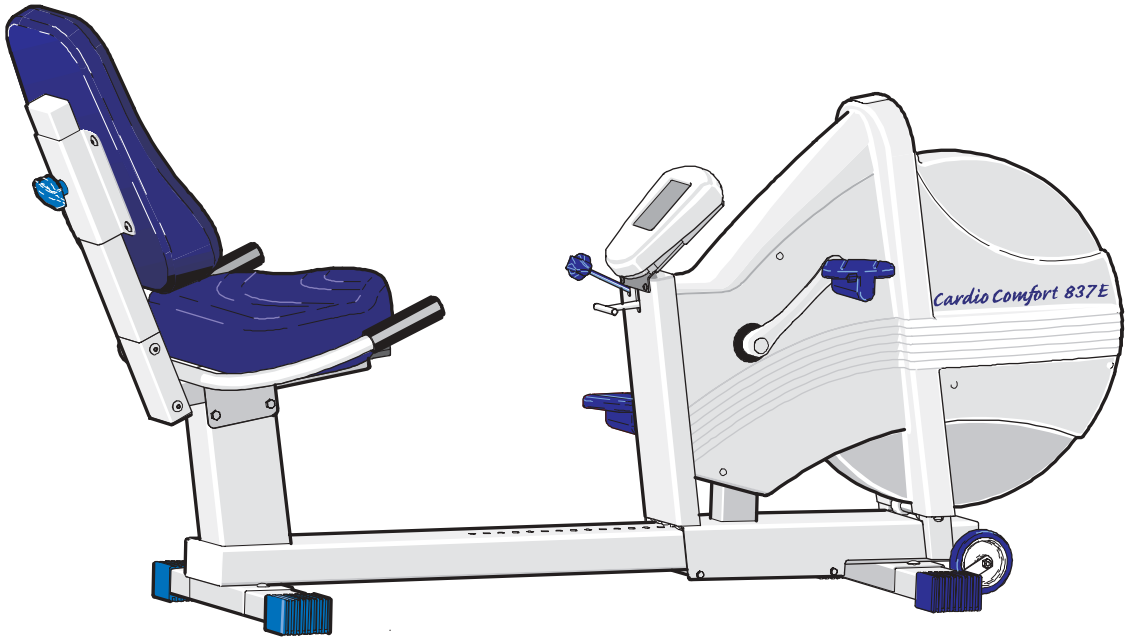
INSTRUCTION MANUAL

Monark 837E
RECUMBENT



Monark Exercise AB

CONTENTS

CONGRATULATIONS ON YOUR NEW EXERCISE BIKE
designed by Monark Exercise AB, Sweden. Monark has been the world's leading manufacturer of high quality ergometers and exercise cycles for more than 40 years.

GENERAL
It is important that you keep your exerciser clean and properly lubricated. Most important is to protect the chromed and zinced parts but also painted parts benefit from the same protection.
When cleaning and lubricating be sure to check that all screws and nuts are properly tightened.
Be sure that all moving parts as crank and flywheel is working normal and that no unnormal play or sound excists. I. e. play in bearings causes fast waring and with that follows a highly reduced lifetime.
PLEASE NOTE: The serial number of your exercise cycle is placed according to fig 2 page 5.

WARRANTY
As on any quality product there may be an exceptional fault due to material or manufacture. If such a fault should arise on your exercise cycle, please return to the place of purchase for necessary repair.
Monark products and parts are guaranteed against defects in materials and workmanship for a period of one year from the initial date of purchase of the unit.
Parts found to need replacement due to normal wear and tear, such as brake belts, are not covered.
This guarantee covers parts only, not labor costs associated with the repair.
This guarantee does not apply to cases of abuse or vandalism, nor does it extend to any injury or loss to person or property caused directly or indirectly by any Monark products.

In the event of a defect in material or workmanship during the warranty period, Monark Exercise will repair or replace (at its option) the product. Monark Exercise will do so at its expense for the cost of materials but not for labour or shipping

PARTS BELOW ARE NOT ASEMBLED.

