Core Health & Fitness

Schwinn® AC Power

SERVICE MANUAL

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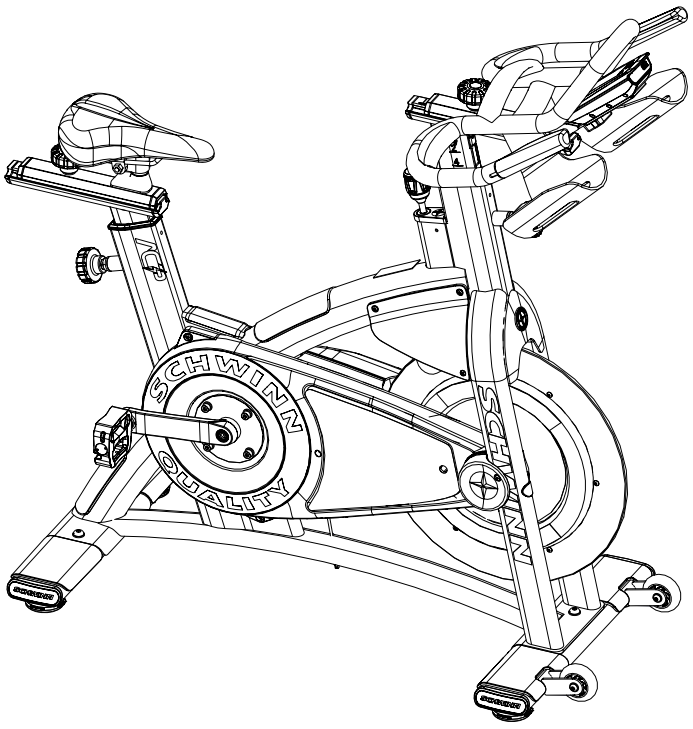
PRODUCT SPOTLIGHT



9-7300 A.C.™ Power
9-7370 A.C.™ Power Custom

Overall Weight	Width	Length	Height	User Weight
120 lbs (54 kg)	21" (53 cm)	55" (140 cm)	46" (117 cm)	0-350 lbs (0-159 kgs)

Product Conformity

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

- The S.C.™ Power contains an on-board generator which powers the Echelon2G console, eliminating the need to replace batteries as part of its maintenance schedule. As the rider begins to pedal, an LED light illuminates to provide positive feedback that the generator is powering the console.

- If a battery replacement is required, they are available through Core Connect. Regular use of the S.C.™ Power is ideal to maintain a charge to the internal battery and maximize its life.

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		

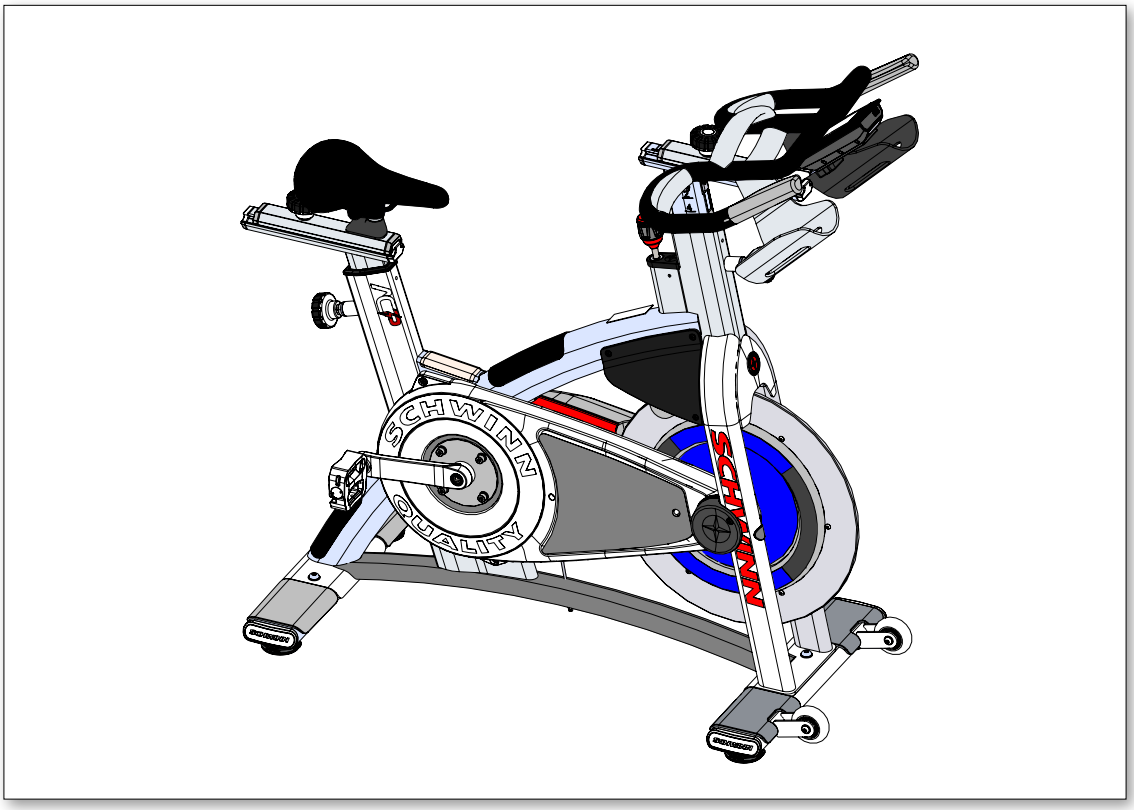
Related Installation Manuals

- MYE PVS Brackets Installation

Consoles

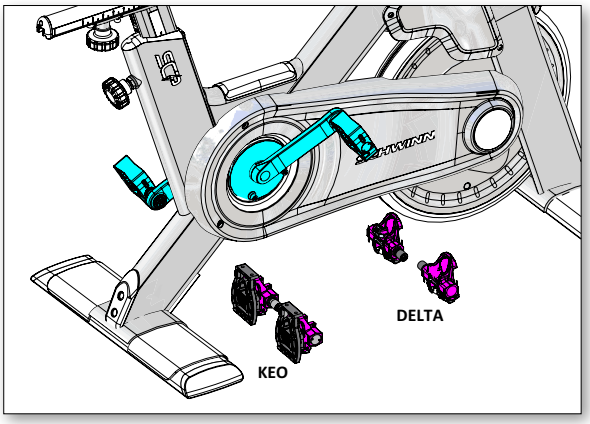
For troubleshooting regarding the consoles available for this bike, chose from one of the service manuals below:

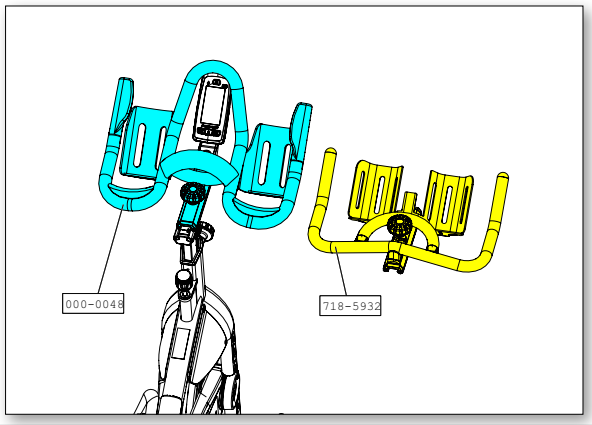
Manuals	Install	Service
MPower Echelon2G Console		
MPower Echelon2 Console		
Cadence Pro		

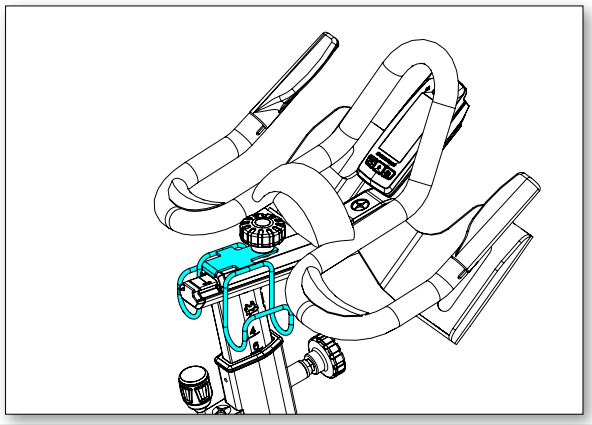


Standard Schwinn pedals have threaded shafts that connect to the crank arms. The right pedal is right-hand threaded while the left pedal is reverse threaded, meaning you turn to the left to tighten and right to loosen. For pictures of all different Schwinn pedals, see document 637-4501 on our support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

