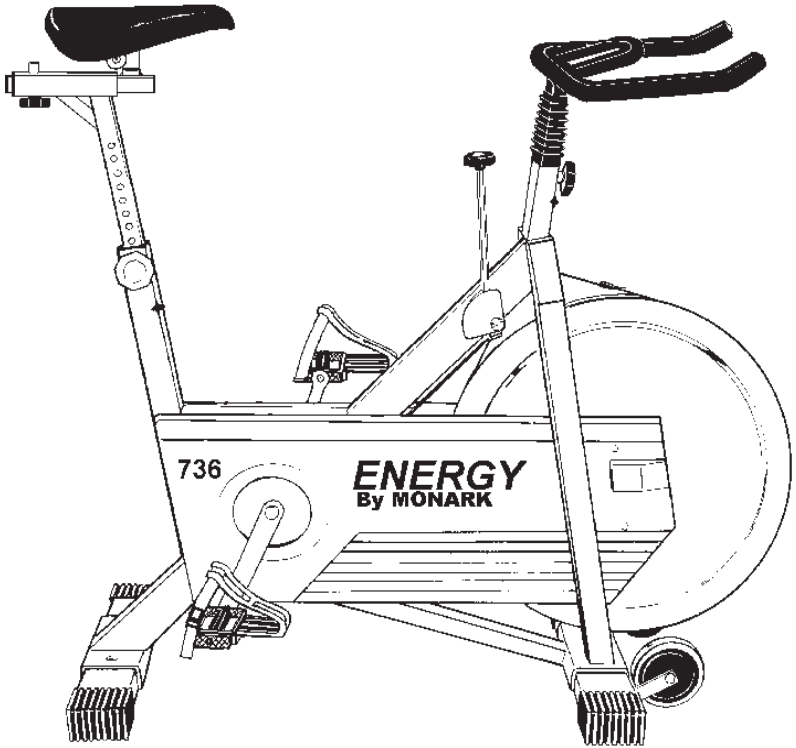
INSTRUCTION MANUAL
Monark Energy model 736



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CONGRATULATIONS!!
Congratulations on your decision to purchase a product manufactured by Monark Exercise AB in Vansbro, Sweden. Monark has been the world´s leading manufacturer of high quality ergometers and exercise cycles for almost 40 years.

GENERAL
It is important that you keep your exercise cycle clean and properly lubricated. Periodically wipe the surface with rust preventive, especially when it has been cleaned and the surface is dry. Most important is to protect the chromed and zinc 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.
Ensure that all the moving parts are operating/movingsmoothly such as the pedals pedal crank and flywheel, and that there is no excess play. Excessive play is liable to cause undue wear on moving parts.
Please note: The production number of your exercise cycle is placed according to fig 2, page 6.

WARRANTY
Monark products and parts are guaranteed against defects in material 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, pedal straps, are not covered. This guarantee covers parts only, not labour costs associated with the repair.
This guarantee does not apply to cases of abuse or vandalism, nor does it extent to any injury or loss to person or property caused directly or indirectly by any Monark products. In the event of a defect material or workmanship during the warranty period, Monark will repair or replace (at its option) the product. Monark will do so at its expense for the cost of material but not for the labour or shipping.
As with any quality product there may be an exceptional fault due to material and manufacture. If such a fault should arise on your exercise cycle, please return to the place of purchase for necessary repair.

THE PARTS SHOWN BELOW ARE NOT ASSEMBLED:

ASSEMBLED INSTRUCTIONS.
See pages 5-8.