ASEMBLE INSTRUCTIONS.
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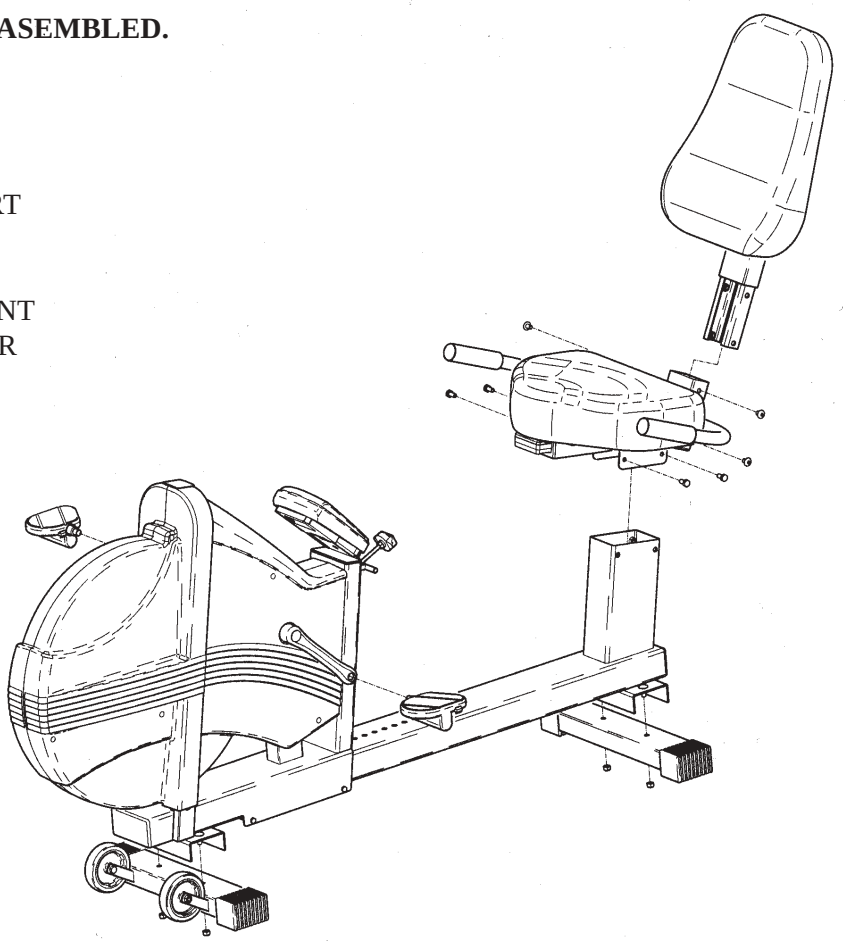
1	SEAT
2	BACK SUPPORT
3	PEDAL LEFT
4	PEDAL RIGHT
5	SUPPORT FRONT
6	SUPPORT REAR



Assemble the front supporting tube with two nuts.
Note: Use the accompanying spanner.
See fig 1.

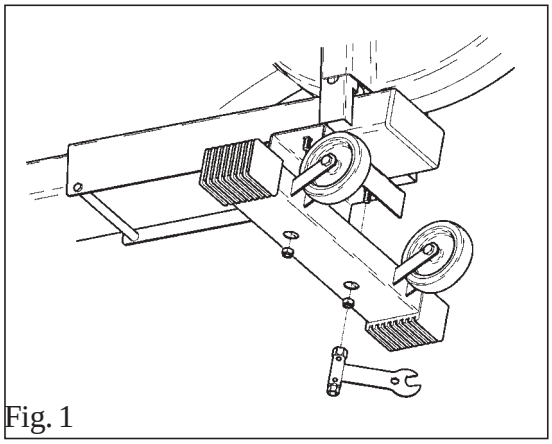


Fig. 1

Move the pedalling unit to its most forward position.
Assemble the rear supporting tube with two nuts.
See fig. 2.