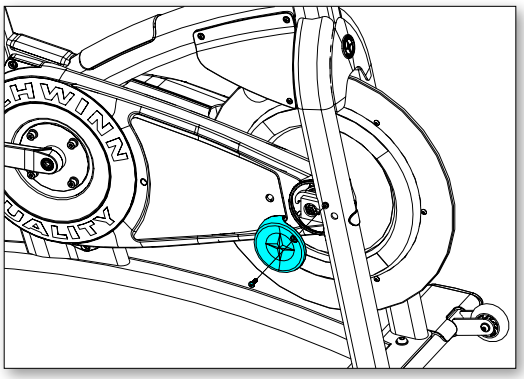


Alternate Handlebars	SKU	
Studio Handlebar	718-5932	

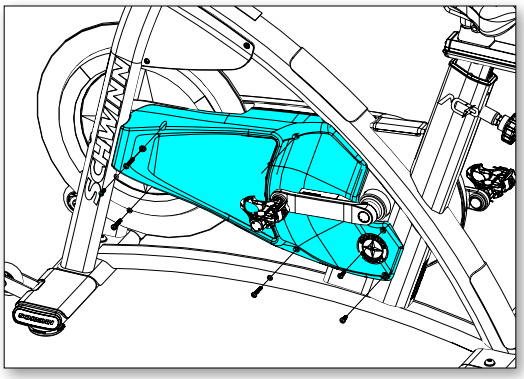
Dumbbell Holder	SKU	
Dumbbell Holder	718-5957	

Shroud Removal

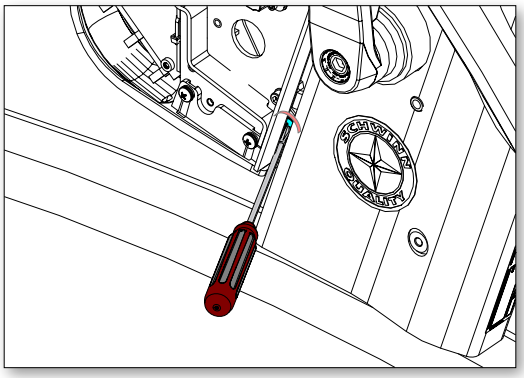
1. Use a #2 phillips screwdriver to remove the screw securing the right side flywheel cap to the bike, then remove the cap.



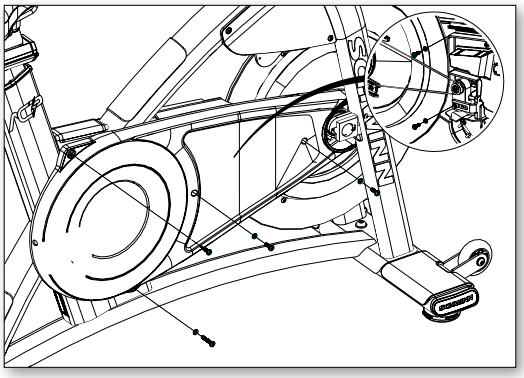
2. Use a #2 phillips screwdriver to remove the screws securing the left generator cover to the bike



3. With the left generator cover removed, use a screwdriver to remove the screw hidden by the generator board, angled as shown.

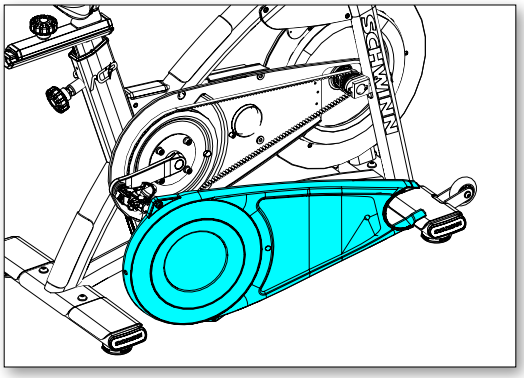


4. Use a #2 phillips screwdriver to remove the screws securing the outer chainguard to the bike



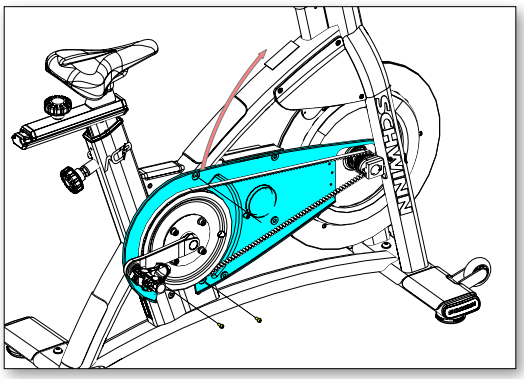
5. Remove the outer chainguard.

   TECH TIP: Slowly rotate the user right side crank arm toward the rear of the bike to help with removal of the outer chainguard.



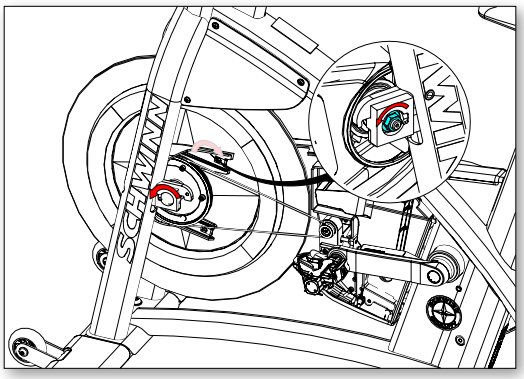
Optional Step

6. Remove the inner drive cover only if replacement is needed.

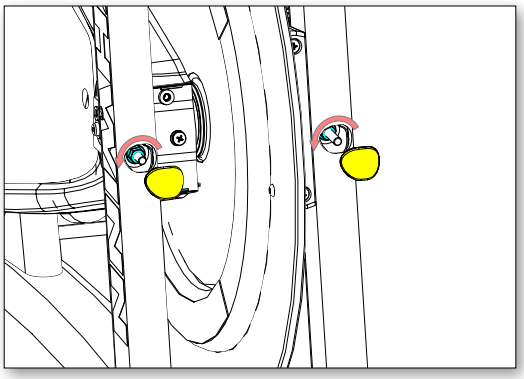


Belt Tension

1. Use a 9/16" socket to loosen the axle nuts on both sides of the flywheel.

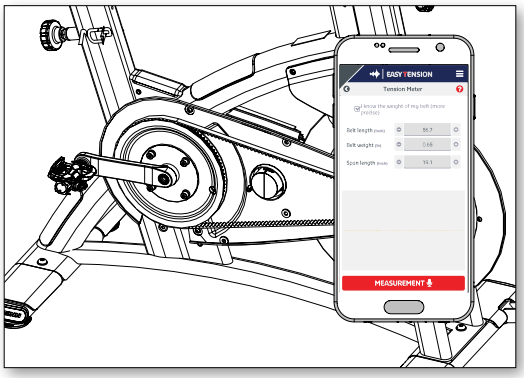


2. Remove the tension bolt covers from the front of the bike
3. Use a 10mm deep socket to tension/loosen the left and right tension nuts by turning clockwise to tighten and counter-clockwise to loosen. Be sure to adjust the bolts evenly so that the flywheel is not angled between the forks.



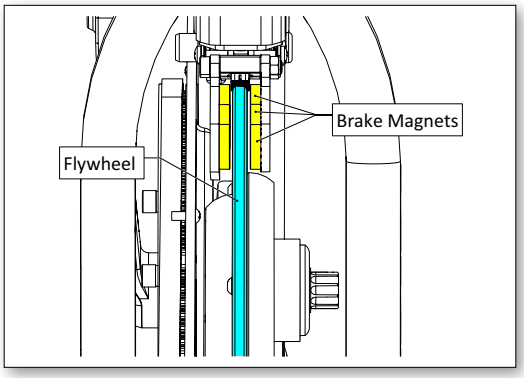
4. Check belt tension using a sonic tension meter in the center of the belt span. The belt should measure ~100 Hz.
5. If you do not have a sonic tension meter, you can use a tensioning app to measure the frequency.

