceptionally strong, Cr-Moly machined BMX bottom bracket (23.0 mm x 124.5 mm) and cast stainless steel cranks (170 mm) with chrome plating, the LeMond RevMaster is designed to better withstand the high force loads (as compared to conventional group cycles) that occur during "out of saddle" cycling, which is common during group cycling classes.

3. Features an ultra-strong, X-frame design that is extremely stable and allows fast and easy access to all seat, handlebar, and height adjustments. Height and fore-aft adjustments are clearly marked and easy to adjust. Exclusive to LeMond Fitness Inc., this design creates a comfortable and high performance custom fit for every user.

4. Features a maintenance-free, 47-pound precision-machined, chrome flywheel for smooth pedaling.

5. Features uniquely shaped handlebars that are more comfortable due to the multiple hand positions from which to choose.

6. Requires minimal maintenance due to:
   - A non-slip belt-drive that is smoother and quieter than a chain, never needs oil, and has a longer product life. The belt is accessible without removing the flywheel.
   - A rotated handlebar and seat tube design that eliminates the need for a sleeve.
   - Unique V-clamp pressure points that create complete stability without the need to replace parts.

7. The rock-solid construction of the extra wide, high-quality steel base, along with over-sized support levelers that allow users to make adjustments for uneven floor surfaces, provides outstanding stability.

8. Designed for ease of use, the resistance knob adjusts easily. By simply pressing down on the same knob, the braking system quickly and safely activates. The resistance knob also allows users to adjust (increase or decrease) the intensity of their workouts at any time during the exercise session.

9. Designed with the resistance pad on top of the flywheel for improved long-term durability.

10. Seat accessories are fast and easy to exchange for accommodating personal preferences. The comfortable Velo™ saddle is also fitted with an innovative fore and aft lever so the seat can be positioned for maximum workout comfort and effectiveness.

11. Designed with extra large in-line skate wheels, the LeMond RevMaster bikes are easier to move than other bikes that have casters. Note: Wheel brackets are welded to the frame.

12. Created by Joan Wenson – national and world SportAerobic Gold Medalist, racing cyclist, renowned choreographer and certified personal trainer – and Greg LeMond, the new RevMaster cycling program is easy to follow and keeps users motivated. With a choice of videotapes or personal instruction, the RevMaster program combines the outstanding benefits of group cycling with the fun and excitement of world-class racing.

13. Features a water bottle holder that is mounted to the handlebar, allowing users to take a drink without disrupting their exercise form.

14. Carries a five-year warranty on the frame; a three-year warranty on the cranks, bottom bracket, flywheel, handlebars, seat post, handlebar post; a one-year warranty on bottom bracket bearings, pillow bearings, tension knob assembly, and a 90-day warranty on the wearable items (e.g., seat, grips, pedals, and brake pad).

15. Features a 17-step manufacturing process on each frame that includes the following:

- Steel X-Frame is robotically welded to precise tolerances
- Steel X-Frame is degreased to remove lubricants left over from the manufacturing process
- Steel X-Frame is placed into an acid bath to remove the rust, scale, and impurities from the surface of the steel.
- Steel X-Frame is then completely submerged in an ED treatment which applies a rust resistant coating to the steel. This is an electro-deposited (ED) organic coating used by the automotive industry to protect non-painted surfaces exposed to harsh environments.
- Finally, the steel X-Frame is finished with powder coating.

16. Specifications:

Machine Height	38" (97 cm)
Machine Length	41.5" (105 cm)
Machine Width	22.25" (48 cm)
Weight	116 lbs. (53 kg)

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LeMond® RevMaster™ Indoor Cycling Bike
Bid Specifications (Summary)

Machine Height	38" (97 cm)
Machine Length	41.5" (105 cm)
Machine Width	22.25" (48 cm)
Weight	116 lbs. (53 kg)
Flywheel	47-lb precision-machined, chrome-plated flywheel Machined stainless steel axle
Crank Set	Cast stainless steel and chrome-plated cranks (170 mm) Exceptionally strong, Cr-Moly machined BMX bottom bracket (23.0 mm x 124.5 mm) Bearing cups fit standard road bike frame – 2 bearings per bearing cup – 4 total
Braking and Resistance	Turn-knob design for tension; push down for braking Leather resistance pad on top of flywheel for long-term durability
Leg Levelers	Extra large diameter adjustable levelers
Pedals	Standard toe cage style with optional dual sided (SPD/toe cage)
Handlebars	Biomechanically correct with anatomical bend Stainless steel, micro adjust up/down and fore/aft Rubber grip Unique V-clamp and rotated tube design for enhanced stability Adjustment marks for up/down and fore/aft fit Stainless steel post and tube
Water Bottle Cage	Standard
Seat Post	Stainless steel, micro adjust up/down Dual position seat slider for fore/aft fit Unique V-clamp and rotated tube design for enhanced stability Adjustment marks for up/down and fore/aft fit Stainless steel post and tube
Frame	17 step mfg process – electro deposit/powder coated Ultra strong X-style design Stainless steel components
Drive Belt	Non-slip, Kevlar re-enforced automotive poly-v belt Belt is accessible without removing the flywheel

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This is to certify that the LeMond® RevMaster™ is warranted LeMond Fitness Inc., Inc. to be free of all defects in materials and workmanship. This warranty does not apply to any defect caused by negligence, misuse, accident, alteration, improper maintenance, or an "act of God." This warranty is nontransferable from the original owner.

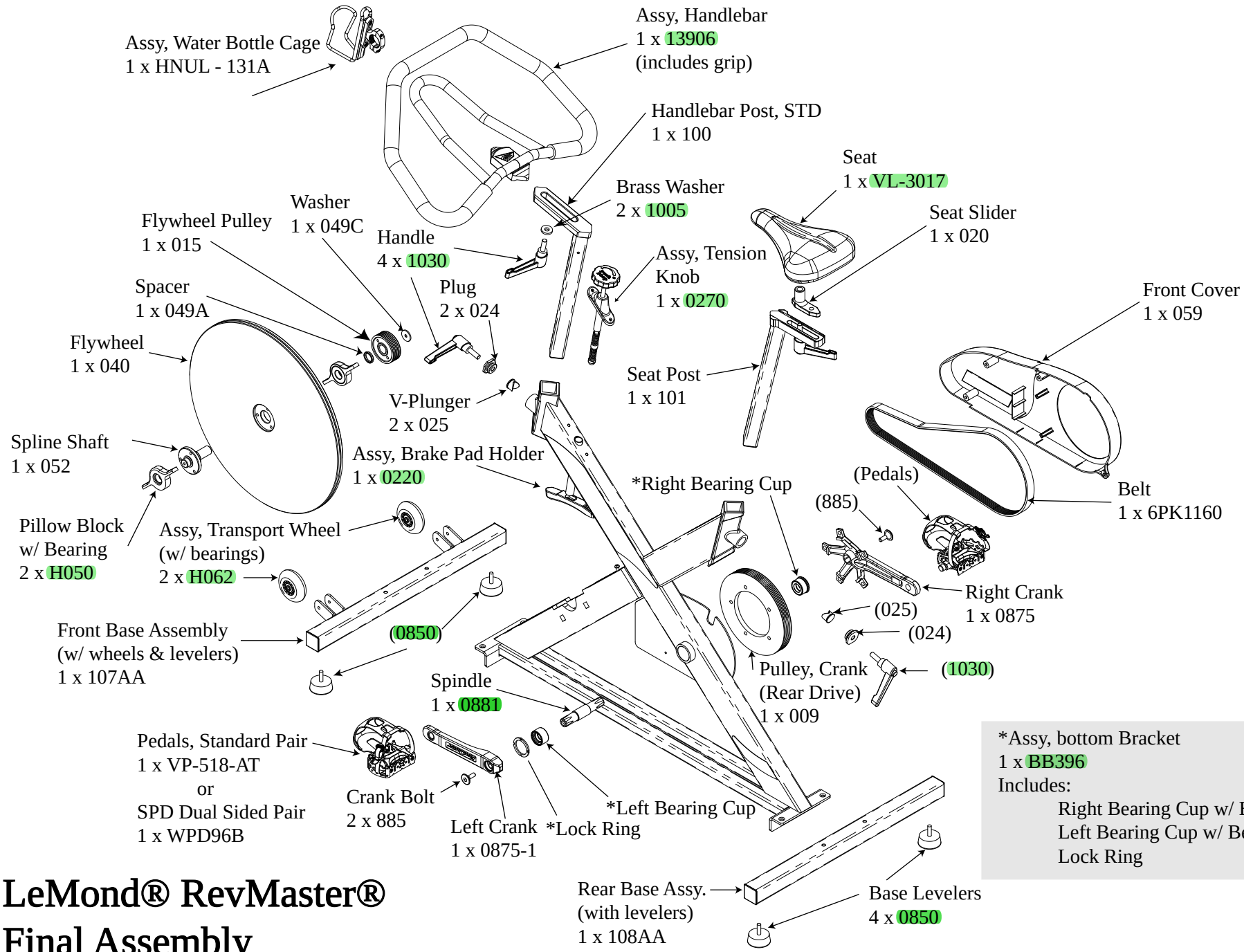
The LeMond RevMaster carries a five-year frame warranty, a three-year warranty on cranks, bottom bracket spindle, flywheel, handlebar, seat post, handlebar post, a one-year warranty on bottom bracket bearings, pillow blocks, pillow block bearings, tension knob assembly, and a 90 day warranty on wearable items, such as the seat, grip, pedals, handles, and brake pad. Contact our Technical Service Department to report any problems. When calling, please be prepared to provide the following information:

- Your name, customer number, shipping address, and telephone number
- The serial number of the inoperable bike
- The date(s) of purchase for the inoperable bike(s)
- Your billing address

This information will ensure that you are the only one ordering parts under your warranty protection. If warranty replacement parts are shipped to you, you may be required to return the inoperable part. To facilitate this process, the following policy has been established:

- Please call 425-482-6773 ext. 107 to receive a return goods authorization prior to shipment.
- LeMond Fitness, Inc. will incur all ground freight charges for warranty parts ordered for a bike that is less than 45 days old.
- You are responsible for freight charges on warranty parts for bikes that are more than 45 days old. You will not be responsible for the return shipment of the inoperable part
- Some inoperable warranty parts must be promptly returned to our Technical Service Department. We will pay the shipping cost for the inoperable warranty parts. Detailed instructions are included with each warranty replacement part.

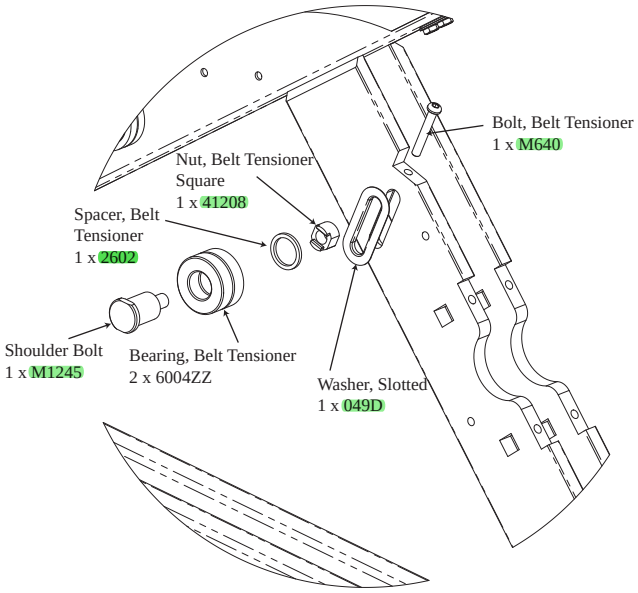
LeMond Fitness, Inc. neither makes, assumes nor authorizes any representative or other person to make or assume for us, any other warranty whatsoever, whether expressed or implied, in connection with the sale, service, or shipment of our products. We reserve the right to make changes and improvements in our products without incurring any obligation to similarly alter products previously purchased. In order to maintain your product warranty and to ensure the safe and efficient operation of your machine, only authorized replacement parts can be used. This warranty is void if parts other than those provided by LeMond Fitness, Inc. are used.



*Assy, bottom Bracket
1 x BB396
Includes:
Right Bearing Cup w/ Bearings
Left Bearing Cup w/ Bearings
Lock Ring

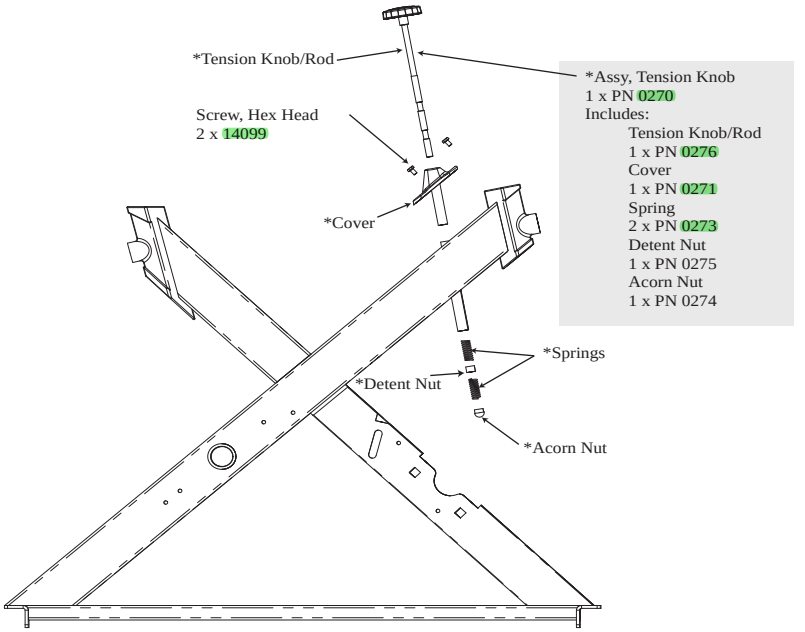
LeMond® RevMaster®
Final Assembly

01-05-2005



Belt Tension

12-10-2004



Tension Knob Assembly

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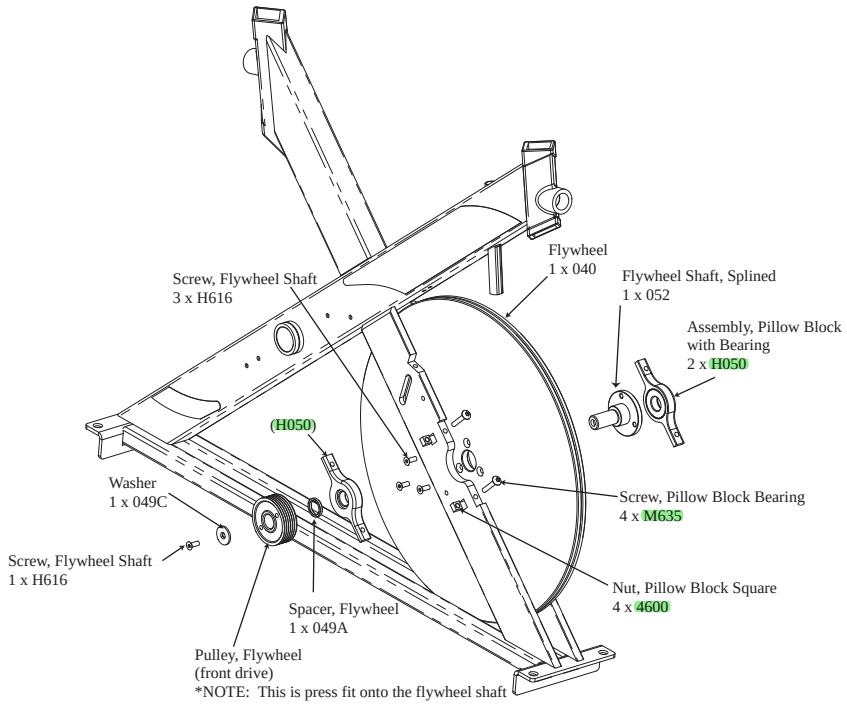

Flywheel Assembly

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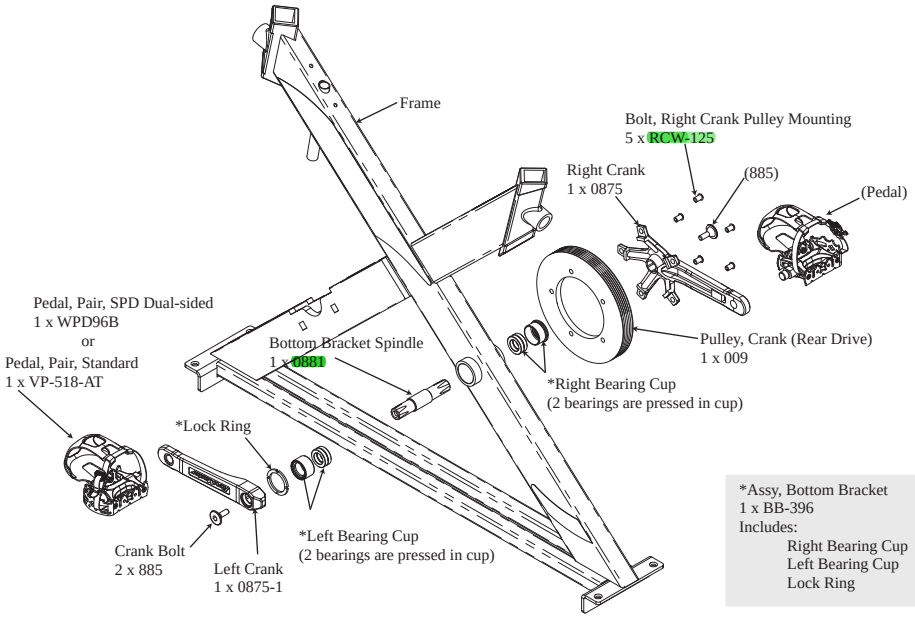