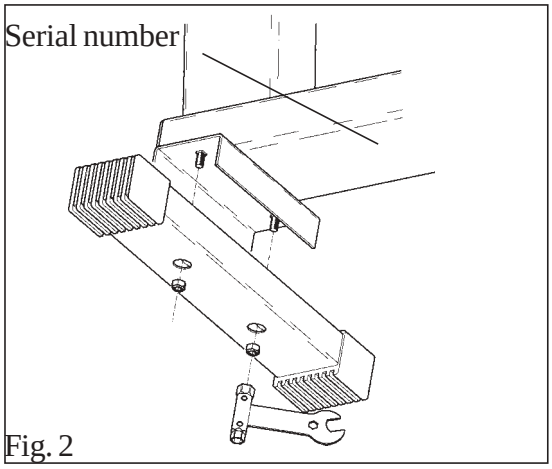


Fig. 2

Assemble the seat according to fig. 3. Put in the 4 hexagon M8 bolts and **tighten firmly**.

Assemble the back support into the backpart of the seat according to fig. 3.
Use four M8 bolts with rounded head and tighten firmly.
Lock the backsupport in a comfortable position.
See fig. 3.

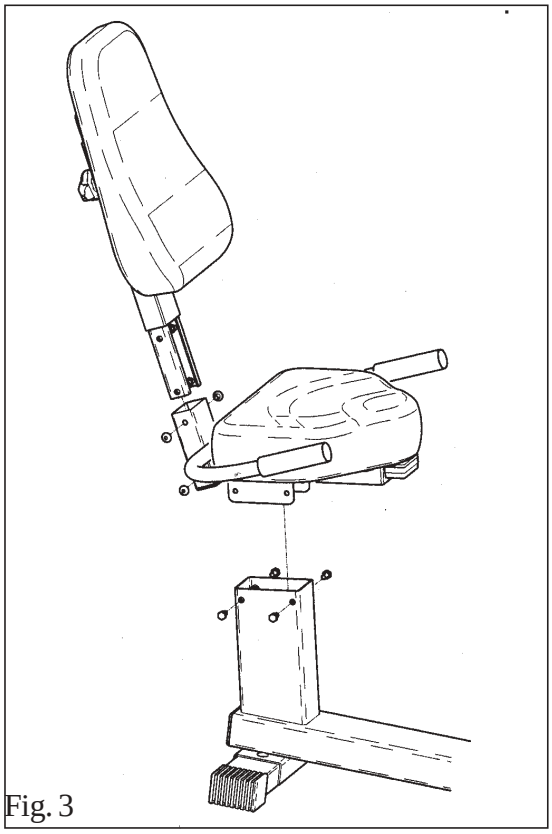


Fig. 3

Pedal marked R (Right) is to be assembled on the right hand side of the cycle (the chain wheel side). The pedal axle has a right hand thread and must be threaded onto the crank clockwise. Tighten firmly. See fig 6.

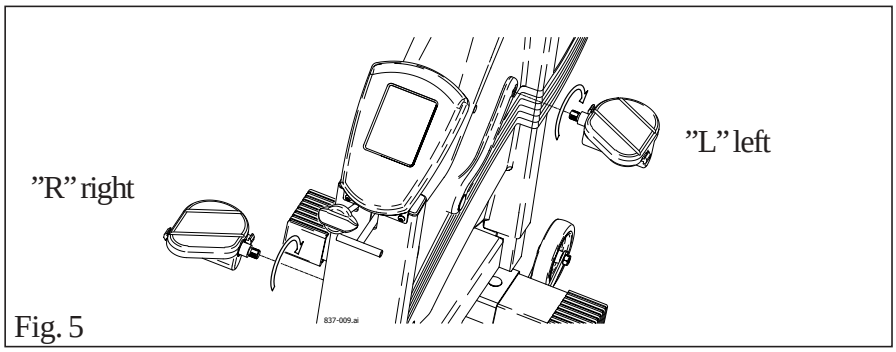


Fig. 5

Pedal marked L (Left) is to be assembled on the left hand side of the cycle. The pedal axle has a left hand thread and must be threaded onto the crank counter

NB! Check now and then that both pedals are still firmly tightened. If not the threading in the pedal arms will be damaged.
Also check that the pedal arms are firmly tightened on the crank axle. If nessecary tighten.

OPERATION INSTRUCTION

The Monark Exercise cycle Model 837E is a recumbent bike with adjustable resistance.

The bike is equipped with an electronic meter showing speed, time, distance, calories and pulse.