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



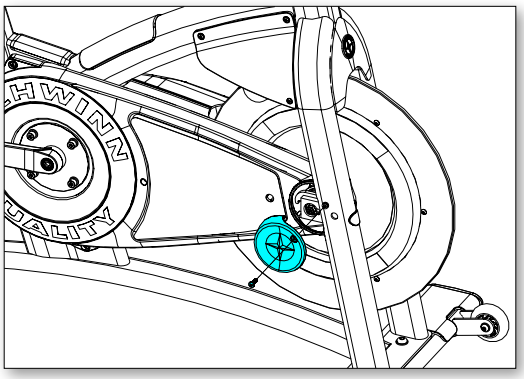
6. Lower the brake down and ensure that none of the brake magnets are touching the flywheel.
7. Once the belt has been tensioned so that the correct Hz is measured and the flywheel has been checked for alignment then tighten the axle bolts that were loosened in Step 4.

   NOTE: Part of the frame has been moved for clarity

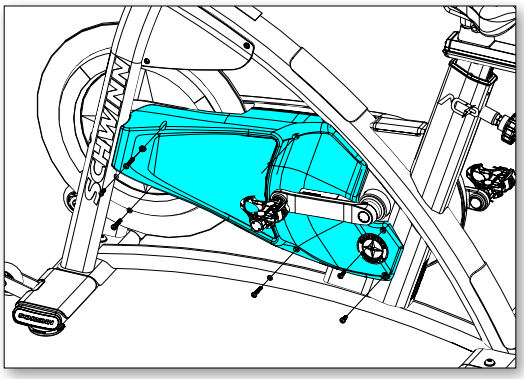


Belt Replacement

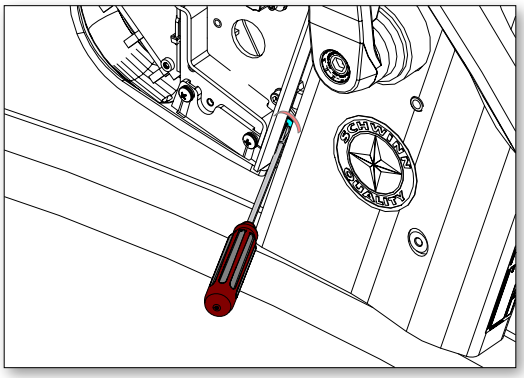
1. Use a #2 phillips screwdriver to remove the screw securing the right side flywheel cap to the bike, then remove the cap.



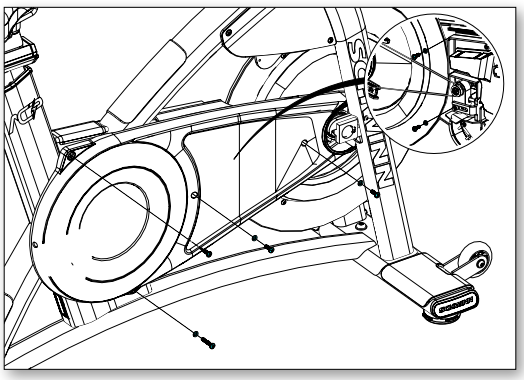
2. Use a #2 phillips screwdriver to remove the screws securing the left generator cover to the bike



3. With the left generator cover removed, use a screwdriver to remove the screw hidden by the generator board, angled as shown.

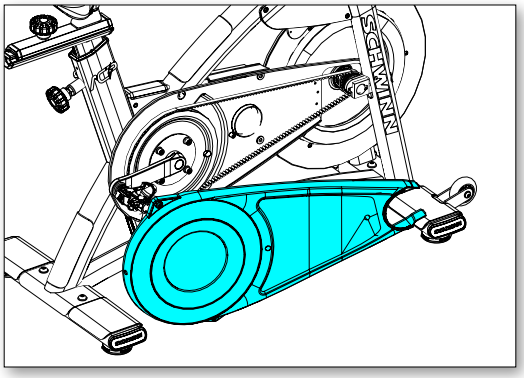


4. Use a #2 phillips screwdriver to remove the screws securing the outer chainguard to the bike

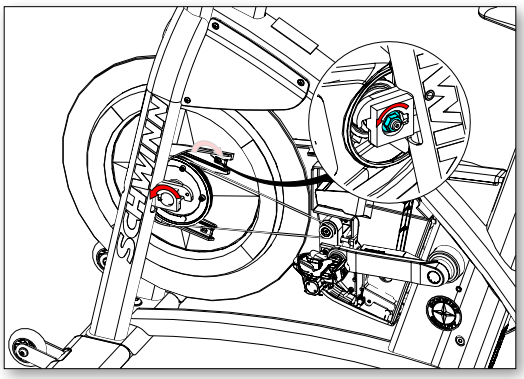


5. Remove the outer chainguard.

   TECH TIP: Slowly rotate the user right side crank arm toward the rear of the bike to help with removal of the outer chainguard.

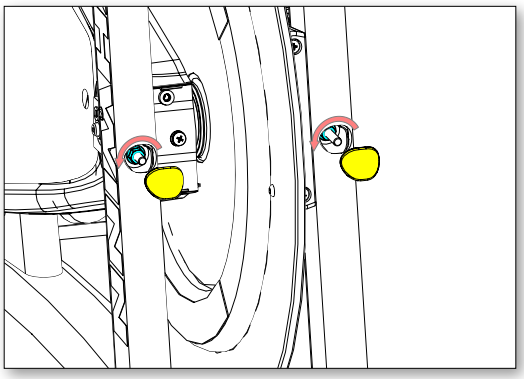


6. Use a 9/16" socket to remove the axle nuts on both sides of the flywheel.



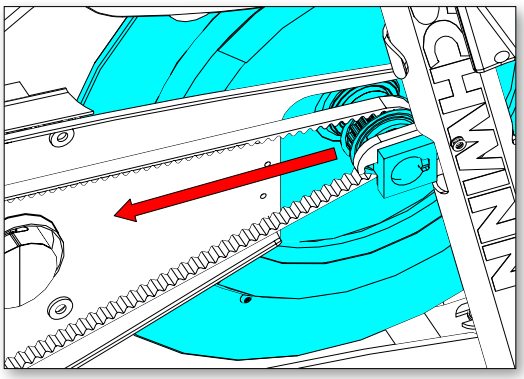
7. Remove the tension bolt covers from the front of the bike

8. Using a 10mm deep socket, remove the left and right-side tension screws from the front forks of the bike.



9. Carefully move the flywheel toward the rear of the bike and down to drop the flywheel free from the frame.

10. Remove the old belt from the front and rear sprockets, replace if needed or if belt is worn



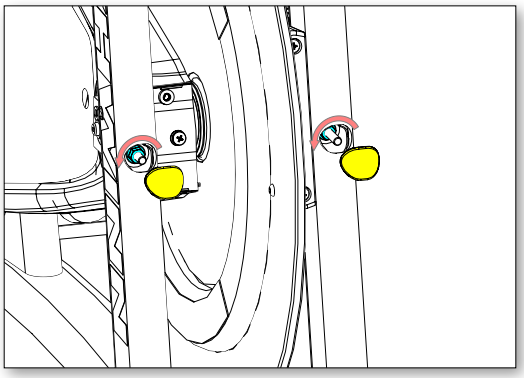
Optional Step

11. Replace the flywheel

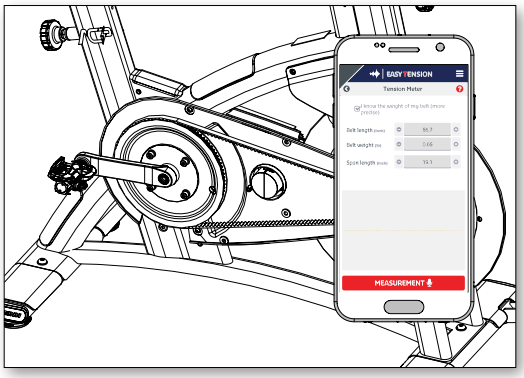
12. Loop one end of the belt around the front sprocket located on the flywheel.

13. Loop the belt around the rear sprocket.

14. Reinstall the flywheel back into the frame.



15. Use a 10mm deep socket to reinstall the left and right tensions screws then adjust the left and right tensions 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.



16. Check belt tension using a sonic tension meter in the center of the belt span. The belt should measure ~100 Hz.

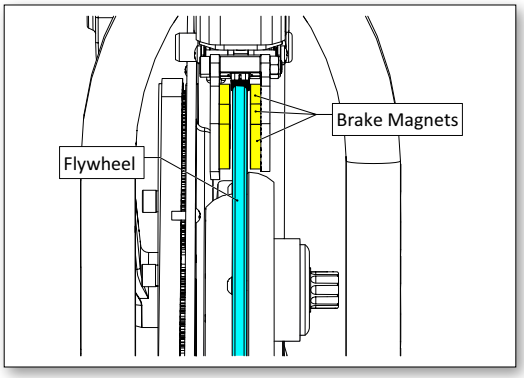
17. If you do not have a sonic tension meter, you can use a tensioning app to measure the frequency.