HANDLEBAR

PEDAL, LEFT

PEDAL, RIGHT

SUPPORT TUBE, FRONT

SUPPORT TUBE, REAR

ADJUSTMENT WHEEL

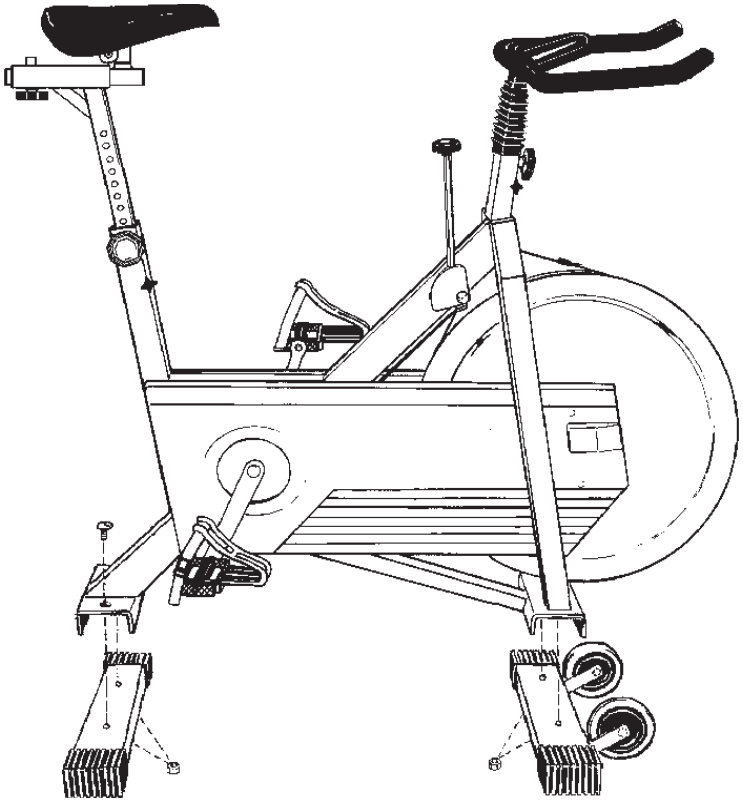
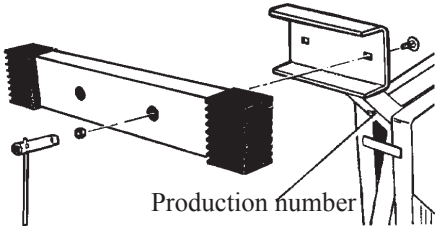
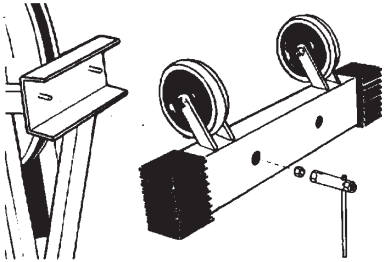


Fig. 1



Tip the cycle forward. Assemble the rear support tube with two bolts and two nuts.
Note: Use the accompanying spanner. See fig. 1.

Fig. 2



Tip the cycle backwards. Assemble the front support
tube with two nuts onto the two fastened bolts

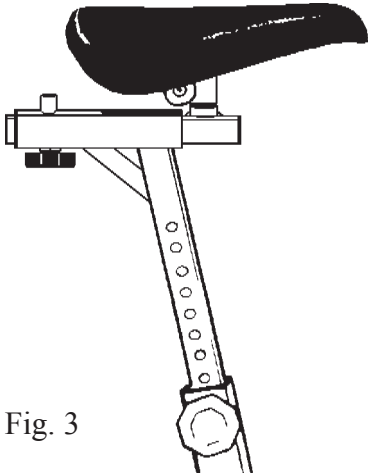


Fig. 3

The saddle post is back to front when packed and needs rotating 180 degrees. Position the saddle facing forwards on the saddle post. Check the saddle clip is tight and that the saddle is at correct angle and facing centrally. If the saddle clip is not tightened and the saddle is central to the clip the constant pressure of users will cause the saddle to slip and wear the saddle clip unnecessarily.
Adjust saddle/saddle post to desired height by loosening the saddle post bolt. To adjust the saddle forward/backwards loosen the upper locking knob.
Note: Tighten firmly after adjustment. See fig 3.

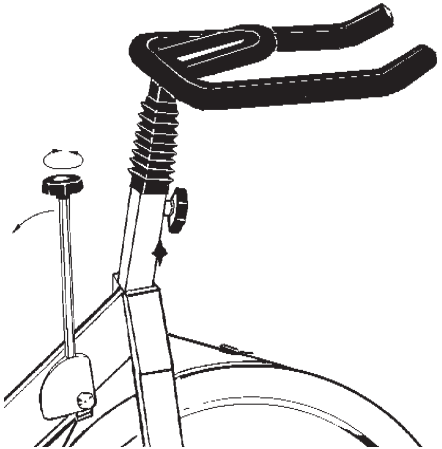


Fig 4

Screw in the adjustment wheel. See fig 4. Insert the handlebar stem into the head tube and tighten firmly by means of the wheel lever. The handlebar stem can be set in five different height positions. See fig 4.

The pedal marked R (Right) 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 5.

The pedal marked L (Left) 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 clockwise. **Tighten firmly.** See fig 5.
Note: Check now and then that both pedals are still firmly tightened. If not the threading will be damaged.

