



BEFORE YOU START

Before starting on any course of exercise, please consult your Doctor who should be able to advise on the suitability of this form of exercise and on any particular risks for you with indoor cycling.



NOTE: This is a fixed wheel machine. This means that there is no 'free wheel' facility. When you stop pedalling, the pedals and crank arms will continue to rotate, until friction, braking or your efforts bring them to a stop. In an emergency the pedals can be stopped by moving the gear shifter upward and forward beyond the highest gear. This engages an emergency brake directly on to the spinning flywheel. Do not try to remove your feet from the pedals until the pedals have come to a complete stop. Failure to comply with this may result in injury.

Please familiarise yourself with the fixed wheel nature of the bike and with the position and operation of the emergency brake before using the machine for exercise. Any other users of this bike must also be instructed in the safe use of the equipment.



NOTE: The spinning flywheel, hubcaps etc are made of a soft metal alloy. They are susceptible to impact damage and marking from sharp objects. Please be extremely careful with the entire machine, but most particularly these soft alloy parts. Remember, damage beyond normal wear and tear must be paid for!

ADJUSTING YOUR BIKE FOR PERFECT FIT

Adjustments to the bike **MUST NOT** be made whilst you are on the bike.

SEAT HEIGHT POSITIONING

Stand by the side of your bike and adjust the top of the saddle to be level with the top of your hip. Now get on the bike and confirm a 5 to 15 degree bend in your knee when the pedal is at its lowest point.



NOTE: Hips should not rock back and forth in the saddle with each pedal stroke. Seat position may be too high. Knees should never be in a locked out (overextended) position. Conversely, if knees are bowed outward the seat may be too low. If knees are too flexed, unwanted stress is placed on the knee caps.

HANDLEBAR HEIGHT ADJUSTMENT

Only adjust the handlebars after performing seat height adjustment above. Handlebars should be level or higher than the top of the saddle. Elbows should be slightly bent. If you are new to cycling it is more comfortable to keep the handlebars in a higher position to keep any strain off your back. As your experience increases you may wish to drop the handlebars, but never drop lower than the tip of your saddle. To do so will overstress arms, mid-back and neck.



- 1 Saddle 2 Forward/Backward Seat Adjustment T-Handle 3 Up/Down Seat Adjustment T-Handle 4 Sturdy Base 5 Multi-Functional Computer System 6 Resistance Shifter 7 Dual Placement Handlebars 8 Sweat Guard 9 Up/Down Handlebar Adjustment T-Handle 10 Belt Cover 11 Water Bottle Holder 12 Shimano™ Combo Pedals 13 Easy Transport Wheels



FORE AND AFT SEAT POSITIONING

Adjust for correct seat height first. Then adjust handlebar height. Your arms should be slightly bent at the elbow when placed on the handlebars. Sit on the saddle with your feet on the pedals in the three o'clock position (ie both pedal cranks horizontal). When looking down, the front of the knee cap should be in line with the middle of the pedal. If you can't see your toes the saddle needs shifting back. Similarly, if you can see your entire foot, your saddle should be shifted forward.



POSTURE, BODY POSITIONS AND GRIPS

Proper posture means engaging your core abdominal muscles and your diaphragm. A preferred position for Keiser M3 Cycling is to maintain neutral spine. In neutral spine, there is a slight arch in the low back. When you are seated on the cycle, hinge at the hips and maintain your neutral position. This position is referred to as "hip hinge".



Neutral Spine

Hip Hinge

Seated Hip Hinge

Standing sideways to the mirror or lying on the floor, try the following positions: anterior tilt, posterior tilt and neutral spine. Notice how the body looks and feels when it is in each of the positions. The goal is to find and maintain neutral spine. Core stability plays a major role in maintaining neutral spine.

POSTURES TO AVOID



Rounded posture, shoulders elevated, elbows rotated outwards.



Hips are behind the saddle and out of the "alignment zone."



Pelvis is out of the "alignment zone", knees are bent more than 90 degrees, heel is above toes.



Rounded posture, shoulders elevated, elbows rotated outwards.

POSTURES TO AVOID Continued....



Pelvis is out of the "alignment zone" and lumbar spine is in lordosis.



Cyclists pelvis out of the "alignment zone".

