General Overview and Assembly

Peloton BIKE

The Peloton Bike is manufactured by two vendors: Tonic and Rexon. There are several Bike design differences between the two manufacturers. Therefore, it is critical to understand what Bike you are working on before you perform any service or maintenance.

Parts between manufacturers are NOT interchangeable!

BIKE MANUFACTURERS

- There are two manufacturers of the Bike: Tonic and Rexon
- Due to manufacturing design copyrights, there is about a 15% design difference between them
- **PARTS ARE NOT INTERCHANGEABLE BETWEEN MANUFACTURERS**

PELOTON®

(TONIC)

REXON®

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As with any legacy Precor equipment, each unit has a unique serial number that identifies the manufacturer, the year and month built, the version, and the build number. Pay particular attention to the first initial of the serial number. T indicates that TONIC is the manufacturer. R indicates that REXON is the manufacturer.

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BIKE SERIAL NUMBERS

- Located at the rear of the left arm by the flywheel
- SN has 15 digits
- SN break down
  - Tonic - begin with an “T"
  - Rexon - begin with an "R“
  - Next is the production year/month (YYMM)
  - Then the SKU – PL01 is the Bike (V1)
  - Last six digits are the build ID

T2012PL01329214 = **Tonic V1 Bike** built **December, 2020**



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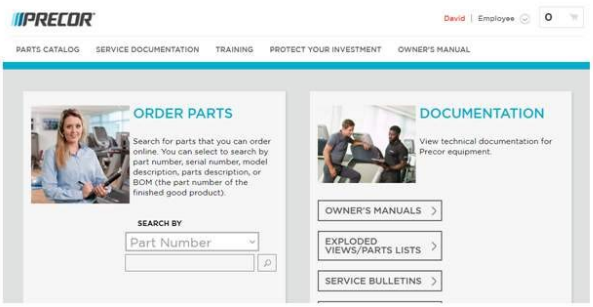
All part numbers, part information, exploded views, and bill of materials have been uploaded to PrecorConnect. You can access the information in the exact same manner as you have previously for Precor parts. Our technical support team has also been trained on the Peloton Bike and Peloton parts.

BIKE PARTS

- **PARTS ARE NOT INTERCHANGEABLE BETWEEN MANUFACTURERS**
- Use SN to look up on Connect
- PN numbering:
  - **Tonic parts start with “S”**
  - **Rexon parts start with “R”**
- Common service items
  - Seat and handlebar sleeves
  - L-Handles
  - Flywheel bearings
  - Pedals
  - Water bottle holder



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INSTALLATION

Peloton Bike installation is simple as there are only a few parts to install. Please note that installation required a power source. You will also need a

username and password for a Peloton account to register the unit and finish the installation.

BIKE INSTALLATION

- Requires a power source (plug is on the rear stabilizer)
- Only a few items to assemble
- Will require site **User Name** and **Password** to login
- Perform full run-up to confirm operation and check for noises
- https://support.onepeloton.com/hc/en-us/articles/218134663-Peloton-Manuals – English and German

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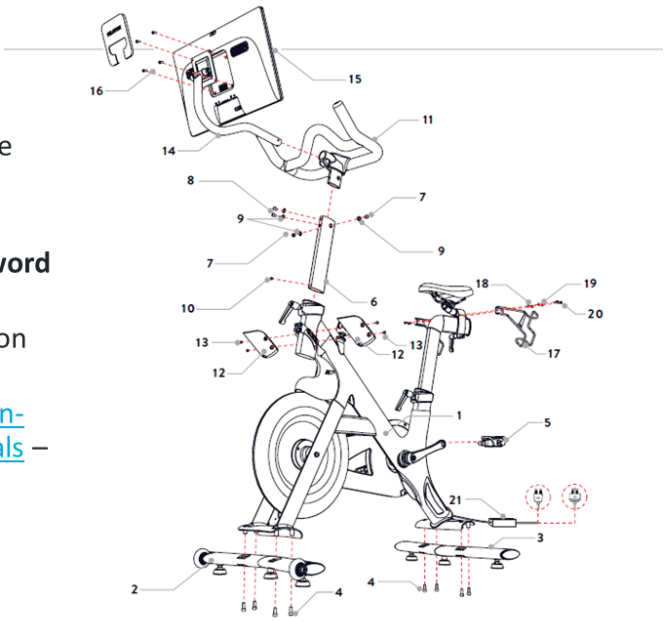