When pedalling energy is transfered and stored in the big flywheel. The faster the flywheel rotates the more energy it has.The rotation of the flywheel is braked by means of a brake belt which runs around the bigger part of the brake surface of the flywheel. The workload is changed either by using another pedalling speed or by increasing or decreasing the tension of the brake belt against the flywheel by means of the load tension device. A change of brake force is showed in the window. See fig. 6.

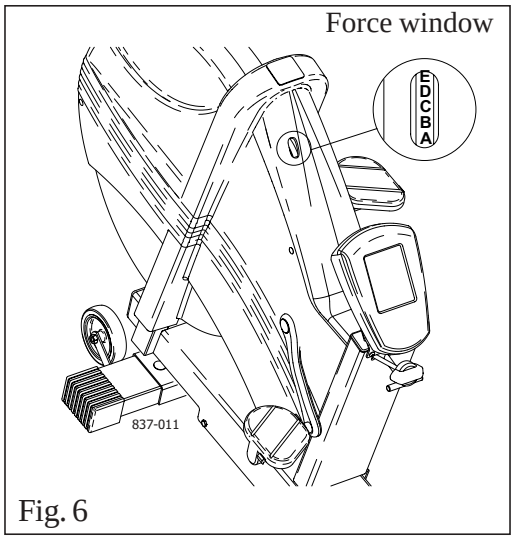


Fig. 6

The pedalling unit can be moved forward or backward and locked in a comfortable position. See fig. 7.

The back support can also be adjusted up and down to a comfortable position. See fig. 7.

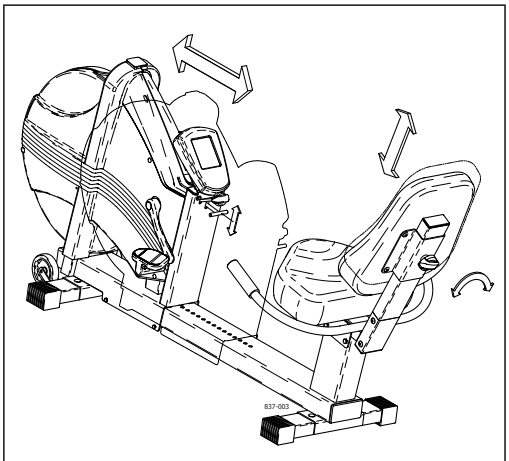


Fig. 7

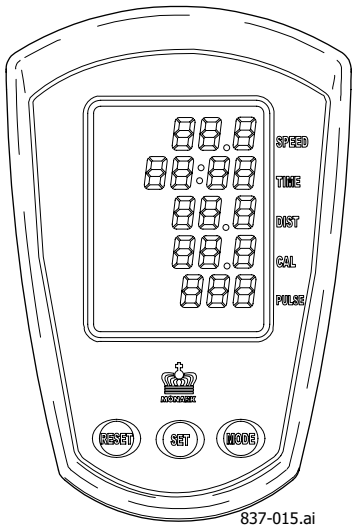
At the end of the handlebar are handgrips with built in electrodes to pick up the pulse signals. To maintain a steady pulse reading both hands must hold steady around the grips.

NOTE! At transport the tension device should be somewhat tightened to prevent the brake belt from falling off the flywheel.

ELECTRONIC METER

1.	SPEED	0 - 199	km/tim
2.	TIME (up/down)	0:00 - 99:59	min:sek
3.	DISTANCE	0:00 - 99.99	km
4.	CALORIES	0 - 999	kcal
5.	PULSE	50 - 199	bpm
6.	PULSE-HI	50 - 199	bpm
7.	PULSE-LOW	30 - (övre-10)	bpm

Power supply	1.5 V x 2 R6
Storage temperature	-10ºC - 60ºC
Operation temperature	0ºC - 50ºC



KEYS AND FUNCTIONS

MODE key
Use "MODE" key to set mode and cycle through the display windows as below:
TIMER - DISTANCE - CALORIES - PULSE HI -- PULSE LOW

SET key
Press "SET" key to set desired value. If you hold/press this key for two seconds or more, you can advance the function value at a faster rate.

