Core Health & Fitness

Schwinn® S.C. 5

SERVICE MANUAL

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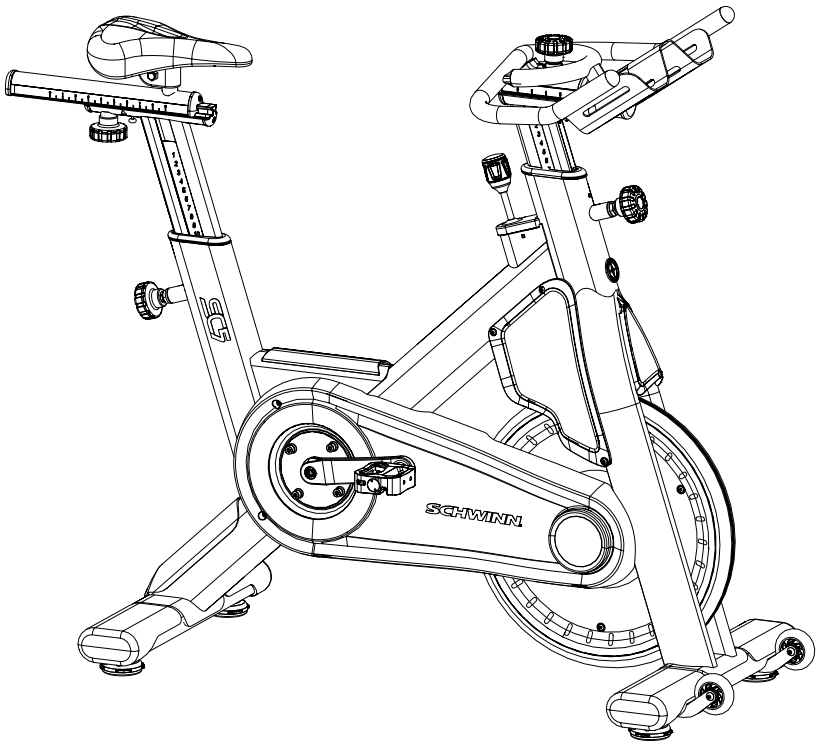
PRODUCT SPOTLIGHT



9-7410 S.C.™ 5

Overall Weight	Width	Length	Height	User Weight
134 lbs (61 kg)	21” (53 cm)	55” (140 cm)	47” (119 cm)	0-350 lbs (0-159 kgs)

Product Conformity

- EN957-1 (S,H)
- EN957-10 (S,H)
- ASTM F1250-13
- ASTM F2276-10

All products may be covered by US and Foreign Patents and Patents Pending.

OTHER MANUALS

Click the links below to load the related complete manuals from our support website.
Safety warnings and warranty information specific to each unit are located in their respective owner's manuals.

Manuals	Install	Owner's
AC Performance (100175)		
AC Performance (9-7320)		
AC Performance Plus		
AC Sport		
SC5		
SC7		
SC Power		
IC Classic		
AC Power		

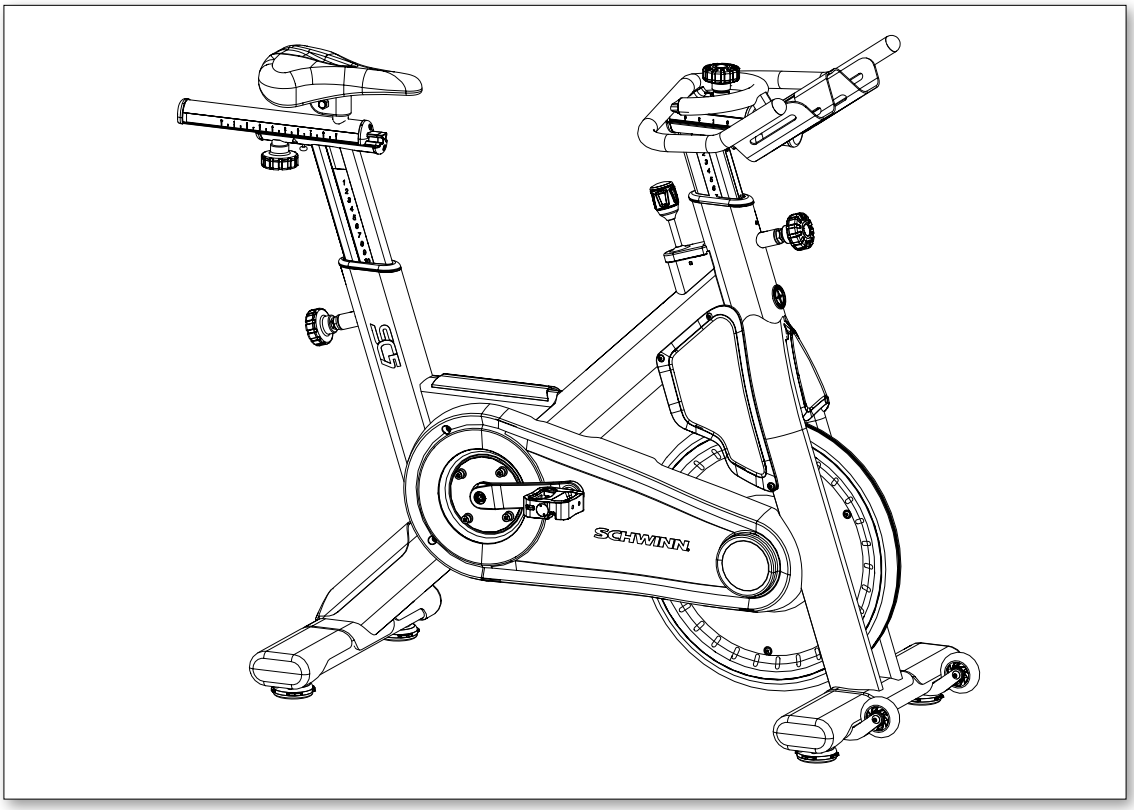
Related Installation Manuals

- MYE PVS Brackets Installation

Consoles

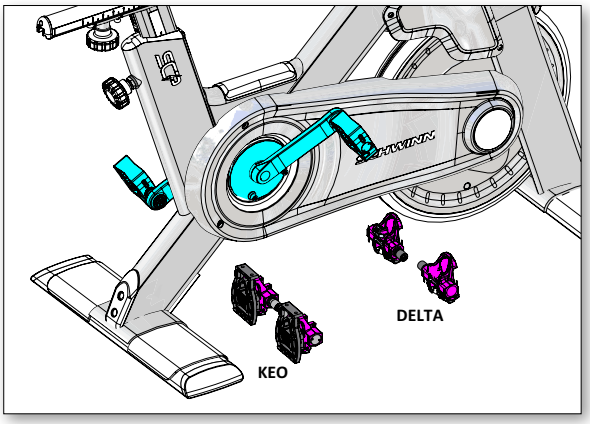
For troubleshooting regarding the consoles available for this bike, chose from one of the service manuals below:

Manuals	Install	Service
MPower Echelon2G Console		
MPower Echelon2 Console		
Cadence Pro		



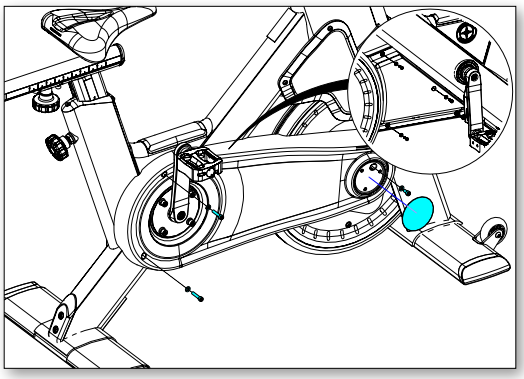
Standard Schwinn pedals have threaded shafts that connect to the crank arms. The right pedal is right-hand threaded while the left pedal is reverse threaded, meaning you turn to the left to tighten and right to loosen. For pictures of all different Schwinn pedals, see document 637-4501 on our support site. For a comprehensive list of accessories for Schwinn, see document 637-8608.

Cranks & Pedals		SKU
Power	4iiii	718-5765
	MPower	740-8941
Pedals	Standard Double Link	740-9020
	Triple Link MT LOOK Delta-compatible	740-8689
	Triple Link MT LOOK Keo-compatible	718-5869

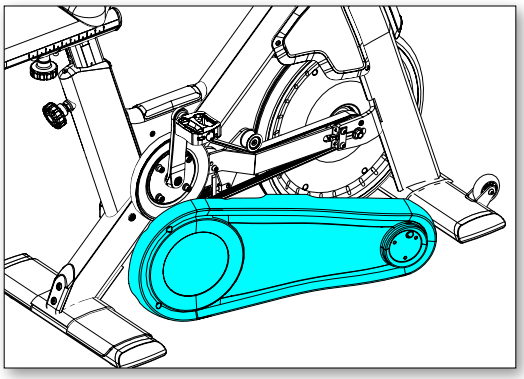


Shroud Removal

1. Remove the rubber chainguard cap.
2. Remove the screws from the user right chainguard (inset).
3. Use a Phillips screw driver and 5mm hex key to remove the screws securing the user left Chainguard to the bike.

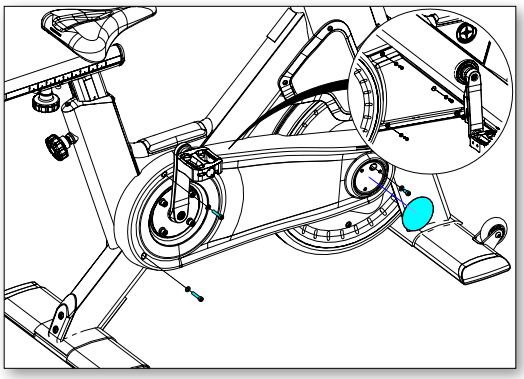


4. Rotate the chainguard downward to remove

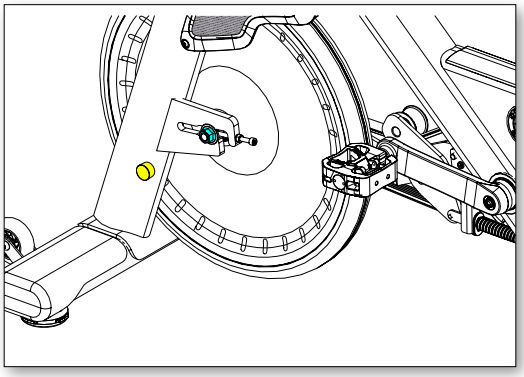


Belt Tension

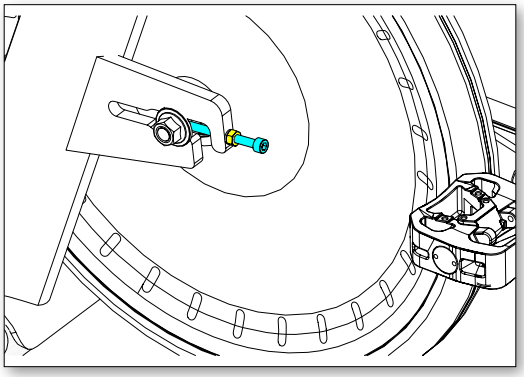
1. Remove the rubber chainguard cap from the right hand shroud.



2. Remove the rubber cap from the user left side.
3. Use a 19mm socket to loosen the axle bolts on both sides of the flywheel.

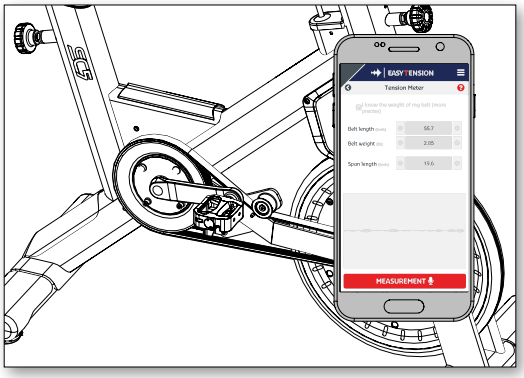


4. Use a small crescent wrench to loosen the tension screw lock nuts on both sides of the flywheel.
5. Use a 3mm allen key to adjust the left and right tension-screws by turning clockwise to tighten and counter-clockwise to loosen. Be sure to adjust the bolts evenly so that the flywheel is not angled between the forks.
6. Fine adjustment to the belt tension can be done using a 13mm open-ended wrench to loosen or tighten the tensioner spring on the idler arm.



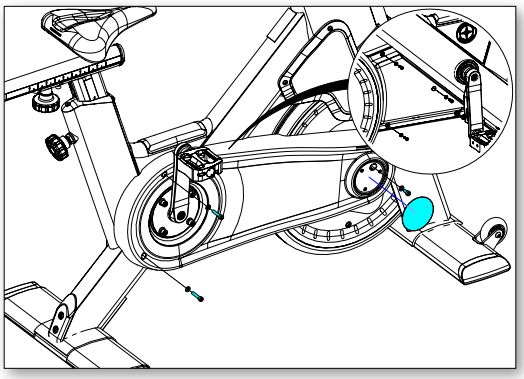
7. Check belt tension using a sonic tension meter in the center of the belt span. The belt should measure ~84 Hz.
8. If you do not have a sonic tension meter, you can use a tensioning app to measure the frequency.

   NOTE: App settings are provided for convenience. Core does not support third-party apps.
9. Once proper tension has been achieved, re-tighten the tension screw lock nuts.