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

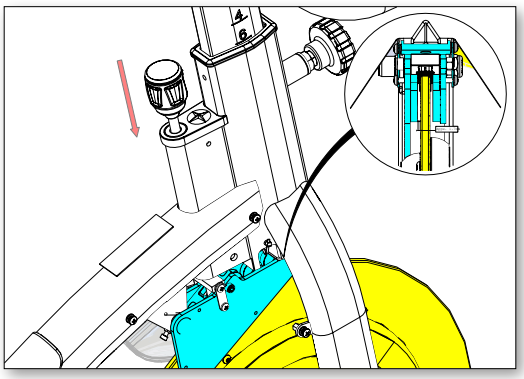
18. Lower the brake down and ensure that none of the brake magnets are touching the flywheel.

19. Once the belt has been tensioned so that the correct Hz is measured and the flywheel has been checked for alignment then tighten the axle bolts that were loosened in Step 4.

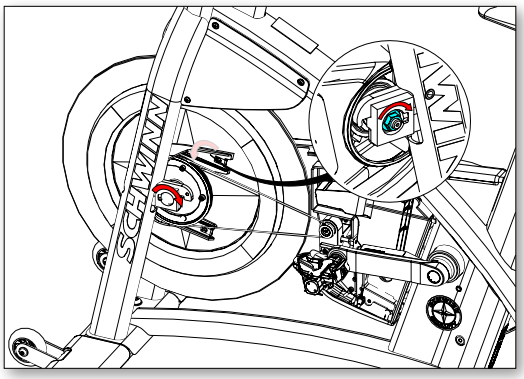
    NOTE: Part of the frame has been moved for clarity



20. Lower the brake down and ensure that none of the brake magnets are touching the flywheel.



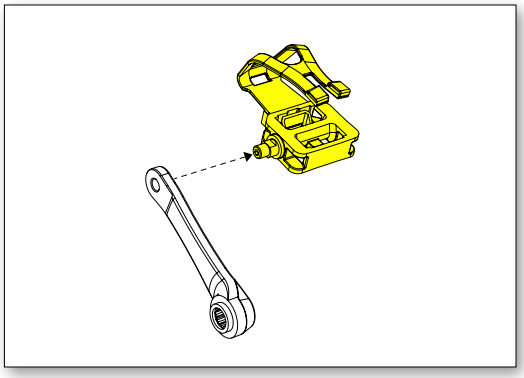
21. Once the chain has been tensioned and the flywheel has been checked for alignment, re-install and tighten the axle bolts.



Pedal Replacement (Threaded)

22. Use a 9/16" open-ended wrench to remove the pedal. Turn counter-clockwise to remove the user right pedal, turn clockwise to remove the left pedal.

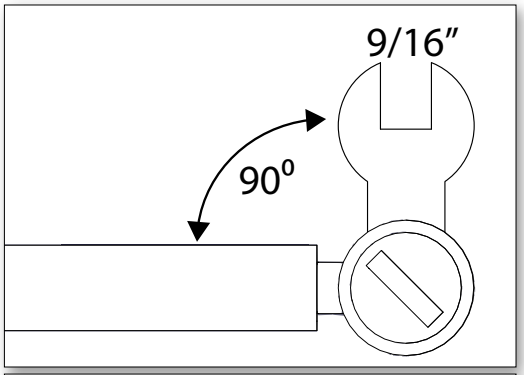
    NOTE: The crank arm and pedal are shown detached from the bike for clarity only, it is not necessary to remove the crank arm.

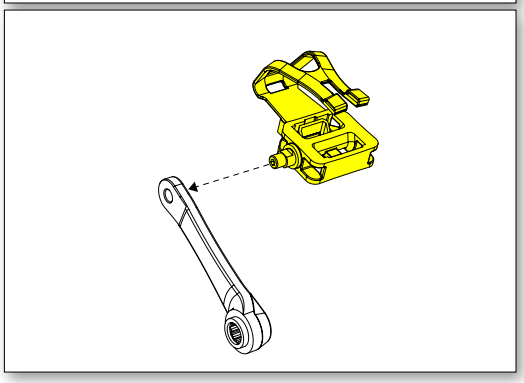


23. Use a torque wrench coupled with a 9/16" crows foot set 90 degrees in relation to the wrench to install the new pedal into the crank arm, torquing the pedal the value below:

    35-40 ft-lb / 47-54 Nm

    NOTE: The user right side pedal threads into the crank arm clockwise. The user left side pedal threads into the crank arm counter-clockwise.

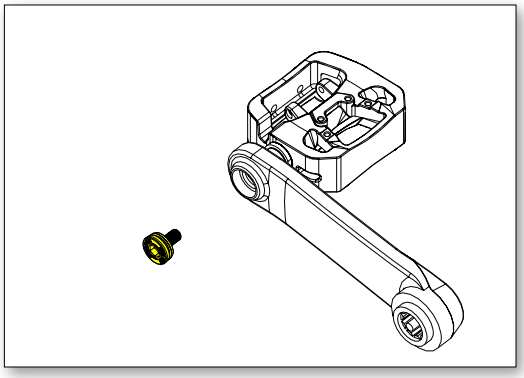




Pedal Replacement (Morse Taper)

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

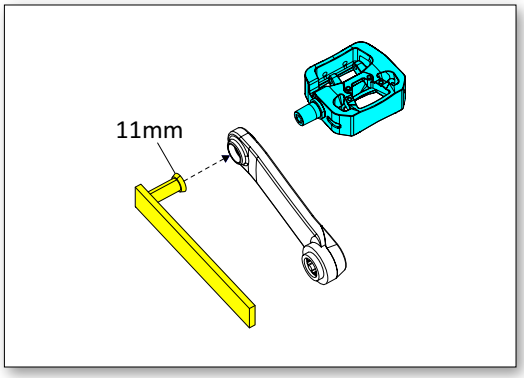
    NOTE: The crank arm and pedal are shown detached from the bike for clarity only, it is not necessary to remove the crank arm.



25. 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.

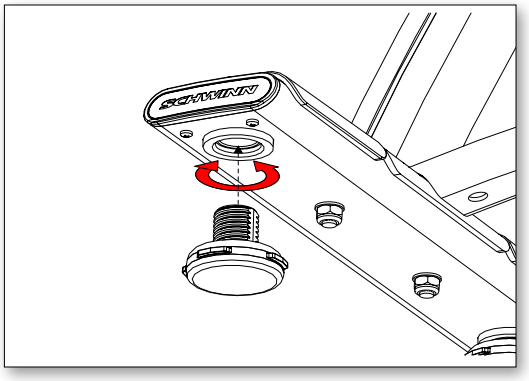
26. Push the new pedal into the crank arm, then use a torque wrench coupled with an 8mm allen socket to reinstall the pedal bolt and torque to the value below:

    35-40 ft-lb / 47-54 Nm



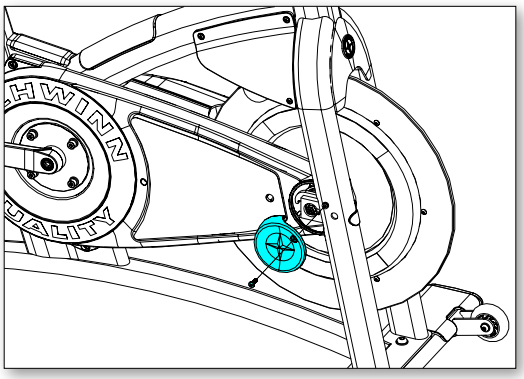
Adjusting Leveling Feet

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.