⚠ WARNING Perform a complete visual inspection of the Peloton Bike and test all features and functions prior to use.

BIKE CONSOLE

- With a Bike is logged into a Commercial Account, any user has access to the full Peloton experience
- New users are asked to create a Peloton account; existing users can login with their Peloton account
  - **If the console is not logged in, you will need to get the facility's login information to gain access the console**
- No need to update software
- Recommend 10Mbs download speeds (higher than current Precor recommended speeds)
- Techs will need a user account

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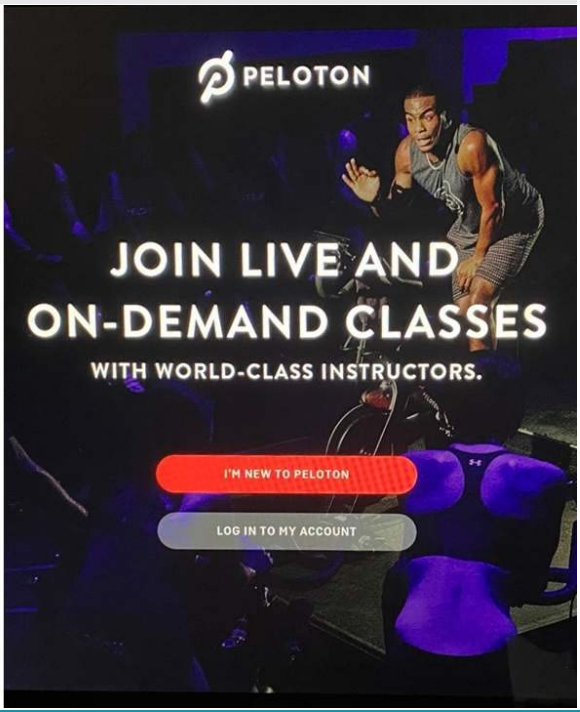
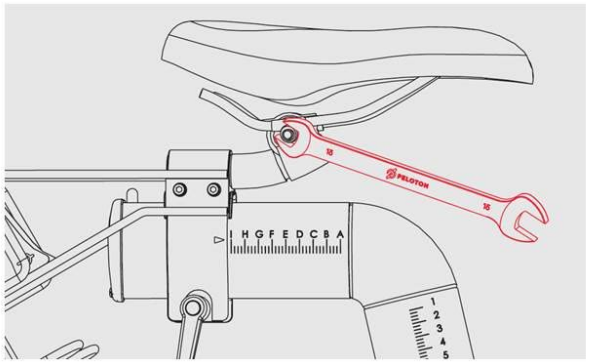


SPECIAL CALL OUTS

The following section lists special call outs that you should pay particular attention to when servicing a Peloton Bike. Think of these as pro tips. Detailed procedural steps are listed in the subsequent sections.

BIKE PREVENTATIVE MAINTENANCE

- Periodically check fasteners, especially seat and handlebar
- Check pedals
- Look noises or belt shavings



BIKE COVERS

- Front protection guard
- Bottle holder (common break)
- Belt shrouds



BIKE CONSOLE SERVICE

- Two wires are connected to the console
  - Power
  - Data
- Replace if not functioning properly
- Power Troubleshooting
  - Connect power brick directly to console to confirm if there is a wiring problem or if the console is bad