RESET key
A press on the key will clear the values separately for TIME, DISTTANCE, CALORIES (kcal) and HI/LOW pulse limit individually.
If you hold down the button for more than two seconds at normal display, all values except upper and lower pulse limit will be set to zero at the same time.

PROGRAMMING EXERCISE TIME:
Press "MODE" key to advance to the time window, then use "SET" key to enter your desired time. Each press of the SET key will advance time by one minute.

PROGRAMMING TARGET TRIP DISTANCE:
Press "MODE" key to advance to the distance window, then use "SET" key to enter your desired target trip distance. Each press of the SET will advance distance by 0.5 km.

PROGRAMMING CALORIES:
Press "MODE" key to advance to the calories window, then use "SET" key to enter your desired calories burned. Each press of the SET will advance calories by 10 Kcal.

PROGRAMMING HIGH AND LOW PULSE RATE LIMIT:
Press "MODE" key to advance to the pulse window, then use "SET" key to enter your desired high and low pulse rate/herat rate limit. Each press of the SET will advance 5 bpm. If your heart rate is above the high pulse limit you programmed, the computer will generate a beeping to warn you to stop exercise. In contrast, if your pulse rate is lower than your desired low pulse rate limit, the buzzer will also beep to remind you to continue your exercise.

NOTE: When no key has been pressed for 5 seconds the display will return to normal.
The computer starts automatically when one of the keys is pressed or meter get speed indication - is pedalled.
In normal display, please make sure the ♥- symbol appears on the display before measuring your pulse rate. The ♥- symbol will automatically disappear to save power when no key has been pressed or no signal has been received for 30 seconds or more. By pressing "SET" or "RESET" the. symbol will turn on again and the pulse function will get active.

CHANGE OF BATTERIES

Meter:
Batteries - 2 x 1.5V , R6 (AA) - are placed in a box on the downside of the meter.
See fig. 9.

Pulstransmitter:
Batterybox for 2 x 1.5V, R6 (AA) arein a box under the seat.
See fig. 9.

NOTE: Position the batteries + and - in the correct position.

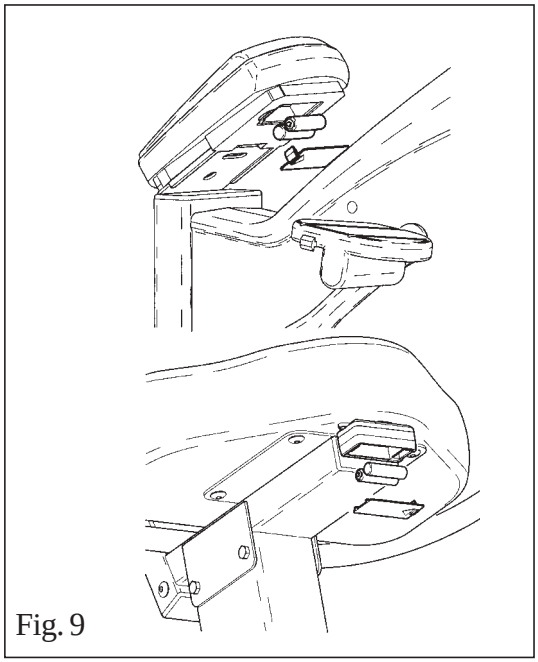


Fig. 9

REPLACEMENT OF BRAKE BELT

Remove the left or the right frame cover by undoing the mounting screws (5pcs). Put the crank in a backward position. Move the cover somewhat out in the front end and then take it backwards to remove it.
Set the tension device in min position (min load - only white).
Loosen the brake belt a little more if needed at the adjustment nut. See fig 10.
Remove the old brake belt from the spring and tensioner.
Attach the new brake belt and assamble the bike in reverse order.
NOTE: When replaceing the brake belt it is recommended to clean the brake surface. See ”Brake Belt Contact Surface”.