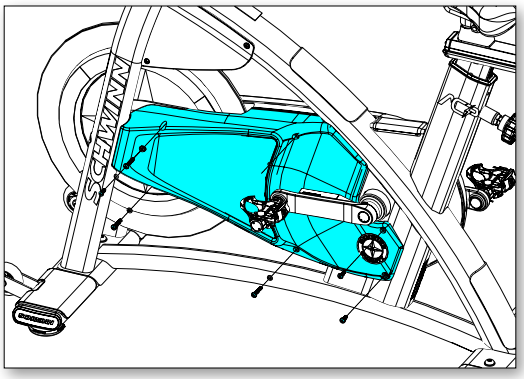


Crank Arm Replacement

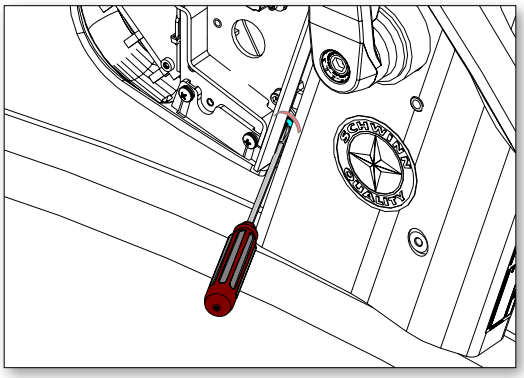
1. Use a #2 phillips screwdriver to remove the screw securing the right side flywheel cap to the bike, then remove the cap.



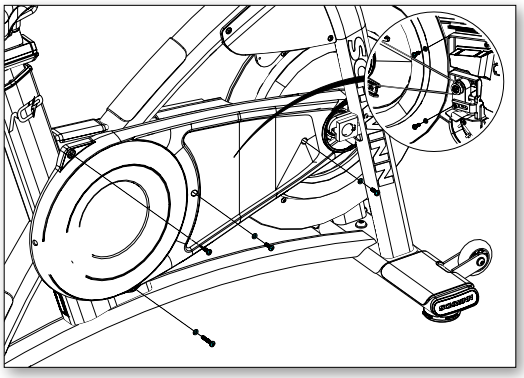
2. Use a #2 phillips screwdriver to remove the screws securing the left generator cover to the bike



3. With the left generator cover removed, use a screwdriver to remove the screw hidden by the generator board, angled as shown.

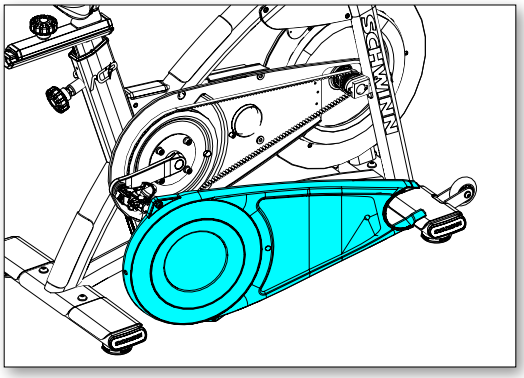


4. Use a #2 phillips screwdriver to remove the screws securing the outer chainguard to the bike



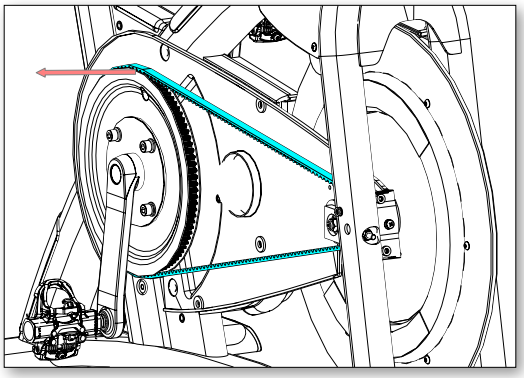
5. Remove the outer chainguard.

   TECH TIP: Slowly rotate the user right side crank arm toward the rear of the bike to help with removal of the outer chainguard.

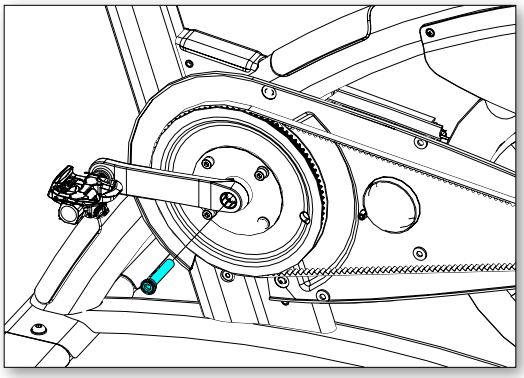


6. Walk the belt/chain off of the bike unless replacing the user left side crank arm only.

   NOTE: The process is the same for both belt and chain-equipped bikes.

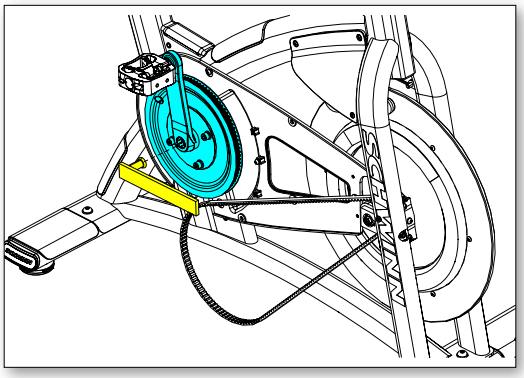


7. Use a 8mm hex key to remove both the right (shown) and left side crank arm bolts.



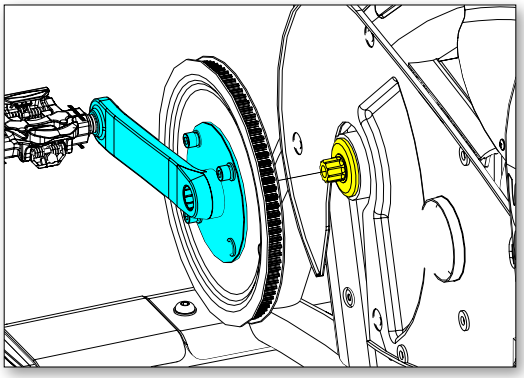
8. Thread a crank puller tool with the larger **16.5mm** tip into the crank arm, then use the tool to pull the crank arm off the bottom bracket.

9. Repeat on user left.



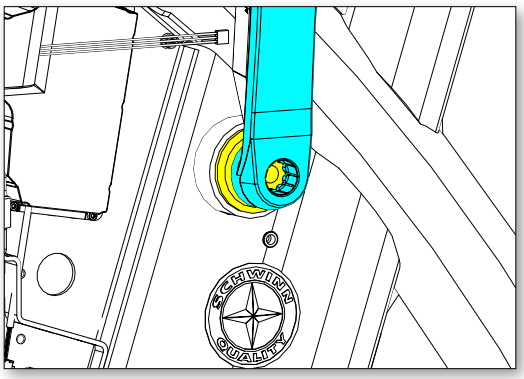
10. Install the user right crank arm by aligning the splines in the crank arm (blue) to the bottom bracket shaft (yellow).

11. Use a dead blow hammer to pull the arm as close to the inner race as possible



12. With the user right crank arm in the 6 o'clock position, install the user left crank arm in the 12 o'clock position.

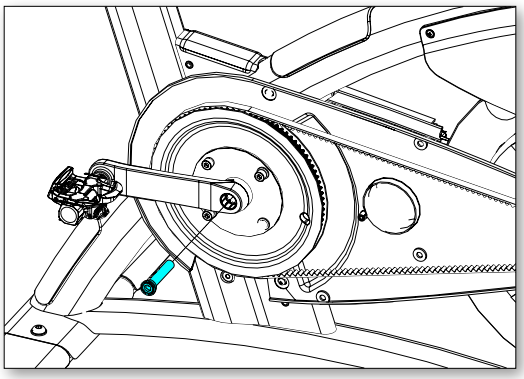
    Aligning the splines to the bottom bracket shaft, use a dead blow hammer to pull the arm as close to the inner race as possible



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

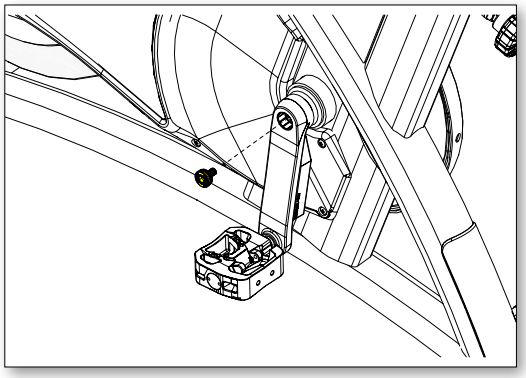
    40-44 ft-lb / 55-60 Nm

14. Walk the belt/chain back onto the user right crank arm. Install the left crank arm bolt and torque down to 35-40 lb-ft.