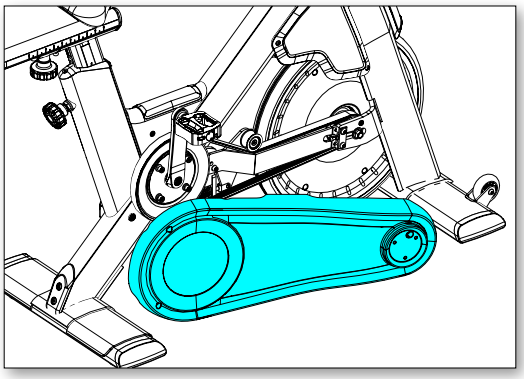


Belt Replacement

1. Remove the rubber chainguard cap.
2. Remove the screws from the user right chainguard (inset).
3. Use a Phillips screw driver and 5mm hex key to remove the screws securing the user left Chainguard to the bike.

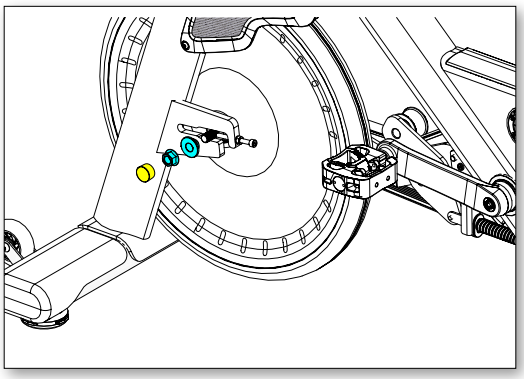


4. Rotate the chainguard downward to remove

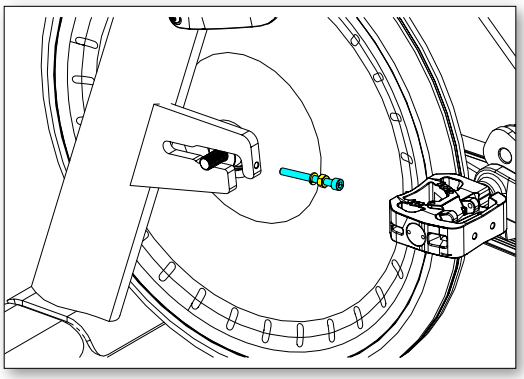


5. Remove the rubber cap from the user left side.
6. Use a 19mm socket to remove the axle bolts and axle spacers on both sides of the flywheel.

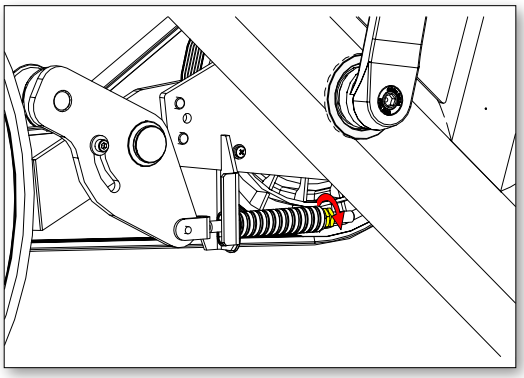
NOTE: The axle spacers are left-right specific.



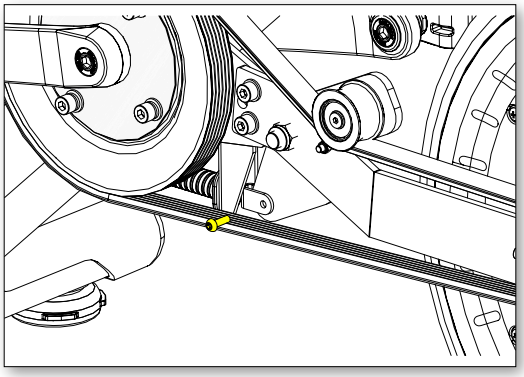
7. **BEFORE REMOVING TENSION SCREWS**: Make note of the thread count so the screws can be reinstalled into the same position.
8. Use a small crescent wrench to loosen the tension screw lock nuts on both sides of the flywheel.
9. Use a 3mm allen key to remove the left and right tension screws.



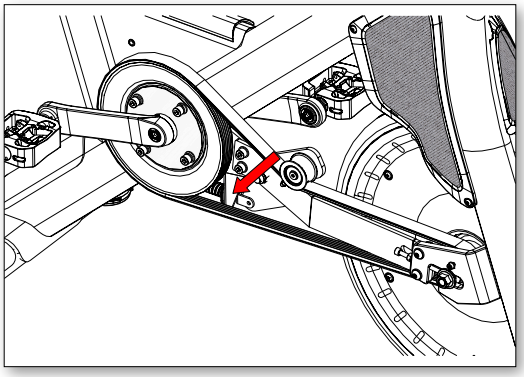
10. Use a 13mm open-ended wrench to loosen the belt idler tension spring.



11. Use a 3mm allen key to remove the screw connecting the idler to the tensioner arm.

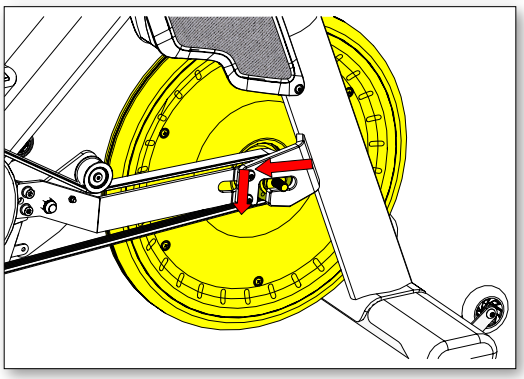


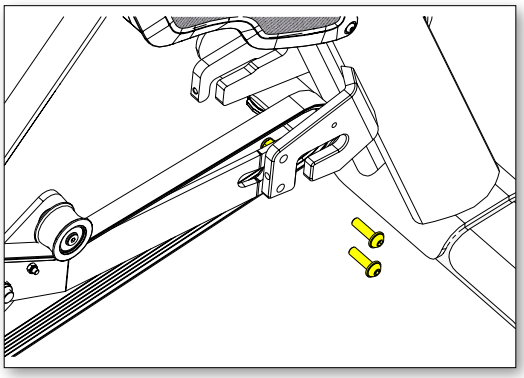
12. Carefully walk the belt off of the tensioner pulley then walk the belt off of the crank pulley.



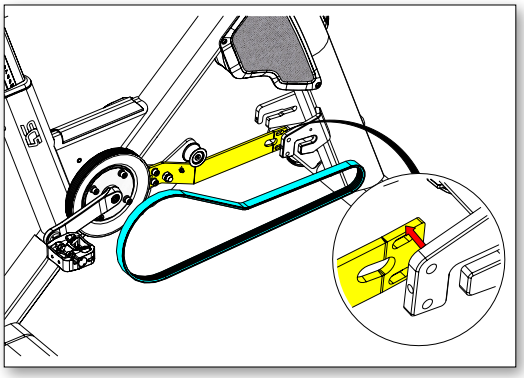
13. Rotate the flywheel back and down to the remove the flywheel from the frame.