Crank Assembly

11-1-2004

LeMond Fitness Inc. - 15540 WOODINVILLE-REDMOND RD NE SUITE A-100 WOODINVILLE, WA 98072
PARTS & SERVICE (425)482-6773 WWW.LEMONDFITNESS.COM FAX (425)482-6724

REVMASTER - DEALER PARTS LIST

Item Number	Item Description	List Price
1030	ADJUSTMENT HANDLE, STANDARD	$3.00
6004ZZ	BEARING, BELT TENSIONER/FLYWHEEL	$8.00
6PK1160A	BELT, POLY-V	$28.00
M855	BOLT, M8X55, CROSSARM, FLT HD SKT, SS	$1.50
M640	BOLT, M6X45, BELT TENSIONER, RD HD SKT	$0.75
M645	BOLT, M6X45, TRANSPORT WHEEL, SS	$0.50
885	BOLT, M8X20, CRANK BOLT	$1.50
RCW-125	BOLT, RT CRANK, PULLEY MOUNTING (COMPLETE SET OF 5 BOLTS)	$4.50
M1245	BOLT, SHOULDER (FOR BELT TENSIONER BEARING)	$5.50
BB396	BOTTOM BRACKET CUPS W/BEARINGS & LOCKRING	$39.95
0220	BRAKE PAD HOLDER W/ LEATHER BRAKE PAD	$22.00
11252	BRAKE PAD, LEATHER	$4.50
0270	BRAKE TENSION KNOB ASSY (ALSO NEEDS 2 SCREWS #14099)	$15.00
0276	BRAKE TENSION ROD W/KNOB	$8.00
060	COVER, BACK	$5.00
0271	COVER, BRAKE TENSION (ALSO NEEDS 2 SCREWS #14099)	$5.00
059	COVER, FRONT (BELT COVER)	$15.00
H059-1	COVER, FRONT, LIFE FITNESS LOGO	$15.00
0875-1	CRANK ARM, LEFT, STD 170MM	$49.00
0875	CRANK ARM, RIGHT, STD 170MM	$79.00
107AA	CROSSARM ASSY, FRONT (INCLUDES WHEELS & LEVELERS)	$30.00
108AA	CROSSARM ASSY, REAR (INCLUDES LEVELERS)	$20.00
3M468A	DECAL SET, SM & LG	$15.00
059-1	DECAL, BELT COVER, LEMOND	$2.00
059-1LF	DECAL, BELT COVER, LIFE FITNESS	$2.00
3M468C	DECAL, FRAME, LIFE FITNESS	$1.50
250	DECAL, WARNING	$2.00
058A	ENDCAP, SQUARE, CROSSARM	$1.50
201-30N	ENDCAP, SQUARE, HANDLEBAR & SEAT POST	$0.50
103	FLYWHEEL ASSY (PRE-ASSEMBLED WITH SPLINE SHAFT, PILLOW BLOCKS W/BEARINGS, PULLEY)	$289.00
052	FLYWHEEL SHAFT, SPLINED	$24.00
VLG-041	GRIPS, HANDLEBAR, PAIR (OLD HANDLEBAR)	$7.95
YL-100	GROMMET, WATER BOTTLE CAGE MOUNT (OLD HANDLEBAR)	$0.50
160	HANDLEBAR (W/GRIP) (OLD HANDLEBAR)	$80.00
100	HANDLEBAR POST, STANDARD	$59.00
13906	HANDLEBAR, NEW LOOP (INCLUDES WATERBOTTLE CAGE/CLAMP)	$109.00
0850	LEG LEVELERS	$2.50
0274	NUT, BELT TENSION ROD, NYLON	$1.50
41208	NUT, BELT TENSIONER, SQUARE	$3.00
0275	NUT, DETENT, BRAKE TENSION ROD	$1.50
6600	NUT, M6, TRANSPORT WHEEL/BRAKE PAD HOLDER	$0.50
6800	NUT, M8, CROSSARM	$0.75
4600	NUT, PILLOWBLOCK, SQUARE	$0.50
11101	OWNER'S MANUAL, ENGLISH	$5.00
11248	PEDAL STRAPS, PAIR	$5.00
WPD96B1	PEDALS, LEMOND DUAL-SIDED, PAIR	$89.00
VP-518-AT	PEDALS, STANDARD, PAIR	$19.00
H050	PILLOW BLOCK W/BEARING	$24.00
13992	PILOT CADENCE METER	$169.00
250215-1	PILOT CADENCE METER UPGRADE KIT (PILOT & LOOP HANDLEBAR)	$258.00
13974	PILOT, ASSY, BACK CLAMP	$10.00
14113	PILOT, ASSY, FRONT CLAMP	$10.00
14115	PILOT, BATTERY COVER, CONSOLE	$0.50
14133	PILOT, BATTERY COVER, TRANSMITTER	$0.50
14120	PILOT, CLAMP KNOB	$0.50
14146	PILOT, INSTRUCTION MANUAL	$1.00
14145	PILOT, MAGNET	$1.00
SE20208	PILOT, SCREW, M2.5x8L, CONSOLE BATTERY COVER	$0.50
14138	PILOT, SCREW, M4x93L, CLAMP	$0.50
14093	PILOT, SCREW, M5x12L, CLAMP ASSY	$0.50
024	PLUG, FRAME (FOR ADJ. HANDLE)	$7.00
009	PULLEY, CRANK ARM	$49.00
015	PULLEY, FLYWHEEL	$19.00

REVMASTER - PARTS LIST (CONTINUED)

Item Number	Item Description	List Price
T415	SCREW, BACK COVER	$0.50
14099	SCREW, HEX-HEAD, NEW BRAKE COVER	$0.50
14081	SCREW, M5X10, HEX SKT DRIVE, WATERBOTTLE CLAMP	$0.50
14194	SCREW, M5X15, SKT HD CAP, WATERBOTTLE CLAMP	$0.50
14095	SCREW, M6X6, HEX HEAD, SPRING STEEL-FRAME	$0.50
H616	SCREW, M6X10, FLT HD SKT, FLYWHEEL SPLINE SHAFT	$0.50
M610	SCREW, M6X10, RD HD SKT, BRAKE PAD HOLDER/FRONT COVER	$0.50
H620	SCREW, M6X20, BRAKE PAD HOLDER/SPRING STEEL	$0.50
M635	SCREW, M6X35, RD HD SKT, PILLOWBLOCK	$1.00
14119	SEAT CLAMP	$3.00
101	SEAT POST, STANDARD	$59.00
020	SEAT SLIDER	$14.95
VL-3017	SEAT, STANDARD	$25.00
2602	SPACER, BELT TENSION BEARING	$0.75
049A	SPACER, FLYWHEEL	$1.00
0881	SPINDLE, BOTTOM BRACKET	$22.00
058	SPRING STEEL (2 USED PER BIKE - ALSO USE 2 SCREWS #14095 PER BIKE)	$3.00
0273	SPRING, TENSION ROD	$0.75
025	V-PLUNGER, FRAME	$3.00
1005	WASHER, ADJUSTMENT HANDLE (BRASS)	$1.00
049C	WASHER, FRONT DRIVE PULLEY	$0.75
049D	WASHER, SLOTTED, FOR SHOULDER BOLT	$2.50
HUL-131A	WATERBOTTLE CAGE ASSY (OLD HANDLEBAR)	$9.50
HNUL-131A	WATERBOTTLE CAGE ASSY, NEW LOOP HANDLEBAR	$9.50
CB-1427	WATERBOTTLE CAGE, PLASTIC (INCLUDES 2 SCREWS & WASHERS-NO CLAMP)	$9.95
14068	WATERBOTTLE CLAMP W/ GROMMET (OLD HANDLEBAR)	$7.00
13948	WATERBOTTLE CLAMP W/ GROMMET, NEW LOOP HANDLEBAR	$7.00
H062	WHEEL, TRANSPORT (INCLUDES BEARINGS)	$2.50

TOOLS

Item Number	Item Description	List Price
11227	KIT, HARDWARE, INSTALLATION (BLISTER PAK)	$20.00
250204A	KIT, SERVICE TOOLS (UNCLUDES ALL TOOLS BELOW & TOUCH-UP PAINT)	$99.00
BBT-2	TOOL, BB CARTRIDGE	$13.95
CCP-4	TOOL, CRANK PULLER	$13.00
HCW5	TOOL, LOCK RING REMOVAL	$16.95
LIFU-33F5	TOOL, PEDAL WRENCH	$10.95
11225	TOOL, PULLER FOR FLYWHEEL PULLEY	$68.00
250201	TOUCH-UP PAINT	$8.50

ACCESSORIES

Item Number	Item Description	List Price
250062	CLOUD 9, HANDLEBAR AEROPAD	$24.95
0875-1-175	CRANK ARM, LEFT, 175MM	$55.00
0875-175	CRANK ARM, RIGHT, 175MM	$85.00
250064	DVD, ASSEMBLY & MAINTENANCE	$7.95
250212	DVD, CYCLING PROGRAMS (START-UP/INTERVAL/ENDURANCE)	$60.00
250017	DVD, DEALER MARKETING/SERVICE TOOL KIT	$14.95
11204	HANDLEBAR POST, EXTRA TALL	$69.00
HRMONTRX	HEARTRATE CHEST STRAP, CARDIOSPORT, ANALOG	$34.95
250018	LEMOND BANNER, 18" X 60"	$79.95
250019	LEMOND POSTER	$7.95
250043	SEAT COVER, GEL	$21.95
11203	SEAT POST, EXTRA TALL	$69.00
250058	SERVICE GUIDE, REVMASTER	$5.00
250208	VIDEO, 3 PK REVMASTER VIDEO KIT (VHS)	$60.00

LeMond RevMaster Assembly Guide

Please follow these instructions in the steps listed to prevent possible damage to the bike.