4iiii Crank Replacement

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

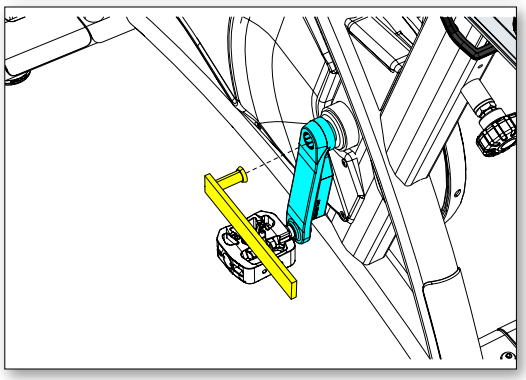


16. Thread a crank puller tool with the larger **16.5mm** tip into the crank arm, then use the tool to pull the crank arm off the bottom bracket.

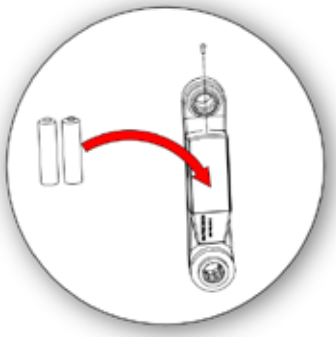
17. Ensure the opposite side crank arm is at the 12 o'clock position then push the new crank arm onto the bottom bracket at the 6 o'clock position.

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

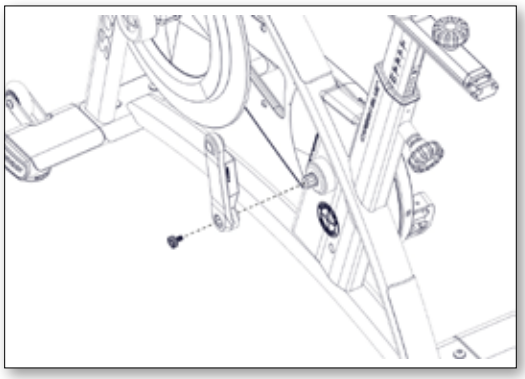
    40-44 ft-lb / 55-60 Nm



19. 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.



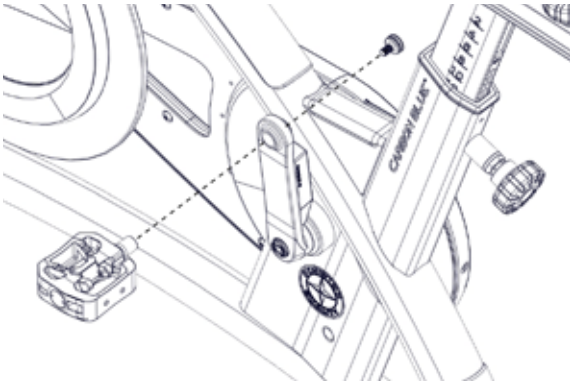
20. Ensure that the rider's right crank arm is at the 6 o'clock position then push the crank onto the bottom bracket. Finally, using a torque wrench with an 8mm allen socket attached, torque the crank bolt to **40-44 ft-lb (55-60 Nm)**.



21. 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.

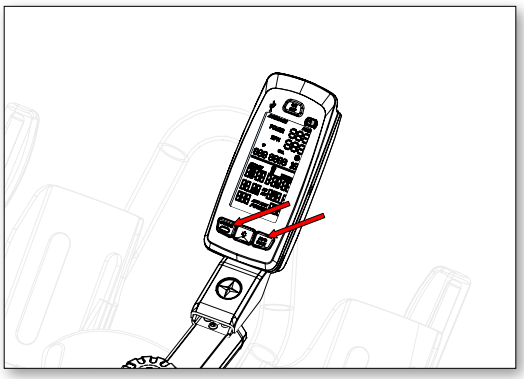


Pairing and Calibrating the 4iiii Crank

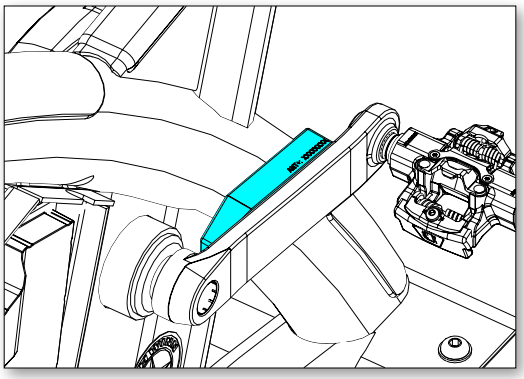
22. Press and hold "STAGE" and "AVG/MAX" for 3-5 seconds to access the service menu.

23. 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.

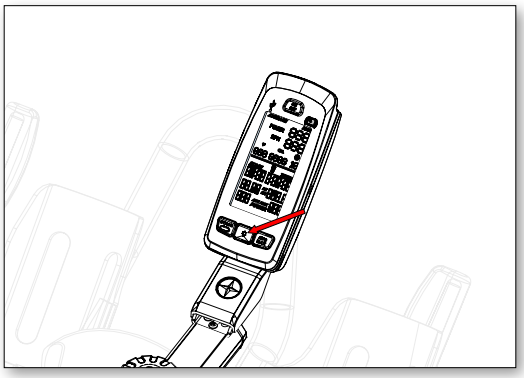
24. If the sensor type is set to "Echelon 2" press the backlight button to select the sensor type, use the "AVG/MAX" button to select "4iiii" then press the backlight button again.



25. 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.

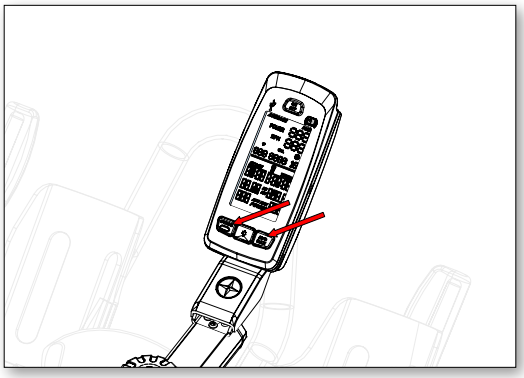


26. Once the ANT+ ID has been entered, pedal the bike, then select "PAIRING SPIN CRANK" by pushing the back-light button. If pairing does not pass, check to ensure the ANT+ ID is correct and try the pairing process again. It may take 2-3 attempts to pair successfully.



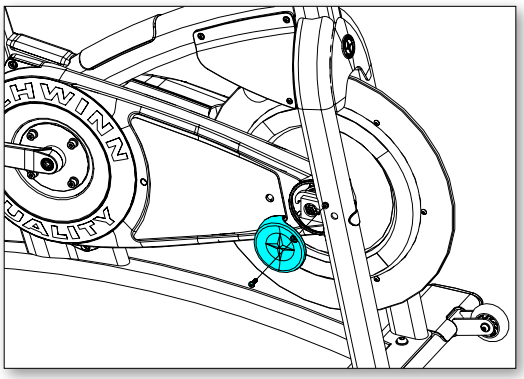
27. After successfully pairing the 4iiii crank, the power sensor must be calibrated BEFORE riding the bike. Press and hold STAGE and AVG/MAX for 3-5 seconds to access the service menu then use AVG/MAX to scroll until "CALIBRATE" is displayed then select it using the back-light button.

28. "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.

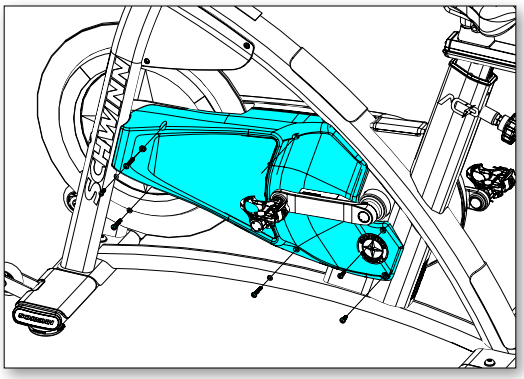


Bottom Bracket Replacement

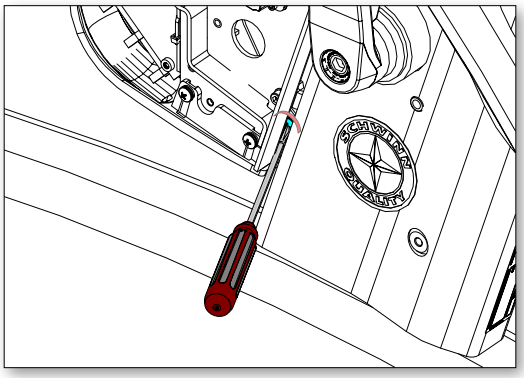
1. Use a #2 phillips screwdriver to remove the screw securing the right side flywheel cap to the bike, then remove the cap.