NOTE: Take care as the flywheel is heavy.





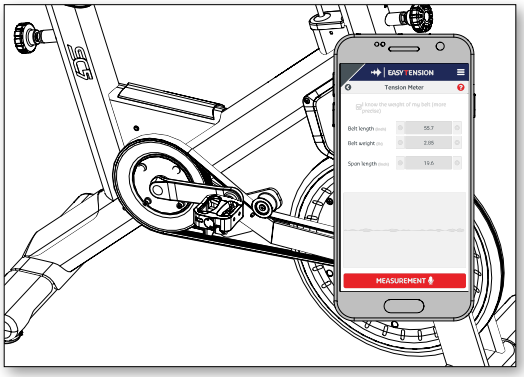
14. Use a 3mm allen key and a 13mm open-ended wrench to remove the two (2) screws and nuts connecting the cross brace to the front right fork. Repeat this step for the other side.



15. Push the front of the cross brace away from right front fork to create a gap then slide the old belt through the gap. Slide the new belt through this same gap then follow the directions in reverse to install the new belt.

16. BEFORE TIGHTENING THE AXLE BOLTS: Use a 3mm allen key to adjust the left and right tensionscrews by turning clockwise to tighten and counter-clockwise to loosen. Be sure to adjust the bolts evenly so that the flywheel is not angled between the forks.

17. Fine adjustment to the belt tension can be done using a 13mm open-endedwrench to loosen or tighten the tensioner spring on the idler arm.



18. Check belt tension using a sonic tension meter in the center of the belt span. The belt should measure ~84 Hz.

19. If you do not have a sonic tension meter, you can use a tensioning app to measure the frequency.

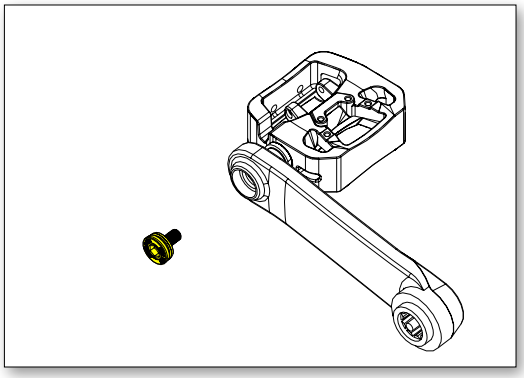
    NOTE: App settings are provided for convenience. Core does not support third-party apps.

20. Once proper tension has been achieved, re-tighten the tension screw lock nuts.

Pedal Replacement (Morse Taper)

1. Use an 8mm allen key to remove the pedal bolt.

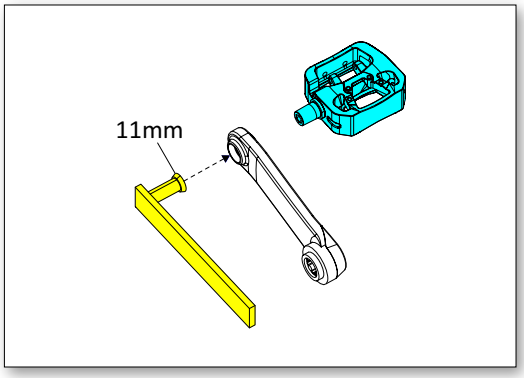
NOTE: The crank arm and pedal are shown detached from the bike for clarity only, it is not necessary to remove the crank arm.



2. Thread a crank puller tool with the smaller **11mm** tip into the crank arm, then use the tool to push the pedal out of the crank arm.

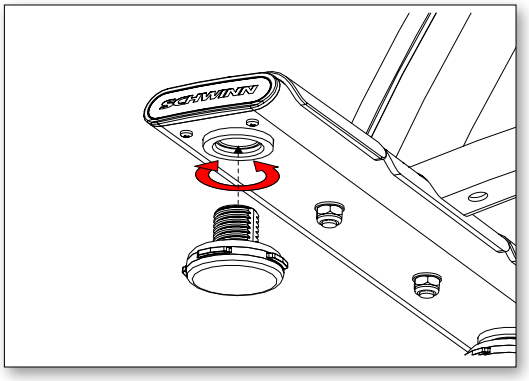
3. Push the new pedal into the crank arm, then use a torque wrench coupled with an 8mm allen socket to reinstall the pedal bolt and torque to the value below:

35-40 ft-lb / 47-54 Nm



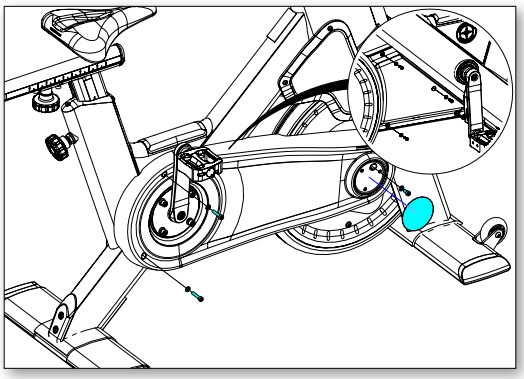
Adjusting Leveling Feet

1. Ensure the bike is level by adjusting all four leveling feet. Turn the leveling foot clockwise to lower the bike and counter-clockwise to raise the bike. When leveled properly, the bike should not wobble or lean to any one side.

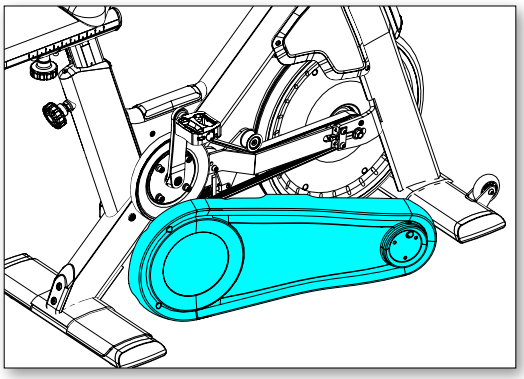


Crank Arm Replacement

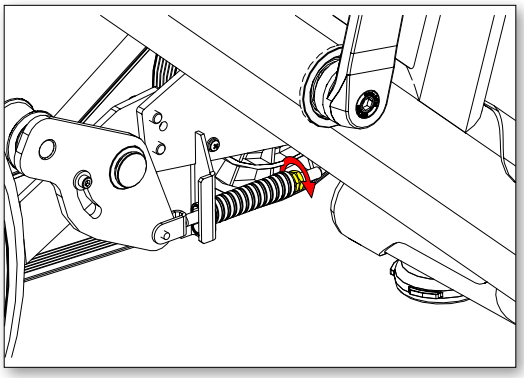
1. Remove the rubber chainguard cap.
2. Remove the screws from the user right chainguard (inset).
3. Use a Phillips screw driver and 5mm hex key to remove the screws securing the user left Chainguard to the bike.