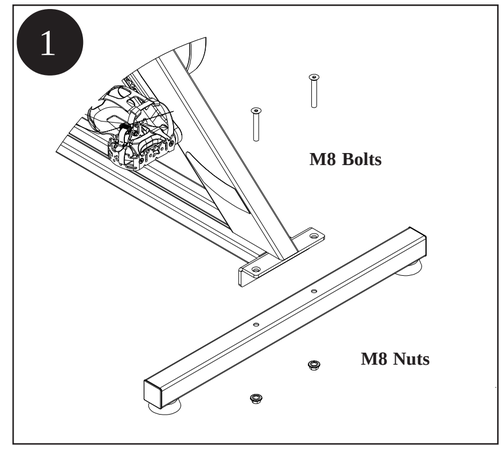
It is recommended that you apply multipurpose grease to the pedal shaft threads and the handle threads when assembling the bike.

Please contact the customer service department at 1-425-482-6773 ext. 107 or email service@LeMondfitness.com if you have any questions or need help. Additional information and exploded diagrams are also listed on our website at *www.LeMondfitness.com*.

REV IT UP!!!

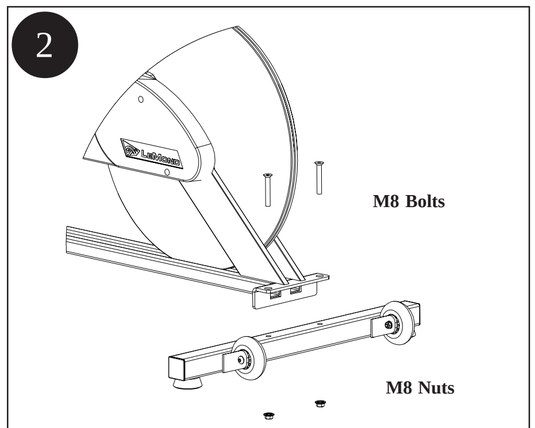
STEP 1

- Locate the rear base assembly (it does not have any wheels attached).
- Position the rear base assembly under the rear frame and align the 2 holes.
- Insert 1 bolt (M8) into each hole.
- Thread 1 nut (M8) onto each bolt and use the 5-mm hex key and multi-tool wrench to tighten the bolts and secure the rear base assembly to the frame.



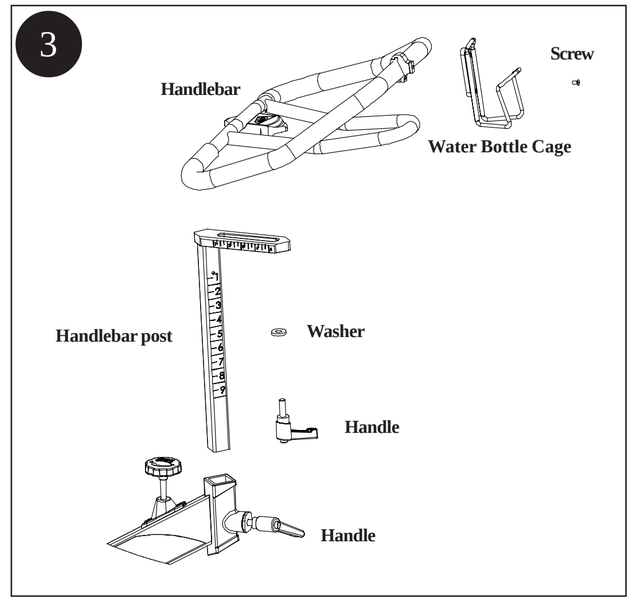
STEP 2

- Locate the front base assembly (it has 2 wheels attached).
- Position the front base assembly (with wheels pointing out and up) under the front forks and align the 2 holes.
- Insert 1 bolt (M8) into each hole.
- Thread 1 nut (M8) onto each bolt and use the 5-mm hex key and the multi-tool wrench to tighten the bolts and secure the front base assembly to the frame.
- Pull the plastic bag off the stainless steel brake pad holder located above the flywheel.



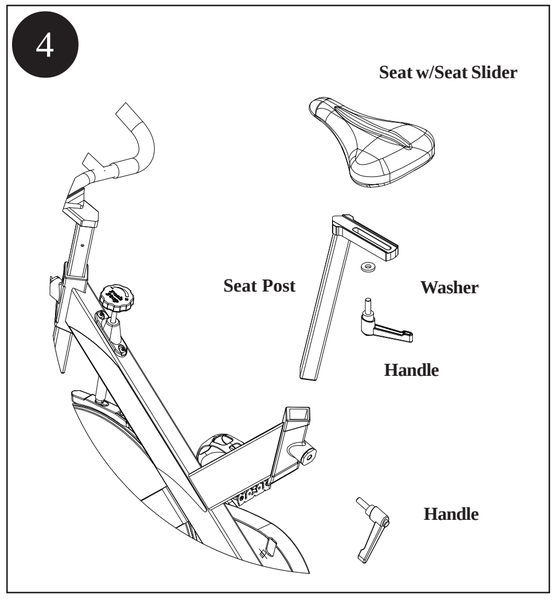
STEP 3

- Locate the handlebar post (it is flat on top, with no groove).
- Insert the handlebar post into the handlebar post tube.
  Note: If having difficulty inserting the handlebar post, push the v-plunger back into the tube to clear the pathway.
- Thread 1 handle into the stainless steel frame plug.
- Lift the handlebar post up to the desired height and tighten handle.
  Caution: Do not overtighten handle
- Slide the handlebar on top of the handlebar post.
- Install 1 washer onto 1 handle and loosely thread the handle through the handlebar post and into the handlebar assembly.
- Position the handlebar assembly where desired and tighten handle.
- Locate the water bottle cage. Use the 3-mm hex key to remove the screw from the water bottle clamp on the handle bar assembly.
- Position the water bottle cage in front of the clamp and insert the screw through the water bottle cage and into the clamp. Tighten the screw.



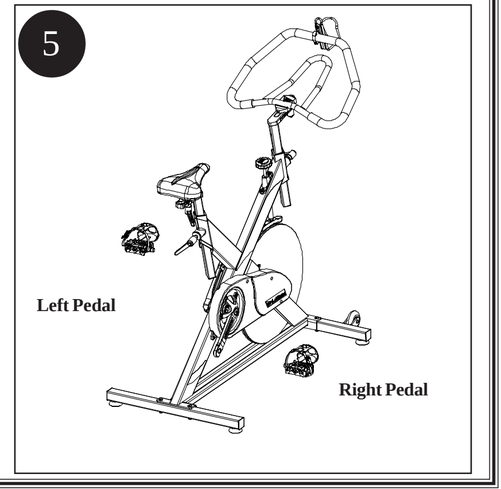
STEP 4

- Locate the seat post (it has a groove on top).
- Insert the seat post into the seat post tube.
  Note: If having difficulty inserting the seat post, push the v-plunger back into the tube to clear the pathway.
- Thread 1 handle into the stainless steel frame plug.
- Lift the seat post up to desired height and tighten handle.
  Caution: Do not overtighten handle
- Slide the seat with seat slider into the seat post groove.
- Install 1 washer onto 1 handle and loosely thread the handle into the first hole of the stainless steel seat slider.
  Note: Use the second hole in the seat slider to position yourself closer to the handlebar
- Position the seat where desired and tighten handle.



STEP 5

- Locate the right pedal (“R” is stamped on the end of the spindle).
- Apply multipurpose grease to the pedal threads.
- Using your fingers, thread the pedal into the right crank arm (the side with the belt cover) clockwise.
- Use the 15-mm pedal wrench to tighten the pedal onto the crank arm.
- Locate the left pedal (“L” is stamped on the end of the spindle)
- Apply multipurpose grease to the pedal threads.
- Using your fingers, thread the pedal into the left crank arm (the side with out the belt) counterclockwise.
  Note: The left pedal is reverse threaded - take care not to cross thread the crank arm!
- Use the 15-mm pedal wrench to tighten the pedal onto the crank arm.
  Note: After the first 5 hours of use, inspect the pedals and retighten if necessary.