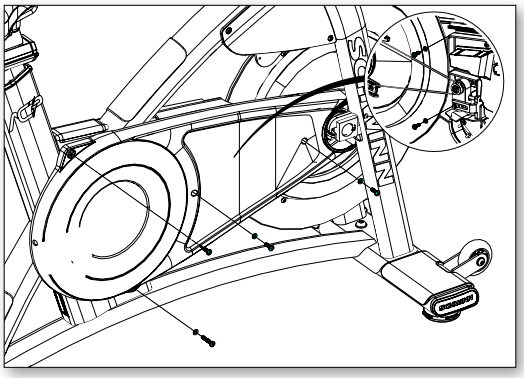
2. Use a #2 phillips screwdriver to remove the screws securing the left generator cover to the bike



3. With the left generator cover removed, use a screwdriver to remove the screw hidden by the generator board, angled as shown.

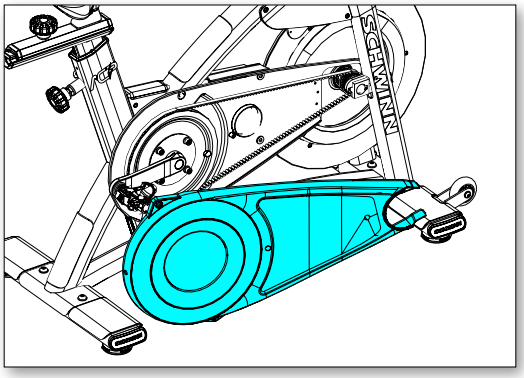


4. Use a #2 phillips screwdriver to remove the screws securing the outer chainguard to the bike

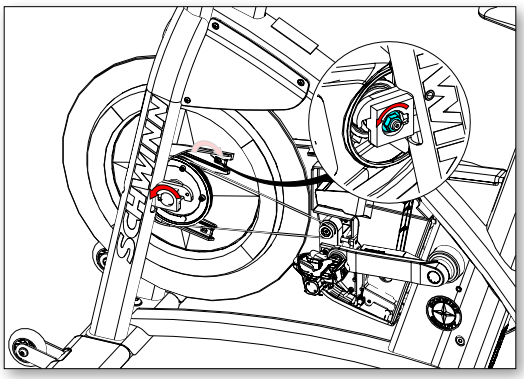


5. Remove the outer chainguard.

   TECH TIP: Slowly rotate the user right side crank arm toward the rear of the bike to help with removal of the outer chainguard.

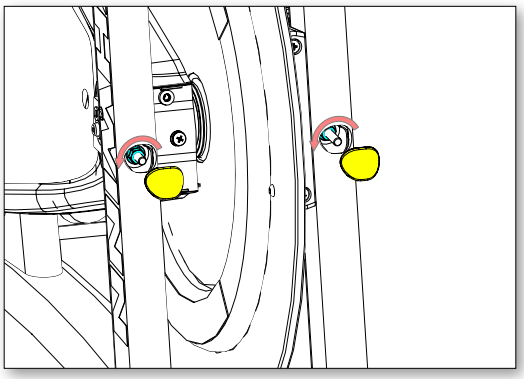


6. Use a 9/16" socket to loosen the axle nuts on both sides of the flywheel.

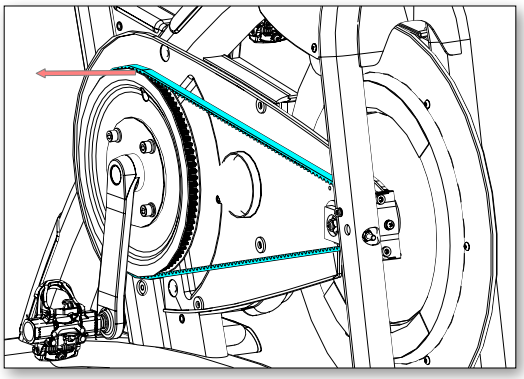


7. Remove the tension bolt covers from the front of the bike

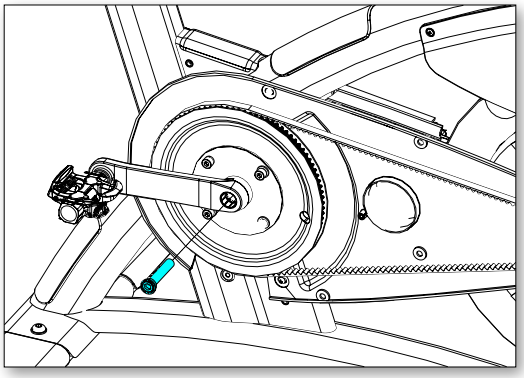
8. Using a 10mm deep socket, remove the left and right-side tension screws from the front forks of the bike.



9. With the tension eased, walk the chain/belt off the rear sprocket

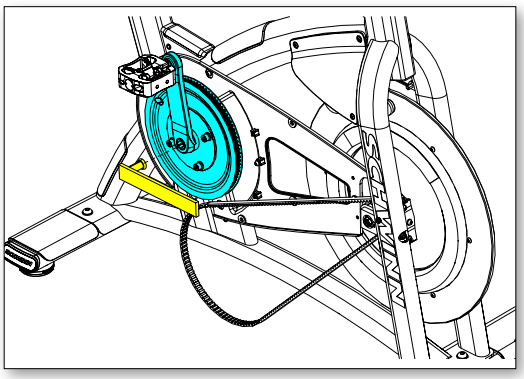


10. Use a 8mm hex key to remove both the right (shown) and left side crank arm bolts.

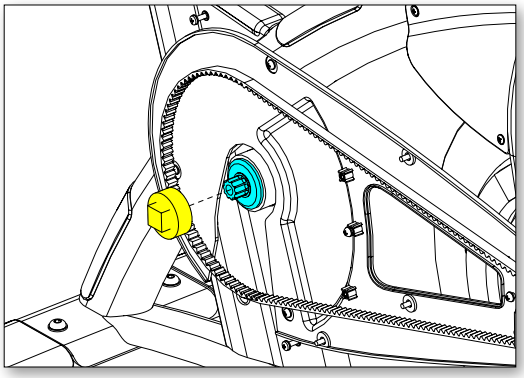


11. Thread a crank puller tool with the larger **16.5mm** tip into the crank arm, then use the tool to pull the crank arm off the bottom bracket.

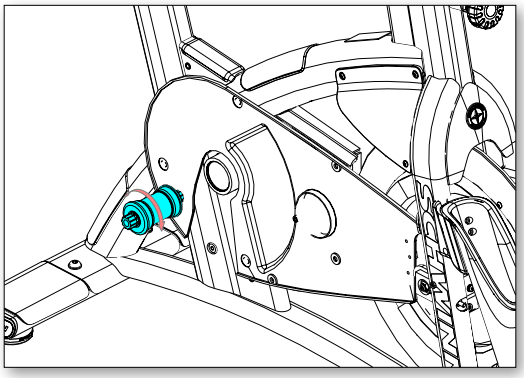
12. Repeat on user left.



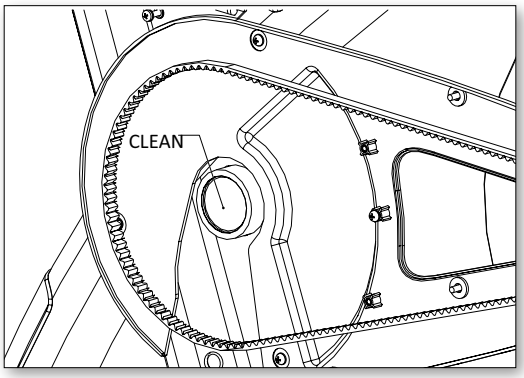
13. Insert a BB-18 bottom bracket removal tool into the user right side of the bottom bracket. Use a rubber mallet to tap the tool into place, ensuring that the teeth of the tool are properly seated.



14. Turn clockwise to loosen the bottom bracket, then remove the bottom bracket cartridge.



15. After removing the bottom bracket, spray a cutting oil solvent (simple green or comparable) on the threads. Use a wire brush and clean the bottom bracket threads.