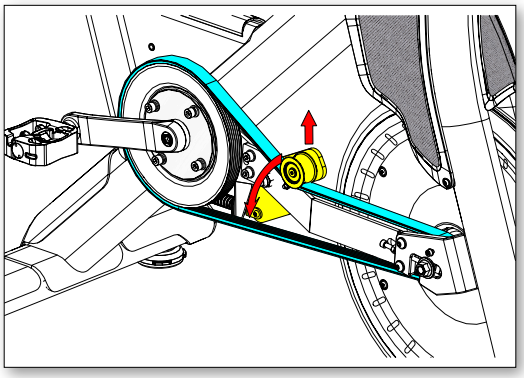
4. Rotate the chainguard downward to remove



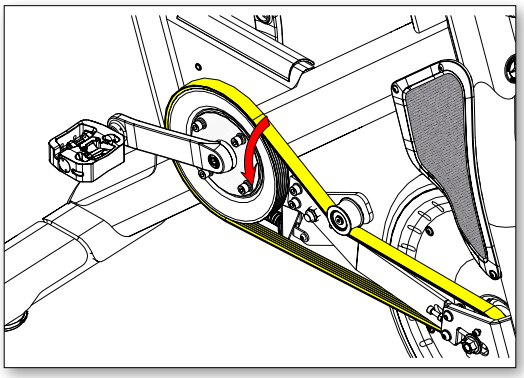
5. Use a 13mm open-ended wrench to loosen the belt idler tension spring.



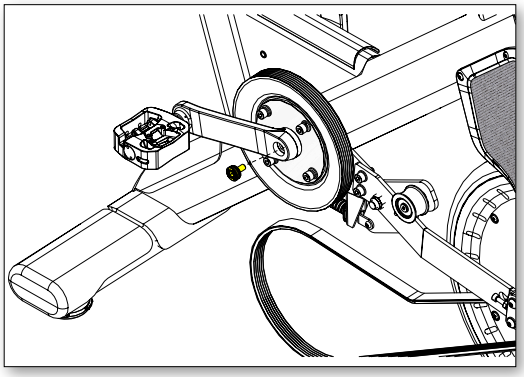
6. Pull up on the idler arm while walking the belt out from under it.



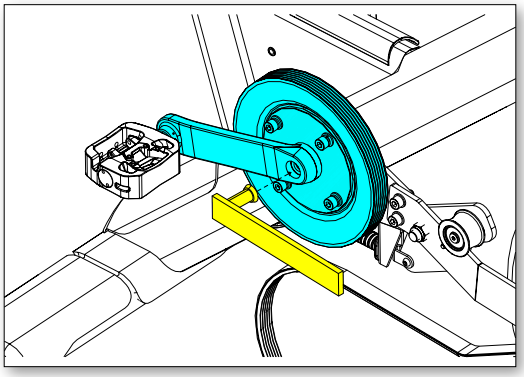
7. Walk the belt off of the crank arm.



8. Use an 8mm allen key to remove the crank bolt



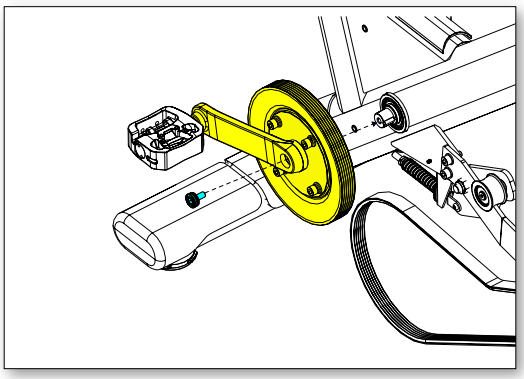
9. Thread a crank puller tool with the **smaller 11mm** tip into the crank arm, then use the tool to pull the crank arm off the bottom bracket.



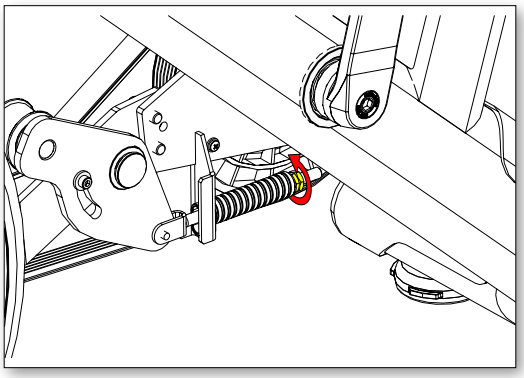
10. Use a torque wrench coupled with an 8mm allen socket to reinstall the crank bolt and torque to the value below:

    40-44 ft-lb / 55-60 Nm

11. Walk the belt back onto the crank pulley, lift up the idler arm, then slip the belt back underneath the idler pulley.



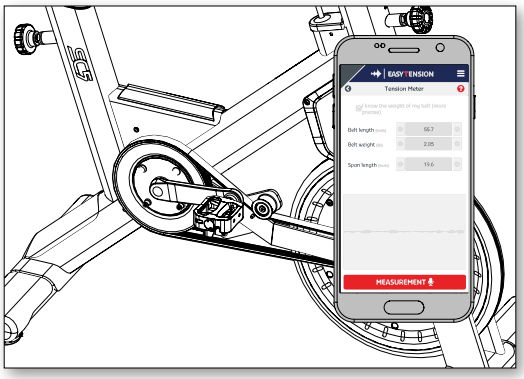
12. Fine adjustment to the belt tension can be done using a 13mm open-ended wrench to loosen or tighten the tensioner spring on the idler arm.



13. Check belt tension using a sonic tension meter in the center of the belt span. The belt should measure ~84 Hz.

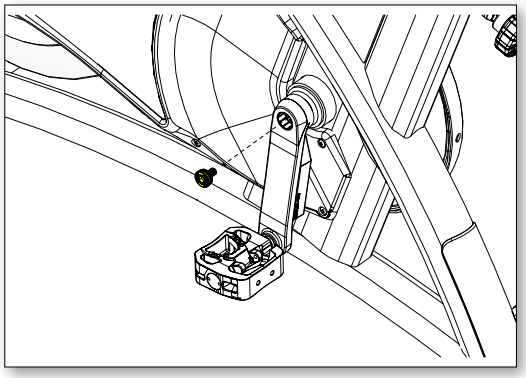
14. If you do not have a sonic tension meter, you can use a tensioning app to measure the frequency.

    NOTE: App settings are provided for convenience. Core does not support third-party apps.