M3 CYCLING POSTURES

1. BASIC POSTURE



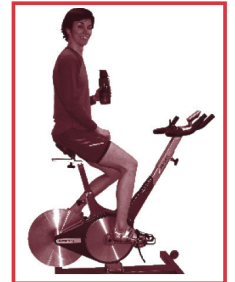
When seated on the cycle, body weight should be evenly distributed across the saddle, handlebars and the pedals. The basic posture serves as a point of reference for all other positions.

- Shoulders, neck and arms relaxed.
- Proper alignment through the wrists.
- Shoulder girdle and cervical spine in neutral alignment.
- Pelvis in neutral position, activation through the core.
- Feet in contact with the pedals.
- Knees parallel and in line with the second toe.
- Cadence speed of 60 – 110 RPM.

2. SEATED UPRIGHT POSTURE

Seated in an upright position and pedaling with low to moderate resistance is the most basic technique in the Keiser M3 Cycling program. This is the basic posture from which all others arise. It is not recommended to pedal at high cadences while in the upright position.

- Sitting with a neutral spine in perfect posture trains you to develop stamina and balance.
- In the upright posture, you can easily drink from your water bottle.
- This posture is also used in warm up, cool downs and recovery between intervals.
- If needed, one hand can be placed on the handle bar for increased stability.
- Cadence speed of 60 – 100 RPM.



3. SEATED CLIMB POSTURE



Seated climbing is your first taste of climbing a simulated hill.

- Adding moderate to heavy resistance to the gear shifter automatically forces you to shift slightly towards the back of your saddle.
- Upper body should remain relaxed with hands lightly gripping the handlebars. The amount of force required for the grip can be compared to holding onto a bird; you don't want the bird to fly away but you don't want to squash it either.
- A hook or extended grip is ideal in this position.
- Cadence speed of 60-90 RPM.

4. STANDING CLIMB POSTURE

Pedal with moderate resistance and then stand using a natural and slight body sway to create momentum to power each pedal stroke.



- Keep each stroke smooth and fluid.
- Keep the center of gravity low so that very little body weight is placed on the handlebars.
- Your movement should be controlled as your weight is over the pedals to add torque and power.
- Feel the nose of your saddle grazing your buttocks on each pedal stroke. The hips remain level and facing forward.
- Cadence speed of 60-90 RPM's is recommended for climbing, varying from heavy to light resistance.
- Heavy climbs require that the weight be shifted back, with RPM's from 60-75 RPM.
- Faster climbs require that the weight be shifted slightly forward and to the middle of the saddle with 75 – 90 RPM's.

5. TIME TRIALING POSTURE



- The time trialing position allows cyclists to ride slightly faster.
- The body is low and in a neutral position.
 - Shoulder girdle and cervical spine (neck) in neutral alignment .
 - The hands are positioned in an extended or narrow position with the elbows raised slightly off the handlebar.
 - The weight is shifted slightly forward.
 - Cadence speed of 90 – 100 RPM

6. POSTURE FOR LIFTS

Lifts are advanced postures because you will be alternating from seated to standing positions at your own pace. The goal is to take full advantage of body weight and strength.

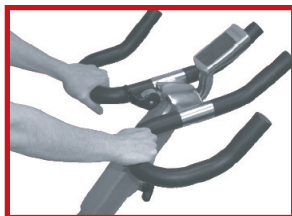


- Resistance is moderate to heavy.
- Maintain perfect posture while lifting your buttocks back off the saddle, rather than straight up; keeping your center of gravity low and back.
- There should be virtually no weight on the handlebars.
- Hands should be positioned on the handlebars where they curve up (extended grip) or a simple overhand grip. Shoulders stay behind the elbows.
- The nose of the saddle should graze the inner thighs on each pedal stroke.
- Cadence speed of 70-90 RPM.

BASIC GRIPS

When positioning the hands on the handle bars, it is important to find positions that are most comfortable. Include a variety of grip positions in combination with the cycling postures to add variety and avoid wrist and hand discomfort.