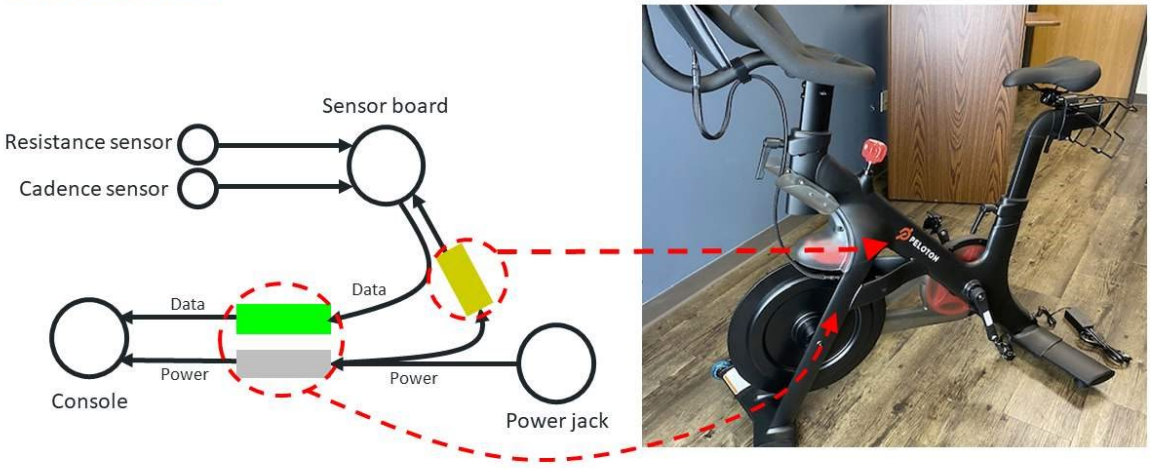


BIKE TILT

- The bike can be tilted up for maintenance
- **Place the console fully vertical to prevent console damage!**



BIKE CABLES



BIKE POWER

- Power brick is universal for international (may need plug adaptor)
- DC plug is at the rear
- Note plug orientation
- Remove rear stabilizer to replace – common power break point







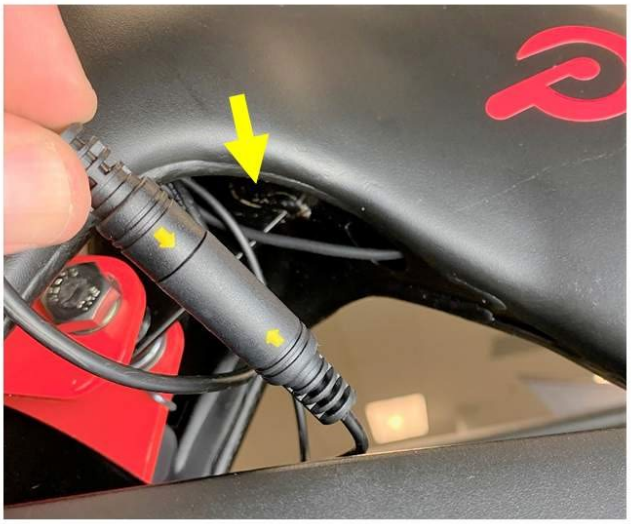
BIKE CONNECTORS – LEFT FRAME

- Two connectors are clipped to the inside of the left frame.
- Power is split at the White connector
  - Console
  - Sensor
- Green connector is Data from the sensor to the console