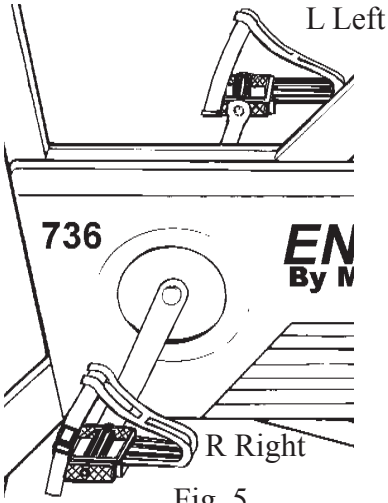


Fig. 5

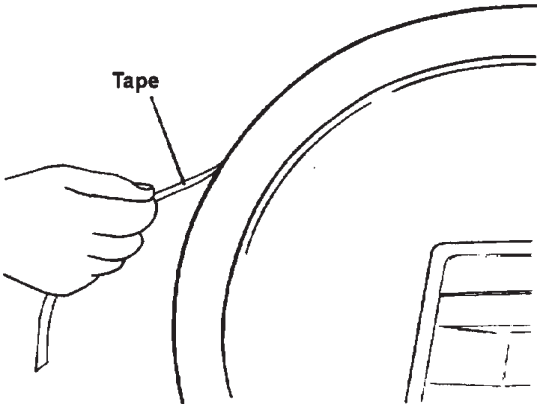


Fig. 6

Loosen the brake belt and remove the tape from the flywheel. Assemble the brake belt as before. See fig 6.

NOTE: It is very important that all of the tape is removed. Residue of the plastic tape may cause an uneven operation.

OPERATIONS INSTRUCTIONS

The Monark exercise cycle model 736 is provided with a brake system which can easily and quickly be adjusted. The same lever is also the emergency brake.

When pedalling the user generates enormous kinetic energy to the flywheel. The kinetic energy is reduced by means of a brake belt, which runs around the bigger part of the brake surface of the flywheel. The reststance is adjusted by increasing or decreasing the tension of the brake belt against the flywheel.

DUE TO THE FORCES BUILT UP IN THE BIKE IT IS ESSENTIAL THAT THE USER IS AWARE OF THE CORRECT OPERATION OF THE BRAKE, AND IS SAFELY SECURED INTO THE PEDALS BEFORE USING THE BIKE.

The height of the saddle is adjusted so that, when you sit comfortably with your foot exactly above the pedal axle and with the pedal in its down position, your knee is only slightly bent.

The adjustment of the handlebar should give a comfortable ride. Adjust the height accordingly.

REPLACEMENT OF BRAKE BELT

Remove the rear chain guard by undoing the mounting screw (M5x6.5mm) at the top and unclipping the white guard holder underneath. Move the chain guard backwards to remove it.
Remove the end cap at the top of the front forks. Slide out the brake belt-retaining pin. Remove the braking system from the frame to access the holding nut and bolt. Remove the belt from the spring.
Attach the new brake belt and assamble the bike in reverse order.

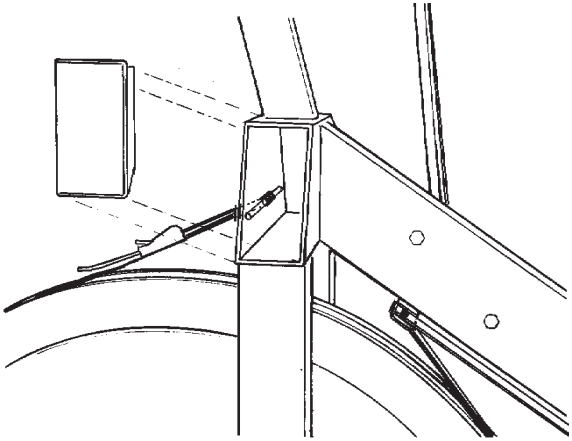


Fig. 7

ADJUSTMENT BRAKE BELT

Screw up the tension lever so that the pointer is standing at the beginning of the scale. Adjust the brake belt using the black adjusting clip at the front of the bike so a slight braking effect is obtained.

BRAKE BELT CONTACT SURFACE AND BRAKE BELT

The brake belt should be regularly checked to ensure that it has not suffered execessive wear. If it looks worn it should be replaced. Due to the stress placed on the brake belt when the emergency brake is used the belt is more likely to break when needed in an emergency than through normal wear. Therefor we recommend regular checks and replacement as the user sees fit.
Deposits of dirt on the brake belt and on the contact surface may cause the unit to operate unevenly and will also wear down the brake belt. The brake belt contact of the flywheel surface should then be ground off with a fine abrasive cloth and any dust removed with a clean dry cloth. See fig 8.