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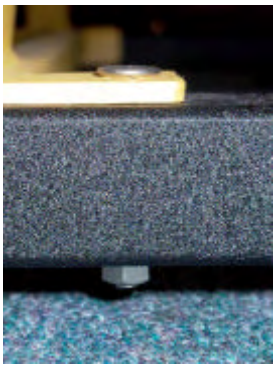
Installation Check List
For the LeMond RevMaster

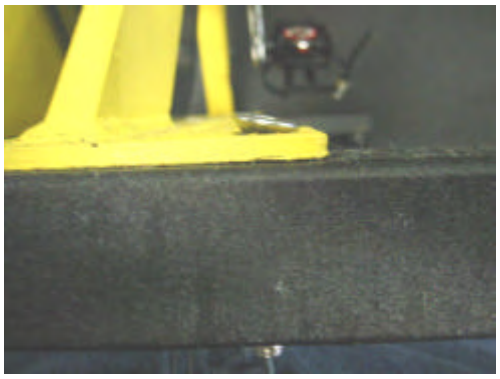
A. Properly align the base bolts through the yellow frame and cross arms

1. Align the 2 holes in the cross arm with the 2 holes in the frame. Insert a base bolt into the top of each hole in the frame and push the bolt through the cross arm (do not force the bolt through). Finger-thread a nut onto each of the base bolts, and use the 5 mm hex key and the wrench tool to secure the nut. Once all 4 base bolts are installed, test the bike to make sure that the frame is stable.

   Note: the base bolt sits into a counter sink in the yellow frame



Correct

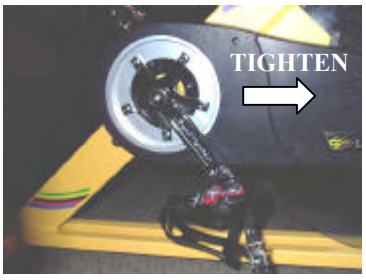


Incorrect – note the bent base bolt. This is caused by improper installation

B. Do not cross thread the pedal arms – a cross-threaded crank arm is not a manufacturing defect, since cross threading can only occur during the installation of the pedals, and the bikes ship without the pedals attached.

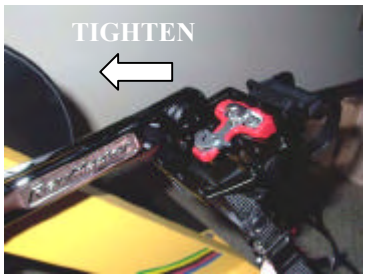
2. <u>Right Pedal:</u>

   The right pedal has a normal thread pattern (turn right to tighten, turn left to loosen). Use your fingers to start the pedal, so that you can feel if you start to cross thread the crank arm. Tighten the pedal with a pedal wrench.



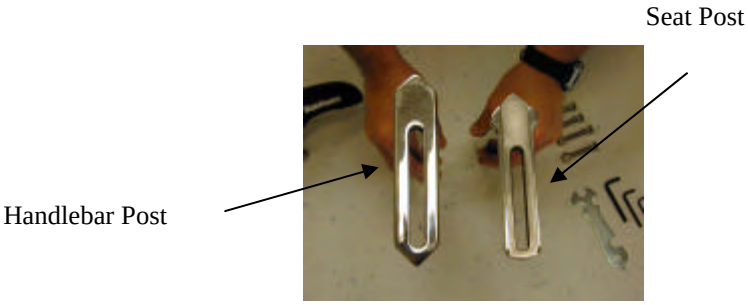
3. Left Pedal:

The left pedal has a reverse thread pattern (turn left to tighten, turn right to loosen). Use your fingers to start the pedal, so that you can feel if you start to cross thread the crank arm. Tighten the pedal with a pedal wrench.



B. Do not switch the seat post and handlebar post

4. The handlebar post is the post that has a smooth finish on top. Insert the handlebar post into the handlebar tube. Loosely thread a handle without a washer into the main frame. Raise the handlebar post to the desired height and tighten the handle to secure the handlebar post.
5. The seat post is the post that has a rough finish on top. Insert the seat post into the seat post tube. Loosely thread a handle without a washer into the main frame. Raise the seat post to the desired height and tighten the handle to secure the seat post.
6. The handles are spring loaded. Once tightened, ensure that the handle does not stick out to the side from the main frame. Pull down on the handle and rotate it such that it does not stick out. Release the handle and lock it into place.



Note: *If the seat/handlebar post does not insert all the way into the frame tube, use your fingers in the frame tube to push the v-plunger out of the way.*

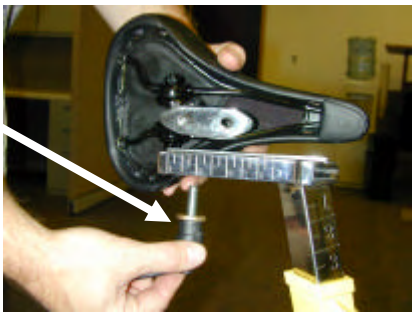
C. Ensure that the water bottle cage is secured to the handlebar

7. Position the handlebar over the handlebar post. Loosely thread a handle with a washer through the handlebar post into the handlebar. Slide the handlebar to the desired position and tighten the handle.
8. Secure the water bottle cage to the water bottle cage mount with the 3-mm screw.

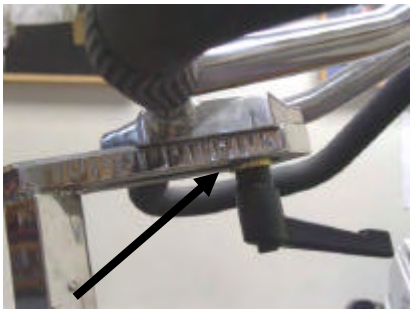
D. Ensure that there is a brass washer on the seat handle and handlebar handle

9. Position the seat with seat slider over the seat post. Loosely thread a handle with a washer through the seat post into the seat slider. Slide the seat to the desired position and tighten the handle.

BRASS WASHER



10. Position the handlebar over the handlebar post. Loosely thread a handle with a washer through the handlebar post into the handlebar. Slide the seat to the desired position and tighten the handle.



BRASS WASHER

LeMond® RevMaster® Recommended Maintenance Schedule

PART	RECOMMENDED ACTION	FREQUENCY	CLEANER	LUBRICANT
Pedals	Ensure that the pedals are tight in crank arms; that all screws on pedals are tight; and that the pedal straps are not frayed	Before each use	N/A	N/A
Frame	Wipe down	Daily	Soap & water; or, diluted non-abrasive cleaning solution	N/A
Flywheel	Wipe down	Weekly	WD-40® spray. Spray on rag & apply light coat to sides of flywheel.	N/A
Crank Bolts	Inspect for loosness	Weekly	N/A	*If loose, remove bolt, apply Locktite® 242 on bolt threads and reinstall. Tighten to 30 Ft/lbs
Brake Pad	Inspect for excessive wear or a dry leather brake pad	Weekly	N/A	3-IN-One® Oil or 10W oil ***Do not use silicone-based lubricants**
Belt	Inspect for correct tension; replace cracked, frayed, or otherwise non-uniform belt	Monthly	N/A	N/A
Bottom Bracket	Inspect for side-to-side play in spindle, and a grinding feeling in crank area when pedaling. If necessary, replace bottom bracket bearings (see instructions on maintenance dvd).	Monthly	N/A	N/A
Handles	Lubricate threads	Monthly	N/A	Multi-purpose Grease
Belt Tensioner Screw	Lubricate around base of screw	Monthly	N/A	Multi-purpose Grease

*Note: Use of lubricants or cleaning solutions other than those so specified will result in diminished performance and a shorter life span for that part.