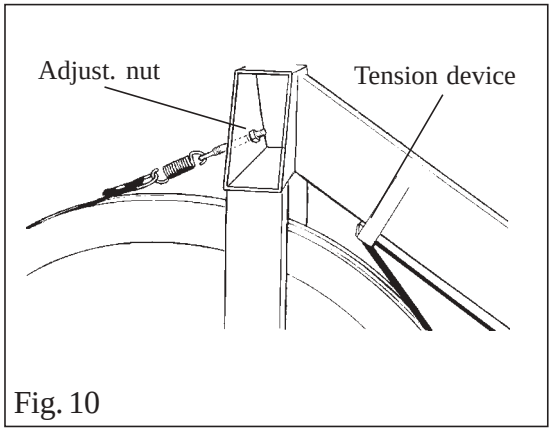


Fig. 10

ADJUSTMENT BRAKE BELT

Loosen the tension device to min load. Adjust the brake belt so that resistance increases as soon as a the tension device is turned somewhat. See fig. 10.

BRAKE BELT CONTACT SURFACE - BRAKE BELT

The brake belt should be checked now and then to ensure that it has not suffered execessive wear. If it looks worn it should be replaced.
Deposits of dirt on the brake belt and on the contact surface may cause the unit to operate unevenly and will also wear out the brake belt. The brake belt contact of the flywheel surface should then be ground off with a fine sand paper and any dust removed with a clean dry cloth.

Dismantle cover see ”REPLACEMENT BRAKE BELT”.
Set the tension device to min workload.
Loosen the brake belt somewhat at the adjustment bolt and take off the brake belt to the side. Grind with a fine sand paper or emer cloth. See fig. 11.
Grinding is easier to perform if a second individual cautiously and carefull pedals the cycle.
Irregularities on the brake belt contact surface are removed by means of a fine sand paper or an abrasive cloth. Otherwise unnecessary wear on the brake belt may occur and the unit can become noisy.

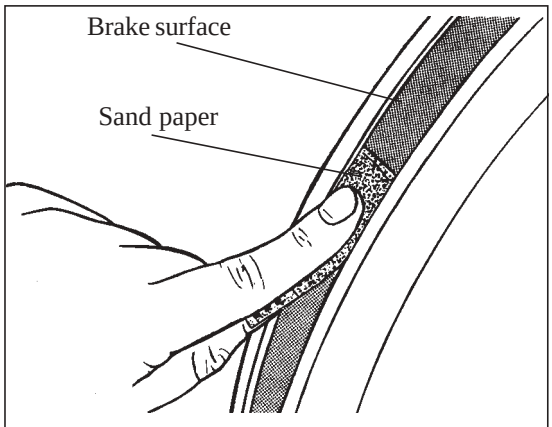


Fig.11

Always keep the brake belt contact surface clean and dry. No lubricant is allowed to be used.
We recommend to replace the brake belt when cleaning the contact surface.
As regards assembly and adjustment of the brake belt, see page above.

CHAIN ½ x 1/8“

It is strongly recommended that a chain solvent is used to keep the chain clean. Excess dirt built up on the chain will cause excess wear. A chain lubricant and solvent for normal road bikes may be uaed.

Check the lubrication and tension of the chain at regular intervals. In the middle of its free length the chain should have a minimum play of 5 mm. See fig 12. When the play in the chain is about 20 mm (<1 inch) the chain must be tightened otherwise it will cause unnormal wear of the chin and chainwheels. Because of this it is always recommende to keep the chain play as little as possible. When the chain has become so long that it can no longer be tightened with the chain adjusters it is worn out and shall be replaced with a new one.