Take away the brake belt from the contact surface before grinding.
Grinding is easier to perform if a second individual cautiously pedals the cycle.

Irregularities on the brake belt contact surface are removed by means of a fine abrasive paper or an abrasive cloth. Otherwise unnecessary wear on the brake belt may occur and the unit can become noisy.

Always keep the brake belt contact surface clean and dry. No lubricant should be used.
We recommend you to replace the brake belt when cleaning the contact surface.

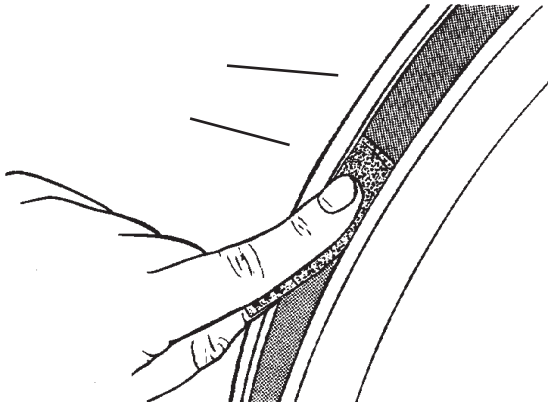


Fig. 8

CHAIN ½ x 1/8“

It is strongly recommended that a cahin solvent be 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 9. 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.

Loosen the lower chain guard bracket. Remove the rear right chain guard, by undoing the mounting screw (M5x6.5mm) at the top and unclipping the white guard holder underneath. Move the chain guard backward to remove it. Loosen the front chain guard on right and left hand side.

To adjust the chain the hub nuts should be loosened. Loosening or tightening the nuts on the chain adjusters then the moves the hub and axle forward or backward. Then tighten the nuts on the hub axle again. See fig 9.

The spring of 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 10.

NOTE: If the wheel is not parallel to the centre line of the frame, the chain will get caught on the top f the sprocket and cause noise.

Reassemble in reverse order.

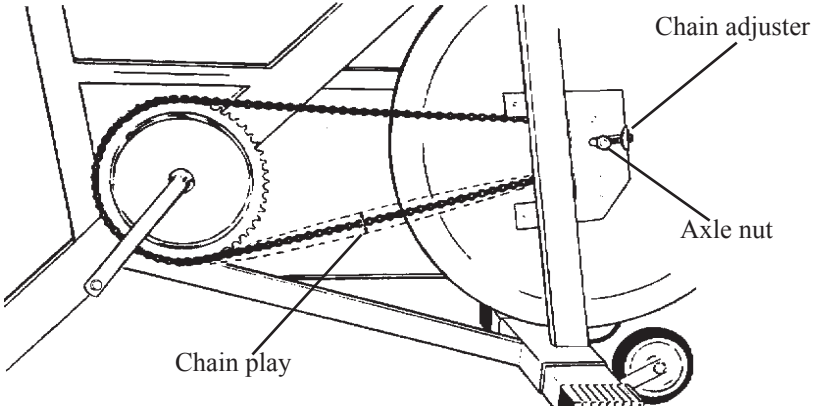


Fig. 9

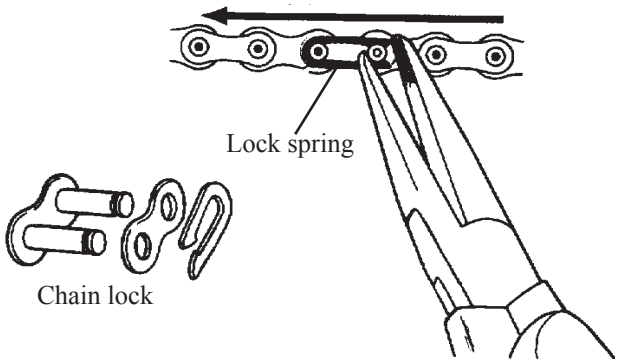


Fig. 10

CRANK BEARING

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

SERVICE ROUTINE

Check that:

☐ 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
☐ flywheel rotating smoothly and central
☐ handlebars and saddle adjustment screws lubricated
☐ pressure washers on saddle tube and handlebar are present
☐ saddle clip is tight and that the saddle is at a correct angle and facing centrally
☐ brake belt does not show significant signs of wear
☐ pedals and chain are lubricated
☐ pedal straps are in good condition

What kind of exercise to choose?

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

2. To get a 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, callisthenics, 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 of 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 LOSE WEIGHT WHEN I CYCLE?

Yes! You do use 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?

Condition training:

1. Warm up 3-5 minutes with a low pedal resistance. Pedal at 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 bike 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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