LeMond® Fitness Inc.
17820 Woodinville-Redmond Rd.
Building B, Suite 888
Woodinville, WA
(425) 482-6773 ext. 103
Fax: (425) 482-6724

Tech Service Notes

I. General Assembly

A. Installation -

Assembly tools included with bike:

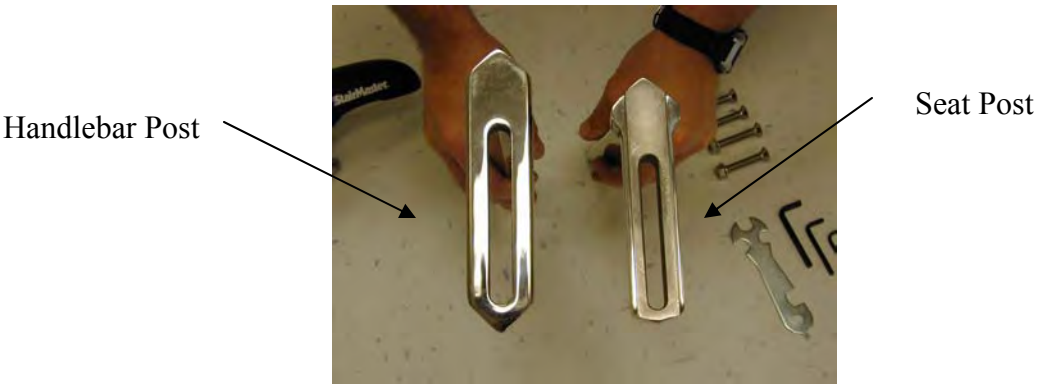
Multi-tool wrench
Used for: pedals and the cross arm mounting nuts
3-mm Hex key
Used for: H_2O bottle mounting screw (mounts the cage to the handlebar clamp)
4-mm Hex key
Used for: right cover screws, tension knob cover screws, brake pad screws
5-mm Hex key
Used for: cross arm mounting bolts

Other tools/lubricant recommended

5/8" Pedal wrench - easier to set up multiple bikes quickly with lower risk of cross-threading the cranks.
Grease – for use on the belt tension screw and handle threads.
T-handle 3mm – easier to use
Longer 5mm hex key – easier to hold and get more leverage on the cross arm bolt
2 X 14-mm wrench – for seat tilt adjustment

1. Open the box –
   Remove the staples from the bottom of box, lift box up, and remove components
2. Bases – front has wheels that point out when properly oriented.
   Show the mounting bolts and nuts, and the tools used to attach the mounting bolts and nuts

3. Handlebar post – insert
   V-Plunger may need to be pushed back in pocket (show and explain)
   Smooth finish on top face - faces forward - no slot in top



   Adjustment handle and grease
4. Handle bars – install
   1 washer and adjustment handle and grease
5. H_20 bottle cage – install
   Point out 3-mm tool, positioning
6. Seat post – insert
   V-Plunger may need to be pushed back in pocket (show and explain)
   Textured finish on top face - Faces rear - Slot in top
   Keeps seat and seat slider from twisting
   Adjustment handle and grease
7. Saddle – install and check level
   Adjustment handle, washer and grease
8. Pedals – install
   Note the dual sided upgrade option for clip less pedals that may
   Labeled left and right
   Left side reverse threaded
   Toe strap

II. Service

Tools/Lubricant/Glue Required:

Cover Removal:
4-mm hex key – right cover screws (Qty – 4)
Philips Screwdriver – left cover screws (Qty – 2)

Belt Removal:
4-mm hex key – belt tensioner screw
Adjustable Wrench – idler bolt
Belt tension gauge
Torque wrench – for idler bolt
Multi-purpose grease – for belt tensioner screw

Bottom Bracket Removal/Adjustment:
8-mm hex key – crank bolts
Crank Puller

Lock Ring Wrench –lock ring on left bearing cup

Bottom Bracket Socket (Shimano®-compatible cartridge style) + ½" drive

Locktite® 242 (United States) **or** Locktite® 243 (International) – Medium strength (blue)
Rubber Mallet/ Dead-blow hammer – used to check for spindle radial end play
Torque wrench – for crank bolts, right bearing cup, & lock ring

Flywheel Assembly:
4-mm hex key – flywheel pulley mounting screw
5-mm hex key - pillow block bearing mounting bolt
*Flywheel pulley puller – flywheel pulley
Custom-made tool – the pulley is pressed onto the spline shaft
*Flat base pry bar/lever – pillow block bearing

Necessary only if the pillow block housing pulls off the bearing during removal and leaves the bearing stuck on the spline shaft
Block of wood/metal – use to tap the pillow block bearings onto the spline shaft.

Brake Pad Assembly
4-mm hex key – brake pad mounting screws, brake pad holder mounting screw
10-mm box end wrench – brake pad mounting nut

Grips
Carpet knife
Hair spray

Tension knob assembly
Metal round file – older frames may need to be de-burred to allow clearance for the new tension knob assembly to drop down into the frame.

Instructions:

Brake Pad Replacement

1. Remove the brake pad holder from the spring steel using a 4-mm hex key and a 10-mm box end wrench.
2. Use a 4-mm hex key to remove each screw at both ends of the brake pad holder.
3. Pull the old brake pad and foam away from the brake pad holder.
4. Scrap any remaining foam tape off of the brake pad holder.
5. Remove the protective backing from the foam tape on the new brake pad and align the two holes in the brake pad with the holes in the brake pad holder (The hole closest to the end of the leather pad faces toward the front wheels of the bike). Press the foam tape firmly against the groove in the brake pad holder along the length of the entire brake pad.
6. Insert and evenly tension the two screws that hold the new brake pad in place. The tapered head screw is mounted closest to the spring steel.
7. Re-attach the brake pad holder to the spring steel.
8. Make sure that the new pad is properly lubricated and broken in.

Cover Removal

1. Use the 4-mm hex keys to remove the four cover screws on the right cover.
2. Use the Philips screwdriver to remove the two screws on the left side cover.
3. Rotate the right crank up and slide the cover off the right crank.
4. Rotate the left crank up and slide the left cover off the left crank.

Bottom Bracket Removal

1. Remove the right cover and belt.
2. Use an 8-mm hex key to remove the left crank bolt.
3. Remove the left crank with a crank puller.

4. Use a lock ring tool to loosen and then remove the bottom bracket lock ring.

5. Use a 4-mm hex key to loosen the belt tension adjustment screw.
6. Use an adjustable wrench to loosen the belt tensioner (idler pulley) bolt. Slide the belt tensioner bearings up.

7. Remove the drive belt.
8. Use an 8-mm hex key to remove the right crank bolt.
9. Remove the right crank with a crank puller.
10. Use a bottom bracket removal tool to remove the left bearing cup.

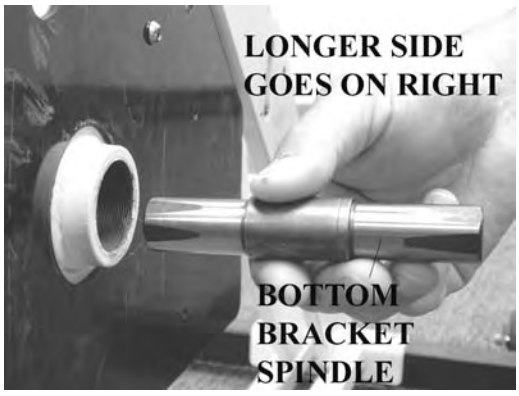
11. Pull the spindle out of the frame from the left side.
12. Use a bottom bracket removal tool to remove the right bearing cup. ***Note: The right bearing cup is reverse threaded.***

Bottom bracket adjustment

Note: If not adjusted properly the bike will feel as though the crank bearings, crank arms and/or spindle are damaged/ worn and you may hear a knocking noise.

1. Verify that the right side bearing cup is seated against the frame. If loose, remove the bearing cup, apply Locktite 242/243 on 2-3 threads 2/3rds around the cup and reinstall.
2. Verify that the left bearing cup is threaded far enough in the frame to eliminate any lateral end play of the spindle. Lightly tap the end of the spindle with a rubber mallet or 'dead blow' hammer to test for lateral end play. If you need to adjust the bearing cup, remove it first from the frame, apply Locktite 242/243 on 2-3 threads 2/3rds around the cup and reinstall.

   Note: If reinstalling the spindle, ensure that the longer side is positioned on the right side.



3. Once the left bearing cup is reinstalled, check the spindle again for lateral end play. Re-adjust as needed.
4. Apply Locktite 242/243 to the lock ring and reinstall the lock ring.
5. Apply a thin coating of grease on each side of the spindle and reinstall each crank.
6. Use Locktite 242/243 on each crank bolt and reinstall the bolts. Torque the crank bolts to

Changing grips

1. Use a cutter to remove the old grips from the handlebar.
2. Spray hair spray on the handlebar and inside the new grips.
3. Slide the new grips onto the handlebar assembly.

Tension knob assembly

Note: An additional spring was added to the tension knob assembly (09/01 starting sn 0108503374), the new assembly is backward compatible.

1. Use the 4-mm hex key to remove the two tension knob cover mounting screws.
2. Unscrew the plastic acorn nut from the tension knob rod.
3. Pull the tension knob assembly up and out of the frame.
4. Remove the plastic acorn nut and lower spring from the new tension knob assembly.
5. Insert the new tension knob into the frame. If the tension knob does not easily fit in the frame check for metal burrs that might restrict the new tension knob assembly. If necessary, use the metal round file to de-burr the inside of the frame.
6. Slide the lower spring onto the tension knob rod and thread the acorn nut onto the tension knob rod.

Pedal removal

Note: Be careful putting the pedals on the crank. If you cross thread the crank, you will need to use a tap to clean up the threads. If you can not clean up the threads you will need to replace the crank! A cross-threaded crank is not a manufacturing defect and therefore not covered under warranty.

1. Using a pedal wrench, unscrew the left pedal from the left crank. Note that the left pedal is reverse-threaded.
2. Apply a small amount of grease on the pedal threads. Carefully thread the left pedal into the left crank and tighten with a pedal wrench. Ensure that you do not cross-thread the crank arm.
3. Using a pedal wrench, unscrew the right pedal from the right pedal crank. Apply a small amount of grease on the pedal threads. Carefully thread the new right pedal into the right crank. Ensure that you do not cross-thread the crank arm.