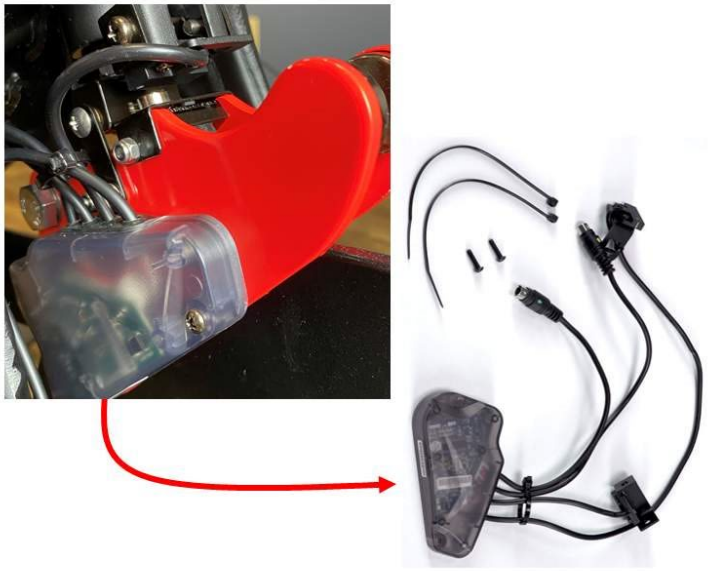
BIKE CONNECTOR – INSIDE FRAME

- Yellow connector = Power from the split to the sensor
- Connector is tucked into the frame up and behind the flywheel



BIKE SENSOR

- Equivalent to Precor LPCA's
- Attached to the right magnet
- Four wires
  - Power from the split – Yellow connector
  - Data to the console – Green Connector
  - Cadence sensor
  - Resistance sensor



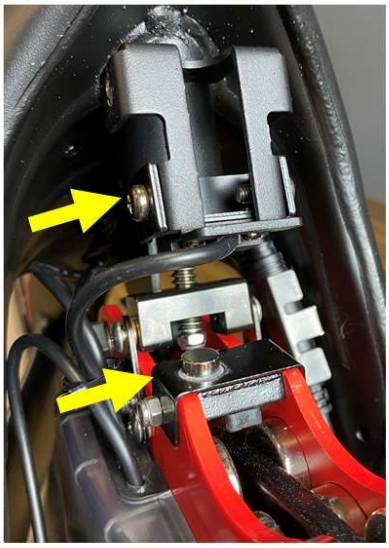
BIKE CADENCE SENSOR

- Attached to the right fork of the frame
- Reads rotation from a magnet in the flywheel
- Part of the sensor assembly



BIKE RESISTANCE SENSOR - TONIC

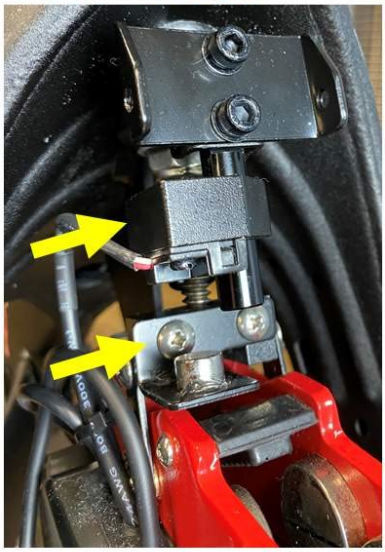
- Sensor is attached to the frame
- Magnet is attached to the brake assembly

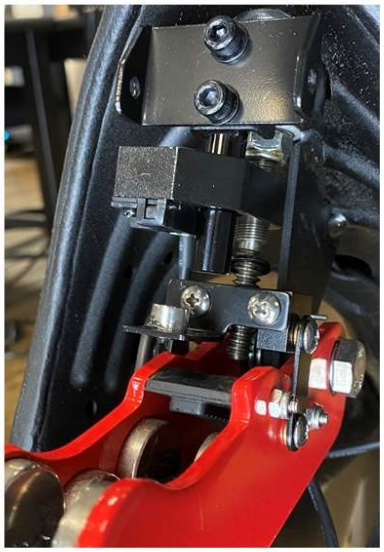




BIKE RESISTANCE SENSOR - REXON

- Sensor is attached to the brake rod
- Magnet is attached to the brake rod H-block





BIKE CALIBRATION

- Resistance is read based on the distance of the resistance sensor to the resistance sensor magnet
- Proper calibration is essential for accurate resistance readings
- Calibration Kit part number: SP-52
- **Flywheel spacer – not called out well in the Calibration Procedure – follow the video**