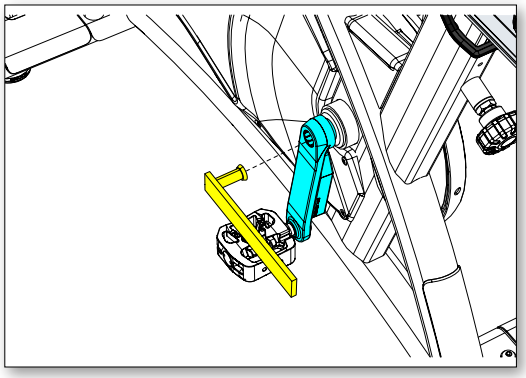
4iiii Crank Replacement

1. Use an 8mm allen key to remove the crank bolt.

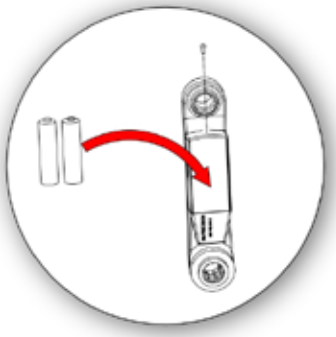


2. Thread a crank puller tool with the larger **16.5mm** tip into the crank arm, then use the tool to pull the crank arm off the bottom bracket.
3. Ensure the opposite side crank arm is at the 12 o'clock position then push the new crank arm onto the bottom bracket at the 6 o'clock position.
4. Use a torque wrench coupled with an 8mm allen socket to reinstall the crank bolt and torque to the value below:

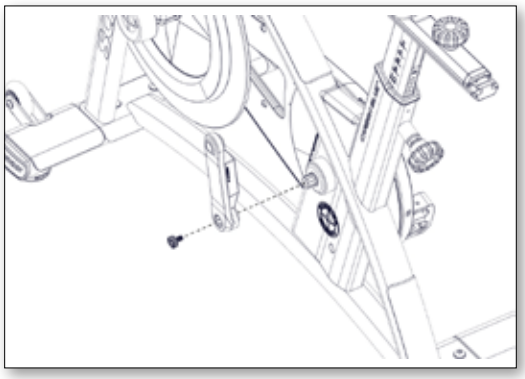
   40-44 ft-lb / 55-60 Nm



5. Use a small phillips screwdriver to remove the screw securing the battery cover, remove the battery cover, then install the batteries. Once the batteries are installed, replace the cover and screw.



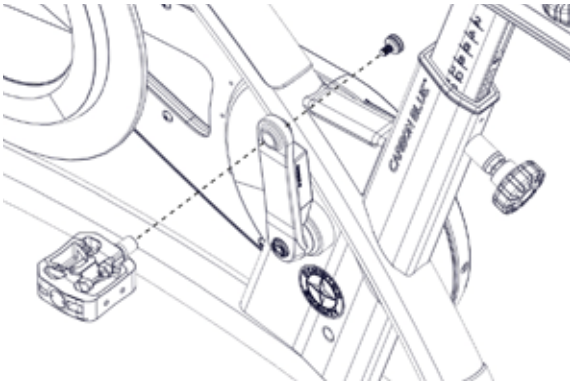
6. Ensure that the rider's right crank arm is at the 6 o'clock position then push the crank onto the bottom bracket. Finally, using a torque wrench with an 8mm allen socket attached, torque the crank bolt to **40-44 ft-lb (55-60 Nm)**.



7. Install the pedal into the crank arm then use a torque wrench and a 8mm allen socket to torque to the pedal bolt according to the specifications below:

   - Threaded Pedal: 25-30 ft-lb (34-40 Nm)
   - Morse Taper Pedal: 33 -37 ft-lb (45-50 Nm)

NOTE: The pedal MUST be torqued to the above specifications otherwise a failure of the pedal may occur.

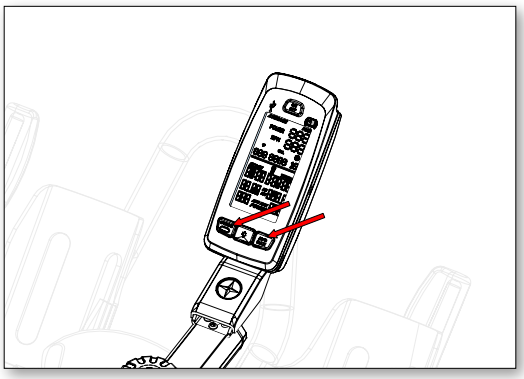


Pairing & Calibrating the 4iiii Crank

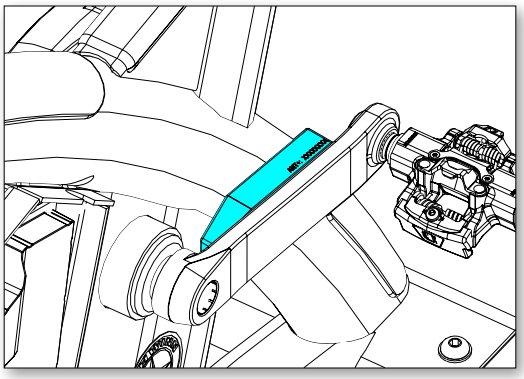
1. Press and hold "STAGE" and "AVG/MAX" for 3-5 seconds to access the service menu.

2. Use "AVG/MAX" to scroll until "SENSOR TYPE" is displayed then push the backlight button to access the sensor menu. Ensure that "4iiii" is displayed as the sensor type.

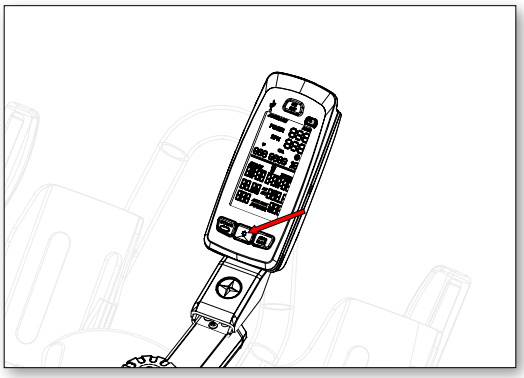
3. If the sensor type is set to "Echelon 2" press the backlight button to select the sensor type, use the "AVG/MAX" button to select "4iiii" then press the backlight button again.



4. Once "4iii" is selected the console will enter the pairing process, check the label on the power sensor for a 5-digit ANT+ ID code. Enter this code on the "ENTER ANT ID" screen using "AVG/MAX" to scroll and the backlight to enter the ANT+ ID.