Rear pulley removal

1. Remove the right cover.
2. Remove the belt.
3. Use an 8-mm hex key to remove the right crank bolt.
4. Use a crank puller tool to remove the right crank from the spindle. The right crank will come off with the rear pulley attached.

5. Use a 5-mm hex key to remove the five pulley mounting screws from the crank.

6. Separate the right crank from the rear pulley.
7. Attach the new rear pulley to the right crank.
8. Use the rubber mallet to reinstall the right crank assembly onto the spindle.
9. Apply Locktite® 242/243 to the crank bolt and reinstall the crank bolt.
10. Reinstall the belt and tighten the idler bolt and the belt tensioner screw.
11. Reinstall the cover.

Pillow block bearing removal

1. Remove the right cover.
2. Remove the belt.
3. Use a 5-mm hex key to remove the four pillow block bearing screws.
4. Place a towel between the front forks, under the flywheel (this is to protect the flywheel in case it is dropped on the frame during removal).
5. Remove the flywheel assembly from the frame and place the flywheel on a padded surface. ***Caution: the flywheel weighs 47 pounds***.
6. Use a 4-mm hex key to remove the flywheel pulley mounting screw from the spline shaft.
7. Remove the flywheel pulley washer.
8. Use the flywheel pulley puller tool to remove the flywheel pulley from the spline shaft. The two screws included with the tool insert into the two tapped holes in the flywheel pulley.
9. Remove the flywheel spacer from the spline shaft.
10. Next, use the same flywheel pulley puller tool to remove the pillow block bearings from the spline shaft. The pillow block housing might pull off the bearing and leave the bearing pressed on the spline shaft. If this happens, use a small pry bar as a lever to remove the bearing from the spline shaft.

11. Install the new pillow block bearings on the spline shaft. Note: Do not tap directly on the bearings. Use a block of wood/metal on top of the pillow block bearings and tap the bearings onto the spline shaft.
12. Reinstall the flywheel spacer, pulley, washer, and screw. Remember to use the block when tapping the pulley back on the spline shaft.

Belt Tension Adjustment

1. Remove the right side cover
2. Use a 5-mm hex key to remove the belt tension adjustment screw.

3. Use an adjustable wrench to loosen and remove the idler bolt. Ensure that the idler nut (located on the inside right frame fork) does not get lost.
4. Remove the two idler bearings, the bearing spacer, and the slotted washer from the idler bolt.
5. Install the new bearings on the idler bolt.
6. Reinstall the bearing spacer and slotted washer on the idler bolt.
7. Align the idler nut and idler bolt assembly. Use the adjustable wrench to loosely secure the idler bolt above the belt.
8. Loosely thread the belt tensioner screw into the frame.
9. Slide the idler bolt down on the belt and tighten the idler bolt.
10. Tighten the belt tensioner screw, and use the belt tension gauge to ensure that the belt has 160 lbs. of tension. If necessary, readjust the belt tensioner screw and idler bolt.
11. Reinstall the cover.

LeMond Fitness, Inc. Inc
15540 Woodinville-Redmond Rd
Building A, Suite 100
Woodinville, WA 98072
(425) 482-6773
Fax: (425) 482-6724

ATTENTION!

Your leather brake pad needs periodic lubrication

The leather on your RevMaster brake pad is pre-soaked in oil, but will require occasional lubrication. Inspect your brake pad daily until the pad settles into normal use. After the pad has settled into normal use, periodically inspect the brake pad for proper lubrication. A dry brake pad will make a sound similar to a scraping noise that, if not lubricated right away, it may turn into a squealing noise. Another indication that the brake pad needs lubrication is excessive drag on the flywheel.

TOOLS NEEDED:

- Lubricant - 3-IN-ONE® oil
- Clean dry rag

PROCEDURE:

1. Rotate the tension knob clockwise until the brake pad lightly contacts the flywheel. Ensure that the flywheel still is able to rotate.

2. Rotate the flywheel slowly and place several drops of oil on the outer rim of the flywheel, such that the rotating flywheel will carry the oil onto the brake pad.

3. Continue to rotate slowly several times and apply lubricant until the sound and feel improve. ***Note: Moving the flywheel at higher speeds while applying oil will cause the oil to splatter.***

4. Wipe off any excess oil with a clean, dry rag. Ensure that the oil does not drip down the side of the flywheel and onto the drive belt. Excess oil on the belt will cause the belt to slip and the belt will have to be replaced. *Belts contaminated with oil are not covered under warranty.*

LeMond® Fitness Inc.
15540 Woodinville-Redmond Rd.
Building A, Suite 100
(425) 482-6773
Fax: (425) 482-6724
www.lemondfitness.com

BRAKE PAD AND SPRING STEEL REPLACEMENT INSTRUCTIONS FOR LEMOND® REVMASTER BIKES

PARTS/TOOLS NEEDED:

- 4-mm Allen key
- 5-mm Allen key
- 10-mm Wrench
- Phillips screwdriver
- Pocket knife
- Towel

REPLACEMENT INSTRUCTIONS

1. **Remove the right side cover from the bike frame.**
   - Use a philips screwdriver to remove the two philips screws on the left side cover.
   - Use a 4-mm allen key to remove the four mounting screws on the right side cover.
   - Lift the right side cover over the right crank arm and remove it from the frame.

2. **Remove the belt from the bike.**
   - Loosen the idler pulley nut with an adjustable wrench (approx. 1 turn) and use a 4-mm allen key to loosen the tension adjustment screw located on top of the idler pulley.
   - Slide the idler pulley up in the frame and relieve tension on the belt.
   - Remove the belt by rotating the pedals forward and pulling the belt towards you and off the crank pulley. Remove the belt from the flywheel pulley. *WARNING: WATCH YOUR FINGERS AS YOU REMOVE THE BELT FROM THE PULLEY SO THAT YOU DO NOT PINCH THEM BETWEEN THE PULLEY AND THE BELT.*

3. **Remove the flywheel from the bike so that you can replace the brake spring.**
   - Us a 5-mm allen key to remove the two mounting bolts that secure each of the pillow block bearings on either side of the flywheel to the frame. Keep the hardware to use during reinstallation.

   - Twist the tension knob counterclockwise until the acorn nut meets the frame.

- Move the brake pad off to one side to allow room to lift the flywheel up off the frame.

- Place a towel on the frame in between the forks and under the flywheel to prevent damage when removing the flywheel from the frame. Have an assistant help you lift the flywheel up and remove the flywheel from the frame.

- Place the flywheel on a padded surface next to the new bike. *Note: Lay the flywheel down on a padded surface. Any surface damage to the flywheel (nicks, dings, etc.) will effect performance.*

4. **Remove the brake spring steel and brake pad assembly from the frame**
   - Use a 5-mm allen key loosen and remove the 2 brake assembly mounting screws from the bike frame.

5. **Remove the old brake spring steel from the brake pad assembly**
   - Use the 4-mm Allen wrench to remove the 4-mm screw on the front of the brake pad assembly.

- Reinstall the brake assembly with two new brake spring on the bike frame also using two new mounting screws from the accessory kit.

6. Replace the brake pad

- Place the brake pad assembly on a flat surface with the brake pad facing up.
- Note the location of the two different 4-mm mounting screws that hold the brake pad in place. The 4-mm socket cap screw goes in front and the longer, chamfered screw goes in back. Note also that the mounting hole in the brake pad material is closer to the edge in front, and further from the edge in back.
- Remove both mounting screws from the brake pad using the 4-mm allen wrench.
- Pull the old brake material (felt) off the brake pad housing. Next, pull the rubber padding material out from the brake pad housing. Use the pocketknife to clean out any large pieces of debris.
- Locate the new leather brake pad and orient it so that the adhesive backing aligns with the underside of the brake pad housing. Insert the 4-mm socket cap screw through the correct mounting hole in the new leather brake pad (*the mounting hole in the brake pad material is closer to the edge in front, and further from the edge in back*).
- Use the 4-mm allen wrench to align the screw into the mounting hole on the brake pad housing and partially thread the screw into the brake pad housing.
- Peel the back off the adhesive padding on the leather brake pad. Starting from the side that has the partially threaded screw, run your thumb over the leather pad and seat the brake pad in the brake pad housing. Ensure that there are no air pockets in the adhesive padding.
- Insert the other mounting screw through the leather pad and into the brake pad housing. Tighten both screws. The back screw is longer and will go through the brake pad housing so that the brake spring steel can attach to it.