BIKE CALIBRATION PROCESS



- The magnet spacer will be placed at the second magnet
- The resistance knob tools
  - The calibration process will call for 31 quarter turns
- https://vimeo.com/296507168 - Password: peloton





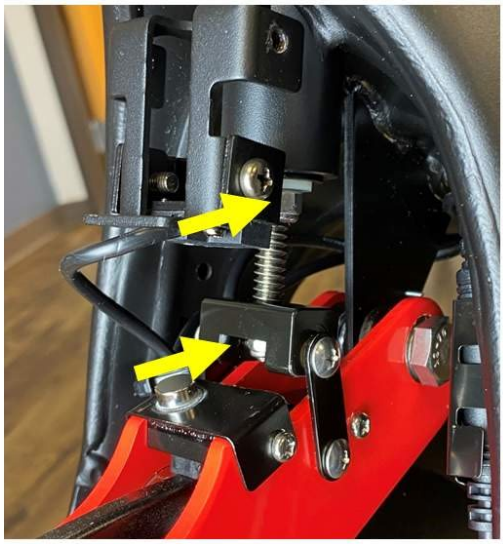
BIKE BELT

- Sonic tension specs
  - 95-102 Hz New
  - 82-92 Hz Used
- Adjust tension at the idler pulley nut
- Carbon Drive app
  - Mind settings (Motorcycle)
  - Use external mic (or remove case to get best reading)



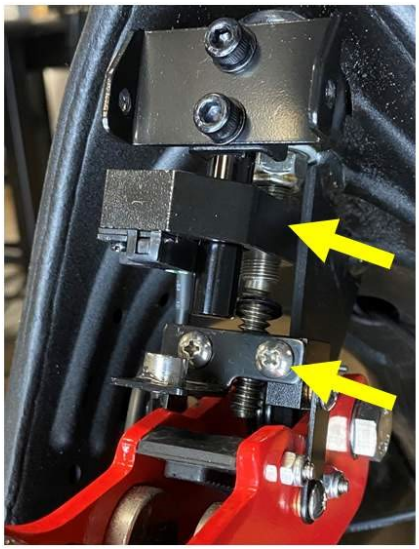
BIKE BRAKE ROD - TONIC

- Nut at base of rod and one behind the resistance sensor
- Mind the bushings on the H-Block arms



BIKE BRAKE ROD - REXON

- Resistance sensor is threaded on the brake rod
- Resistance magnet is attached to the brake rod H-block
- No nut at the base of the brake rod



BIKE FLYWHEEL AND BEARING

- Single and two-piece bearings (but the bearings are interchangeable)
- Two-piece was original Tonic design, but is legacy now
- Ensure pulley threads are on the right side of the bike (screws & grooves)



BIKE LOWER BRACKET

- Need Shimano 8-tooth tool, crank puller
- When removing, the right side is counter threaded
- Bracket is directional
- May need breaker bar to loosen
- Blue paint notes slippage







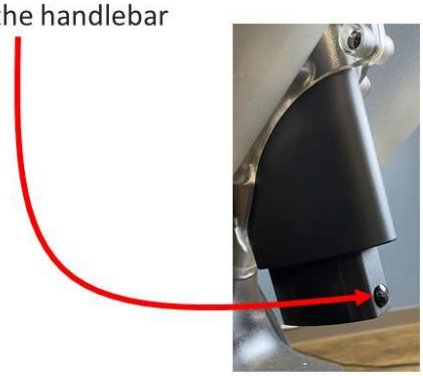
BIKE PEDALS

- Recommend annual replacement
- Straps can be ordered separately
- **Commercial** - SPD clip and toe cage
- **Residential** - Delta clip



BIKE SLEEVES

- Sleeve is removed the same for the handlebar and seat post
- Commonly replaced part
- Remember to remove the screw at the base of the handlebar





BIKE SLEEVE BREAKS



- Either metal tab at the front or the plastic tabs on the interior will be bad