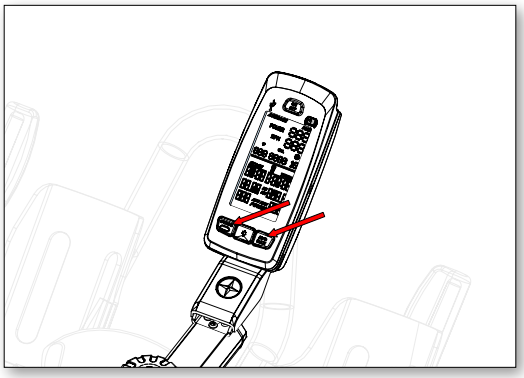


5. Once the ANT+ ID has been entered, pedal the bike, then select "PAIRING SPIN CRANK" by pushing the back-light button. If pairing does not pass, check to ensure the ANT+ ID is correct and try the pairing process again. It may take 2-3 attempts to pair successfully.



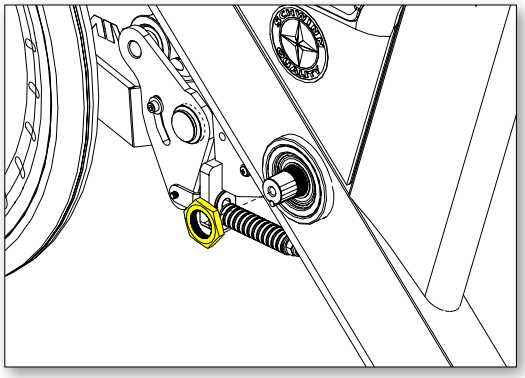
6. After successfully pairing the 4iiii crank, the power sensor must be calibrated BEFORE riding the bike. Press and hold STAGE and AVG/MAX for 3-5 seconds to access the service menu then use AVG/MAX to scroll until "CALIBRATE" is displayed then select it using the back-light button.

7. "ZERO RESET" will be displayed, press the back-light button to select it. Once "SPINCRANK" is displayed, spin the crank and press the back-light button to proceed. Ensure that the left crank arm is in the 6 o'clock position then follow the on-screen directions to finish calibrating the sensor.

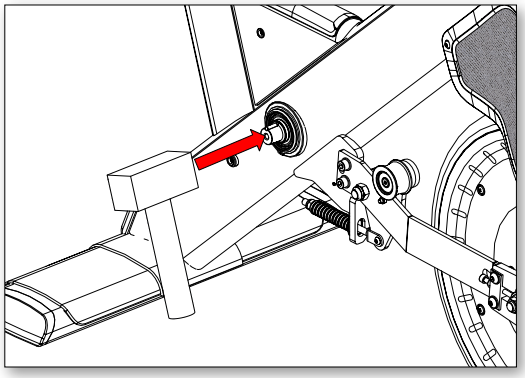


Bottom Bracket Replacement

1. Use a 35mm open-ended wrench to remove the bottom bracket retaining nut.

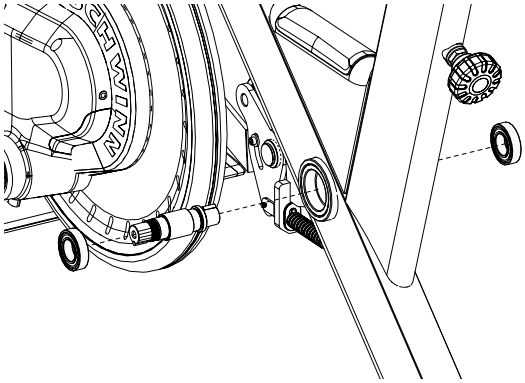


2. Use a rubber mallet to tap the bottom bracket shaft and one of the bearings from the user right side and out of the left side of the box.

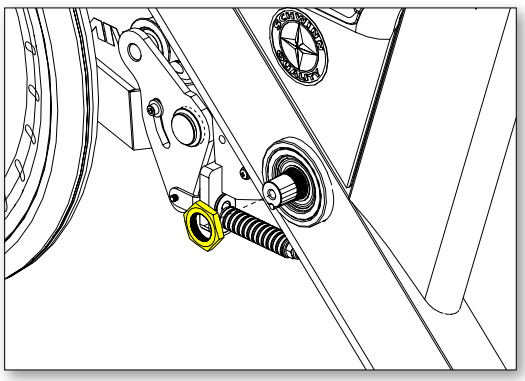


3. Remove the bottom bracket shaft and bearings from the frame.

4. Apply red loctite #620 to both bearings then install the new bottom bracket.

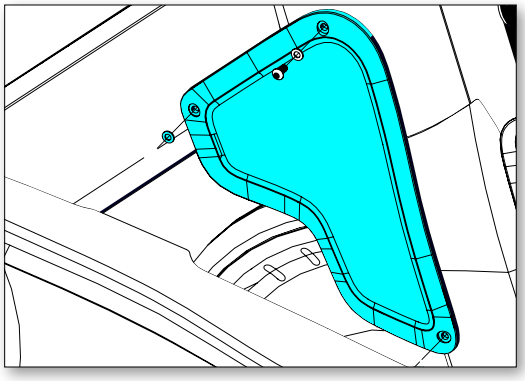


5. Tighten the bottom bracket retaining nut to **50 ft-lb / 68 N-m**

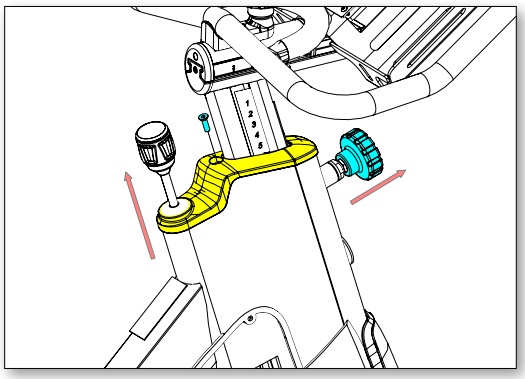


Brake Rod Replacement

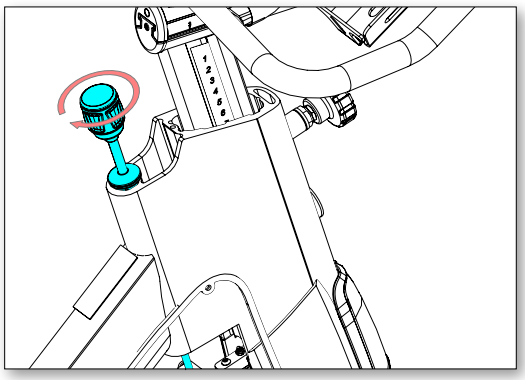
1. Use a 5mm hex key to remove the screws securing the right side sweatguard to the bike.



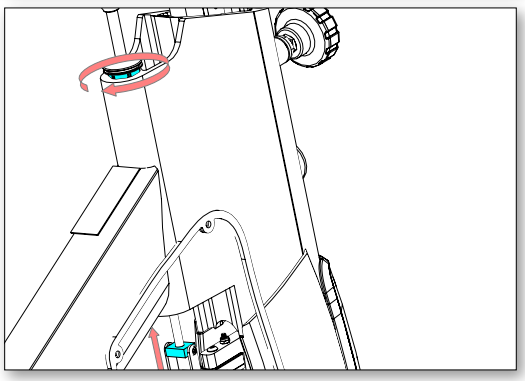
2. Remove the retaining screw (blue) from the top cap, then pull out the front pop pin (blue), then pull upwards on the brake top cap (yellow) to remove it.