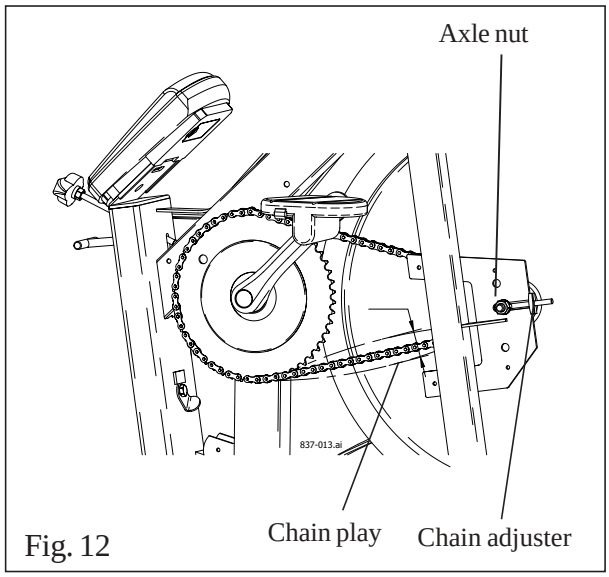


Fig. 12

ADJUSTING CHAIN
Remove left and right frame cover. For more info. see ”RRPLACEMENT of BRAKE BELT”.
To adjust the chain the hub nuts should be loosened. Loosening or tightening the nuts on the chain adjusters will then move the hub and axle forward or backward. Adjust according to above recommendation. Then tighten the nuts on the hub axle again. See fig 12.

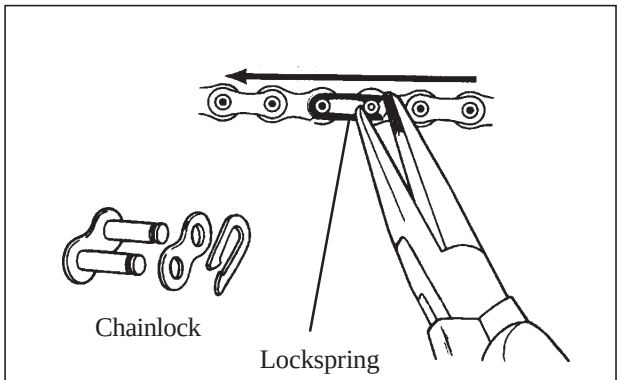


Fig. 13

CHAIN REPLACEMENT
Loosen the chain adjuster as much as possible. Dismantle the cahinlock and remove the chain. Put on a new chain and assemble the chain lock.The spring on the chain lock should be assembled with the closed end in the movement direction of the chain. Use a pair of tongs for dismantling and assembling the spring. See fig 13.
Adjust chain adjusters to chainplay according to above. Tighten axle nuts firmly.
Put on frame covers again.

NOTE:
If the flywheel is not parallel to the centre line of the frame, the chain will get caught on the top of the sprocket causeing noise and damage of the chain.

REPLACEMENT OF THE FREEWHEELING SPROCKET

Remove left and right frame cover. For more info see ”REPLACEMENT OF BRAKE BELT”.

Dismantle the chain as described on page 10.

Loosen the axle nuts and remove the flywheel. Remove the axle nut, washer, chain adjuster and spacer on the freewheel sprocket side. Place the special remover (part No. 9100-14) in the adapter and place the spacer and axle nut outside. See fig 14.

NOTE: Do not tighten the axle nut completely. It must be possible to loosen the adapter-sprocket half a turn.

Replace sprocket-adapter and assemble the new parts in reverse order according to the above.

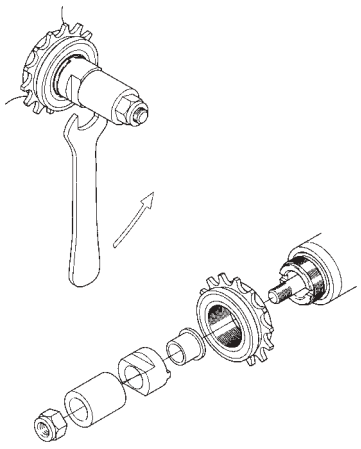


Fig. 14

LUBRICATION SPROCKET

The sprocket should be lubricated with a few drops of oil once a year. Incline the cycle somewhat to make it easier for the oil to reach the bearing. See fig 15.

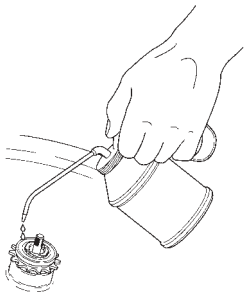


Fig. 15

CRANK BEARING

The crank bearing is long term greased and needs normally no supplementary lubrication. If problem arises, please contact your Monark dealer.

FLYWHEEL BEARING

The bearings in the flywheel are lifetime greased and require normally no maintenance. If problem arises, please contact your Monark dealer.