HAND POSITION 1 - OVERHAND OR FRONT GRIP



- Hands rest on the handlebars in a natural position with a slight bend at the elbows
- Wrists should be straight and thumbs over the bar

HAND POSITION 2 - HOOK OR MIDDLE GRIP



- The fleshy part of your hand located between your thumb and first finger is placed near the hook of the handlebars
- Elbows are slightly flexed, avoiding external rotation
- Maintain a comfortable and secure grip
- Ideal for adding resistance and well-suited for the isolation of the upper and lower body
- Good for power transfer while minimizing upper body movement

HAND POSITION 3 - EXTENDED GRIP



- The hands are extended to the furthest part of the handlebars
- Arms are parallel and elbows relaxed and slightly flexed
- Hand grip should be light

HAND POSITION 4 - TIME TRIALING



- The elbows and hands are held in a relaxed position
- Elbows and forearms are hovering over the handle bars and not resting on the bars
- If a cyclist has poor form, remain in hand position 3

M3 COMPUTER OVERVIEW

The M3 computer is a powerful teaching and programming tool. The computer can be used for providing immediate feedback as well as tracking on-going improvement. By experiencing objective cadence, power output, gears and heart rate, the cyclist benefits from a better overall and more effective workout. The computer can also be used as a motivating tool to engage you in your workouts. The more you understand the components of a proper workout, the further you can fine tune your performance. The goal is to work more effectively and efficiently, and achieve better results.



Line 1 RPM (Cadence)

The RPM display counts the cyclists revolutions per minute on one crank arm. RPM is known in the cycling world as Cadence and roughly is the speed at which the cyclist is pedalling. At above 140 RPM the computer will not read and the word "STOP" will appear to indicate that the cyclist is pedalling faster than he or she needs to be. If the cyclist is out of the saddle and wishes to retain sufficient resistance pedalling should not fall below 60 RPM.

Line 2 Power

The power output is displayed in Watts (currently generating) and Kilocalories (total value for the ride). The computer toggles back and forth between Watts (displayed for eight seconds) and Kilocalories (displayed for two seconds) throughout the ride.

Line 3 Heart Rate

If there is no heart rate signal, a steady heart symbol and a zero will be displayed. If a participant is wearing a heart rate strap, and once the computer locks onto the signal, the heart symbol will blink and display the heart rate. Please note that the heart rate strap must be Polar™ compatible and coded.

Line 4 Pedaling or Elapsed Time

The number shown reports the total time spent cycling and will reset to zero after 60 seconds of inactivity or if computer is reset using the gear lever.

Line 5 Odometer/Trip Distance and Gear

For the first eight seconds when the computer is first activated, the odometer will display the total distance the cycle has been ridden. This feature is for service and maintenance purposes only. After eight seconds, the odometer will display trip distance and gears from 1 - 24.

COMPUTER

Average Calculations

To view averages: RPM (cadence), power, and heart rate at any point in the ride, stop pedalling for three seconds. This will flash your averages until you start pedalling again or until the computer goes to sleep after 60 seconds.

Resetting Ride Averages, Elapsed Time and Distance

To reset your averages during the ride, stop pedalling for three seconds and the averages will start to flash, while they are flashing move the gear lever from bottom to top two times quickly. This will reset your ride information back to zero.

Computer Battery Replacement

If a "LO-BA" is displayed in the odometer (ODO) display at the bottom of the computer, replace the batteries by unscrewing the back of the computer housing and remove the old AA batteries and replace with a set of two new AA batteries.



PREVENTATIVE MAINTENANCE

Every Use

- 1) Thoroughly inspect your cycle
- 2) Wipe off sweat

Weekly For The 1st Month

- 3) Check and re-torque crank arms and pedals

Weekly

- 4) Clean with warm water and soft towel

Monthly

- 3) Check and re-torque crank arms and pedals

- 1) Thoroughly inspect your cycle to make sure it is in safe and proper working order. Pay particular attention to loose screws, nuts & bolts, crank arms, pedals, pedal cages, handlebar, saddle, T-Handle adjustments, worn pedal straps, etc.
- 2) Wipe off sweat after each use with a soft towel or cloth.
- 3) Check and retorque the screw holding the crank arm to the axle and the pedals. The torque for both is 35 ft-lbs (47Nm)
- 4) Clean with warm water and a soft cloth the parts of the cycle that are dirty or come in contact with sweat. DO NOT use household or industrial cleaners, because many of them are designed to clean, glass, tile, porcelain, and greasy or oily surfaces and can destroy the protective finish of the paint. If you need to use soap, use a mild dish washing soap only.



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