7. Attach the new brake spring steel to the brake pad assembly

- Turn the brake pad assembly over.
- The new brake spring steel has two mounting holes on one end, and one mounting hole and a mounting slot next to an adhesive pad on the other end. The end that has the mounting slot mounts to the frame and the other end mounts to the brake pad assembly.
- Position brake spring steel with the adhesive pad facing up. Orient the end with the two mounting holes over the brake pad assembly. Align the hole that is furthest in over the threaded post of the mounting screw that attaches the leather brake pad to the brake pad housing. Thread the 10-mm mounting nut on the post.
- Insert the 4-mm mounting screw into the forward hole on the brake pad assembly and secure.

8. Attach the brake spring steel and brake pad assembly to the frame

- Secure the brake spring steel to the frame using two 5-mm mounting screws. Ensure that the adhesive pad is between the frame and the brake spring steel.

9. Position the flywheel back in place on the bike frame.

- Lift the flywheel up and position it on the frame with the shiny side of the pillow blocks facing up. Secure the flywheel to the bike using four pillow block mounting bolts. **Tighten the bolts in a cross-pattern sequence.**

10. Reinstall the belt.

- Reinstall the belt around the front pulley, under the idler pulley, and around the rear pulley of the bike. Tension the belt by tightening the idler tension screw on top of the idler pulley. Tighten the idler pulley nut. *WARNING: WATCH YOUR FINGERS AS YOU INSTALL THE BELT ON THE PULLEYS SO THAT YOU DO NOT PINCH THEM BETWEEN THE PULLEY AND THE BELT.*

11. Test the belt tension.

- Stand on the pedals with the pedals horizontal to the floor. Pedal quickly and see if the belt slips. A minimum of slipping is okay, it is important not to over-tighten the belt.

12. Reinstall the right side cover on the bike with the new screws.

- Install 4 cover screws on the right side cover.
- Install 2 cover screws on the left side cover.

13. Test the bike.

- Ride the new bike to test and make sure that no abnormal noise is heard and that the bike functions properly. While the flywheel is in motion, push down on the brake and verify that the flywheel stops correctly.

LeMond® Fitness Inc.
15540 Woodinville-Redmond Rd.
Building A, Suite 100
(425) 482-6773
Fax: (425) 482-6724
www.LeMondfitness.com

REPLACEMENT PROCEDURES FOR THE LEMOND® REVMASTER® FLYWHEEL ASSEMBLY

Tools Required:

- 4-mm Allen Key
- 5-mm Allen Key
- Phillips Screwdriver
- Adjustable wrench (medium)
- Hand towel
- LeMond Flywheel Pulley Puller

REPLACEMENT INSTRUCTIONS

1. **Remove the right side belt cover from the bike frame.**
   - Rotate the pedals until the right side crank arm is at 9 o'clock.
   - Use a Phillips screwdriver to remove the two Phillips screws on the left side (back) belt cover.
   - Use a 4-mm Allen key to remove the four mounting screws on the right side (front) belt cover.
   - Lift the right side belt cover over the right crank arm and remove it from the frame. This is easiest when the right side crank arm rests at 9 o'clock.

2. **Remove the belt from the bike drive system.**
   - Loosen the idler shoulder bolt with an adjustable wrench (approx. 1 turn) and use a 4-mm Allen key to loosen the tension adjustment screw located on top of the idler pulley.
   - Slide the idler pulley up in the frame and relieve tension on the belt (this should occur when the tension adjustment screw is loosened).
   - Remove the belt by rotating the pedals forward and pulling the lower section of the belt towards you and off the crank pulley. Remove the belt from the flywheel pulley.
     WARNING: WATCH YOUR FINGERS AS YOU REMOVE THE BELT FROM THE PULLEY SO THAT YOU DO NOT PINCH THEM BETWEEN THE PULLEY AND THE BELT.

3. **Remove the flywheel from the bike.**
   - Use a 5-mm Allen key to remove the two pillow block screws that secure each of the pillow block bearing on either side of the flywheel to the frame. Keep the hardware to use during installation.
   - Place a towel on the frame in between the forks and under the flywheel to prevent damage when removing the flywheel from the frame. Have an assistant help you lift the flywheel up and remove it from the frame.

   - Place the flywheel on a padded surface next to the bike. *Note: Lay the flywheel down on a padded surface. Any surface damage to the flywheel (i.e. nicks, dings, etc.) will affect its future performance.*

Note: if you are installing a new Flywheel Assembly, please proceed to step #6.

4. **Remove the Flywheel Shaft Assembly.**
   - Pull the left pillow block and bearing off of the flywheel shaft using the Flywheel Pulley Puller.
   - Flip the flywheel over and use a 4-mm Allen key to remove the front pulley mounting screw and washer.
   - Remove the front pulley from the flywheel using the Flywheel Pulley Puller.
   - Remove the right pillow block w/bearing and the flywheel spacer from the Flywheel Spline Shaft.
   - Use a 4-mm Allen key to remove the three flywheel shaft mounting screws.
   - Remove the Flywheel Spline Shaft from the flywheel.

5. **Install a new flywheel shaft assembly into the flywheel.**
   - Insert a new flywheel spline shaft into the center of the flywheel & line up the holes.
   - Apply 1-2 drops of Loc-Tite® 242 on the flywheel spline shaft screw threads. Install the screws and tighten to secure the spline shaft. Use a torque wrench to tighten the spline shaft screws to 13-14.5 Newton-meters (about 120-130 in-lbs). Failure to tighten properly may allow the screws to become loose. Let the Loc-Tite® set for about 20 minutes.
   - Re-install the right pillow block with a new bearing. *NOTE: in order to assure that your pillow block bearings are not damaged during re-installation, use a ¾ inch ratchet wrench socket placed on the center ring of the bearing to apply force during installation (see picture).*
   - Re-install the flywheel spacer so that it rests in between the flywheel pillow block and the flywheel pulley.
   - Re-install the flywheel pulley onto the right side of the flywheel spline shaft. Make sure to position the Flywheel Spacer in between the right side pillow block and flywheel pulley.
   - Re-install the front pulley mounting screw and washer.
   - Re-install the left pillow block with a new bearing. *NOTE: in order to assure that your pillow block bearings are not damaged during re-installation, use a ¾" ratchet wrench socket placed on the center ring of the bearing to apply force during installation (see picture).*

6. **Position the flywheel back in place on the bike frame.**
   - Lift the flywheel up and position it on the frame with the shiny side of the pillow blocks facing up. Apply 1-2 drops of Loc-Tite® 242 on each of the pillow block mounting screws threads before threading them into the bike. Secure the flywheel to the bike using four pillow block mounting screws. ***Tighten the bolts in a cross-pattern sequence.***

7. Re-install the belt.
   - Re-install the belt around the front pulley, under the idler pulley, and around the top side of the rear pulley of the bike. Once in this position, the belt can be installed the rest of the way simply by rotating the pedals backwards. Tension the belt by tightening the idler tension screw on top of the idler pulley. Tighten the idler pulley nut. *WARNING: WATCH YOUR FINGERS AS YOU INSTALL THE BELT ON THE PULLEYS SO THAT YOU DO NOT PINCH THEM BETWEEN THE PULLEY AND THE BELT.*

8**. Test the belt tension.**
   - Stand on the pedals with the pedals horizontal to the floor. Pedal quickly and see if the belt slips. A minimum of slipping is okay, it is important not to over-tighten the belt.

9. Re-install the right side cover on the bike.
   - Install 4 cover screws on the right side cover.
   - Install 2 cover screws on the left side cover.

10. Test the bike.
   - Ride the bike to test and make sure that no abnormal noise is heard and that the bike functions properly. While the flywheel is in motion, push down on the brake and verify that the flywheel stops correctly.

For telephone assistance, please contact your local distributor or the Customer Service Department of LeMond Fitness Inc.. at 1-425-482-6773 x109 from 0800AM – 1700PM PST Monday through Friday.

LeMond® Fitness Inc.
15540 Woodinville-Redmond Rd.
Building A, Suite 100
(425) 482-6773
Fax: (425) 482-6724
www.LeMondfitness.com

TOUCH-UP PAINT KIT
INSTRUCTIONS FOR THE LEMOND® REVMASTER™

Tools Required:

- 1 – 2oz. Bottle of Touch-up Paint (P/N 250202)
- 1 –180 Grit Sand Paper (P/N 250203)

Instructions

1. Mask around area to be sanded and painted to keep from scratching good paint.

2. Remove any loose material or rust, in the immediate area of the chip/scratch by lightly sanding until the area is clean and all loose paint has been removed. When properly prepared for paint, the surface of the frame should be light yellow or black in color and completely dust free.

3. Once the affected area is properly prepared, shake the 2oz bottle of touch up paint for approximately 30 seconds to ensure that the paint is thoroughly mixed. Be sure the lid is sealed before shaking.

NOTE: *For best results the paint and the frame should be at room temperature (68 deg F) before any paint is applied to the frame.*

4. Use the brush attached to the cap of the touch-up bottle to spread a thin, even coat of paint into the affected area then allow 30 minutes for it to cure. Multiple coats can be applied as long as the previous coat of paint has fully cured before applying the next coat.

5. Remove tape and inspect previously chipped/scratched area for complete paint coverage.