3. Turn the brake knob clockwise to lower the brake assembly down onto the flywheel.

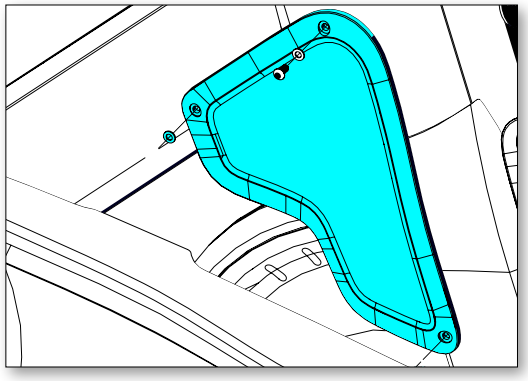


4. Use a 27mm open-ended wrench to remove the brake rod assembly while turning clockwise to disconnect the brake rod assembly from the brake adjustment nut

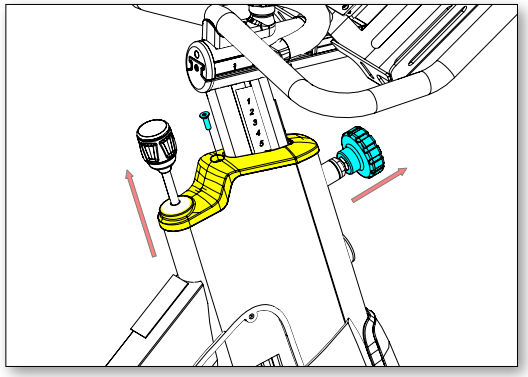


Brake Replacement

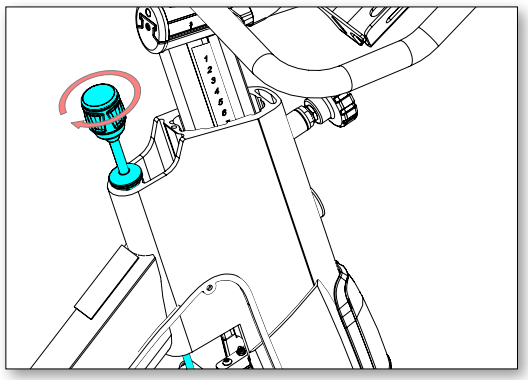
1. Use a 5mm hex key to remove the screws securing the right side sweatguard to the bike.



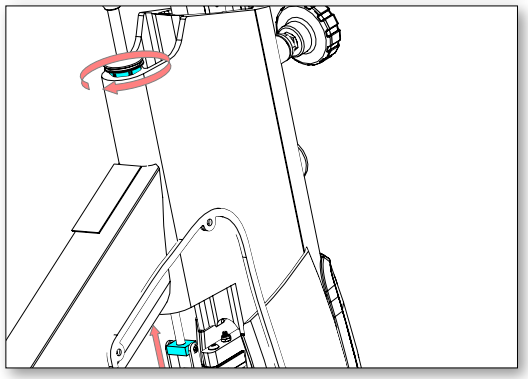
2. Remove the retaining screw (blue) from the top cap, then pull out the front pop pin (blue), then pull upwards on the brake top cap (yellow) to remove it.



3. Turn the brake knob clockwise to lower the brake assembly down onto the flywheel.

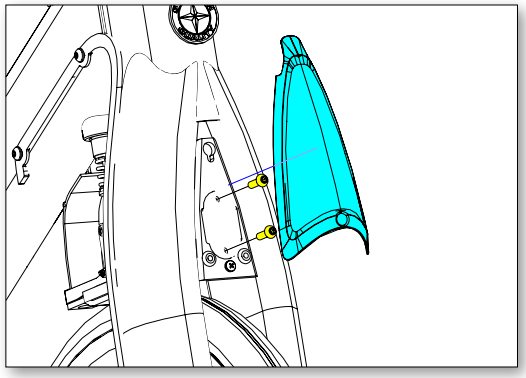


4. Use a 27mm open-ended wrench to remove the brake rod assembly while turning clockwise to disconnect the brake rod assembly from the brake adjustment nut

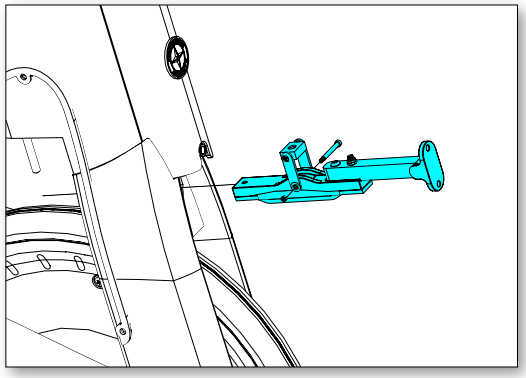


5. Remove the brake bracket cover from the front of the bike (blue)

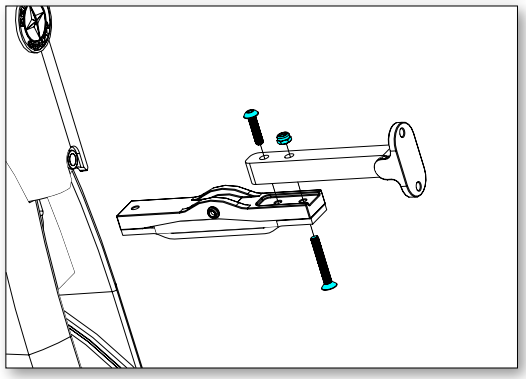
6. After removing the brake bracket cover, use a #3 hex key to remove the screws securing the brake bracket to the frame (yellow)



7. Remove the brake assembly from the bike. If necessary remove the brake adjustment nut assembly.



8. Use a 5mm hex key to remove the screws securing the brake assembly, then replace the brake.



This page lists out all procedures available for Schwinn bikes. Use the icon to open the procedure in a new browser window. **Internet connection is required.**

Power & Mechanical Issues	Procedure	Link	Note
No power on an Echelon 2G	**637-8490**		
Noise troubleshooting for SC Power cycles	**637-8618**		
Identifying crank arms	637-8526		
General Pedal Maintenance	637-4501		

Console & 4iiii	Procedure	Link	Note
Updating the firmware on a 4iiii Powermeter	**637-8637**		
Timing delay in the gear displayed on an Echelon2G	637-8610		
Support information for the 4iiii Mobile App	**637-8587**		
Information about Echelon2G 3rd Party Device ANT+ Compatibility	**637-8606**		
Properly orienting the strain relief grommet on an Echelon2G	**637-8645**		

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