SERVICE ROUTINE

Check the:

☐ chain is snug and there is no play on the pedal crank
☐ pedal crank is secure to the crank axle
☐ pedals moving smoothly, and is the pedal axle clear of dirt and fibres
☐ pedals are securely fitted to the pedal crank
☐ all bolts on the seat are firmly tightened
☐ flywheel rotating smoothly and central
☐ brake belt does not show significant signs of wear
☐ pedals and chain are lubricated
☐
☐

THE IMPORTANCE OF REGULAR EXERCISE

The human body is built for action – not for rest. Once upon a time this was a necessity: the struggle for survival demanded good physical condition. But optimal function can only be achieved by regularly exposing the heart, circulation, muscles, tendons, skeleton and nervous system to some loading, i.e. training.

In the old days the body got its exercise both in work and at leisure. In our modern society, however, machines have taken over an ever increasing share of the tasks which were formerly accomplished with muscular power alone. Our life has at an accelerated tempo been dominated by sitting, riding and lying. Thus, the natural and vital stimulation that tissues and internal organs receive through physical exercise has largely disappeared. Certain tissues such as muscles, bone and blood and also a number of bodily functions can adapt to inactivity – and to stress. Studies have proved that if you use 30 minutes for exercise like brisk walking, running, bicycling, swimming or skiing 2-3 times a week, your condition has been improved by some 15 per cent after a few months. The efficiency of the heart muscle will increase and joints and muscles grow in strength. The capillary density increases in the trained muscle and their enzymatic activities are enhanced. The body adapts to the new demands. The perceived exertion at a given rate of exercise becomes reduced.

With increased physical activity fatness is concentrated, the appetite functions "safer", you can eat more without risk for overweight and thereby the risk of lack of important essential food nutrients decreases. For many individuals the effect of habitual physical activity also improves the wellbeing and it is a good feeling to have a potential to cope with straining situations.

What kind of exercise to choose?

1. You should have fun when exercising. Choose something you find pleasure in doing regularly.

2. To get o good effect out of the training you should choose a form of exercise that engages large muscle groups. Then the demand of increased blood flow and oxygen transport will be so great that heart will increase its pump capacity. Jogging, calesthenics, aerobic dancing, bicycling, swimming, skiing and walking are excellent examples of exercises meeting this requirement.

IN A FEW MONTHS YOU CAN GET 10-15 YEARS YOUNGER

If you cycle 30 minutes a few times a week you can lower your condition age with 10-15 years! Scientifically this is described as a reduction on the biological age. Externally, you are your usual self. Internally, however, you feel much younger. In other words: You can work harder. You feel more alert and healthy. Your ability to handle stress and problems increases. There are few better ways to improve your physical condition than to cycle. It does not over-tax your joints. It builds up your condition progressively and at your own pace – and you can make your training fit weather conditions.

DO I LOOSE WEIGHT WHEN I CYCLING?

Yes! You do lose calories. A few miles on your bike every day over one year, you will have lost the equivalent of 20 pounds of body fat. You will achieve best results if you combine exercise with healthier eating. A little less sugar, less butter on your bread or less fat in your frying pan. And a few miles on your bike every day. In a year you will have lost 20 pounds.

DO I GET STRONGER?

Cycling strengthens the muscles of the back, abdomen and legs. Daily chores become easier. Cycling also makes your heart stronger. Your pulse rate gets lower even when you exert yourself a little extra. Regular exercise also has a favourable influence on high blood pressures.

HOW DO I TRAIN?

1. Warm up 3-5 minutes with a low pedal resistance. Pedal about 12 mph (20 km/h).
2. Increase the resistance until you feel the training "somewhat hard". Keep the speed for 2-5 minutes. Get off the Ergometer and rest a few minutes. Cycle again and then rest. Train at your own pace and with a comfortable pedal resistance. After a few weeks you can increase the resistance.
3. Before ending, pedal a few minutes with a light resistance, in order to step down your training.

Total time about 30 minutes.

Strength training:
1. Give yourself a thorough warm-up.
2. Pedal with a heavy resistance for 5-10 seconds, then rest 45-60 seconds. Repeat this 5-10 times.

It is a good idea to combine your cycle training with gymnastics for 5 minutes, as this will give you a physiologically well-balanced form of training.

(Elderly people and physically weak persons should consult a doctor before starting their training.)

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