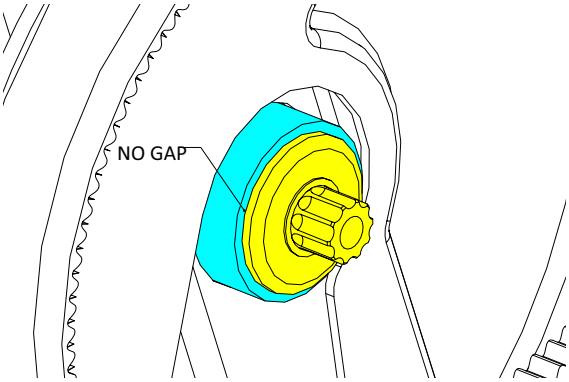


⚠ **Note:** Use wire brush in a clockwise/counterclockwise motion only. Do not brush across the threads.

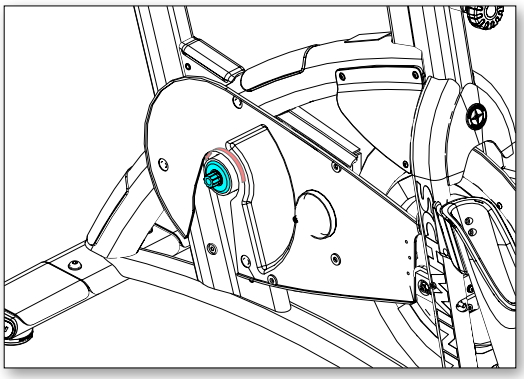
16. Wipe the threads clean and allow 10-15 minutes for the surface to dry.

17. Insert the new bottom bracket into the frame, turning counter-clockwise to tighten.

18. Verify that the bottom bracket is tight into the frame, there should be no gap between the frame and the bottom bracket cartridge.

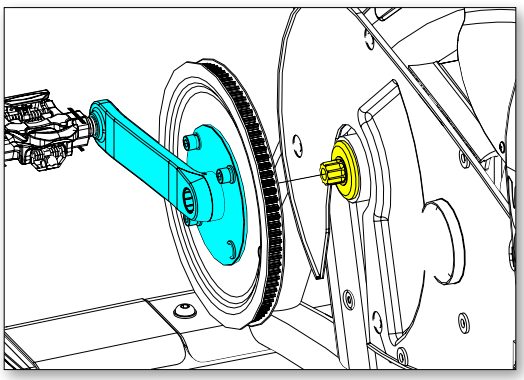


19. Torque bottom bracket to **60 ft-lb / 81n-m**.



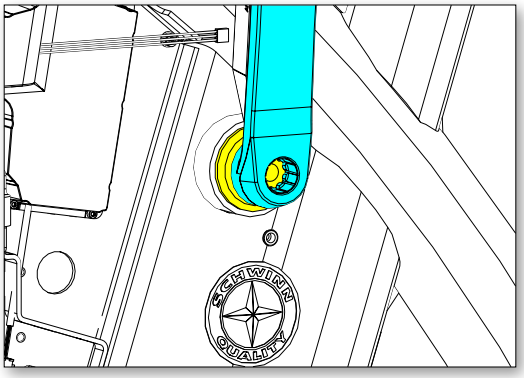
20. Install the user right crank arm by aligning the splines in the crank arm (blue) to the bottom bracket shaft (yellow).

21. Use a dead blow hammer to pull the arm as close to the inner race as possible



22. With the user right crank arm in the 6 o'clock position, install the user left crank arm in the 12 o'clock position.

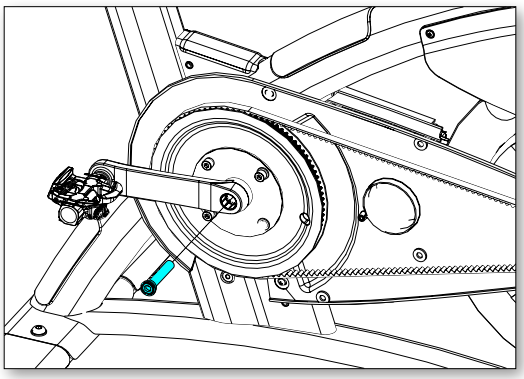
    Aligning the splines to the bottom bracket shaft, use a dead blow hammer to pull the arm as close to the inner race as possible



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

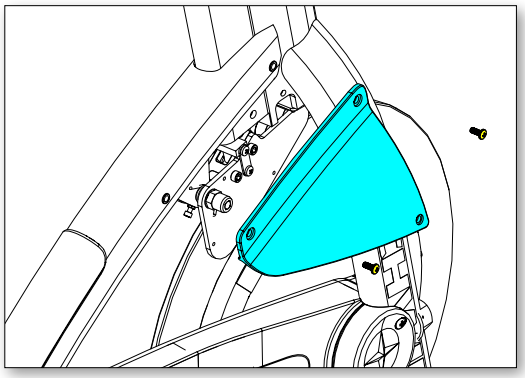
    40-44 ft-lb / 55-60 Nm

24. Walk the belt/chain back onto the user right crank arm. Install the left crank arm bolt and torque down to 35-40 lb-ft.

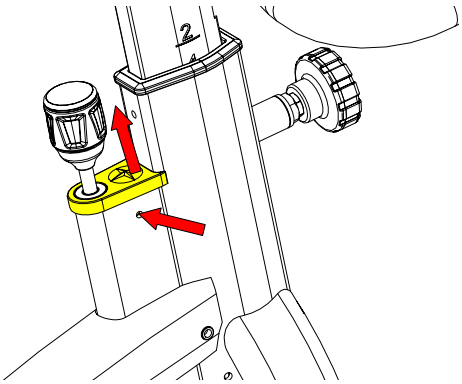


Brake Rod Replacement

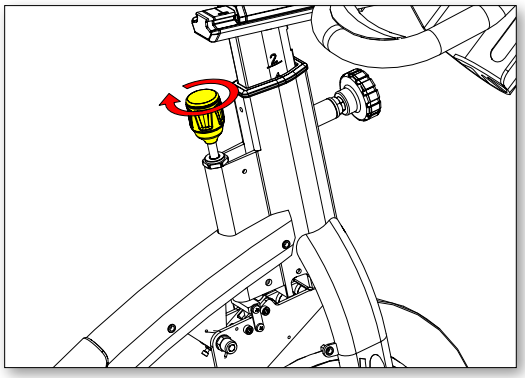
1. Use a #2 phillips screwdriver to remove the screws securing the right side sweatguard to the bike.



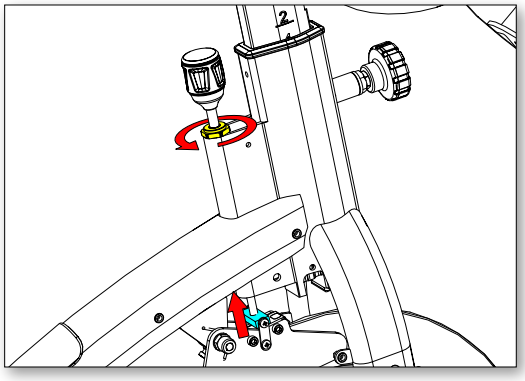
2. Use a small punch or screwdriver to press the brake rod cap locking tabs in from both the left and right sides of the frame, then pull upwards on the brake rop cap.



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

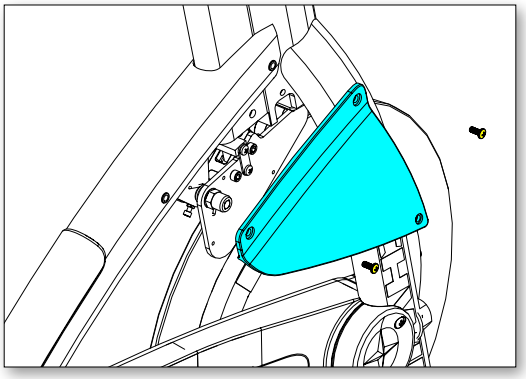


4. Use a 27mm open-ended wrench to remove the brake rod assembly while turning clockwise to disconnect the brake rod assembly from the brake adjustment nut

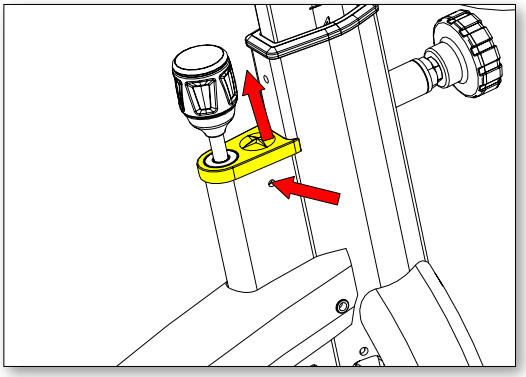


Brake Replacement

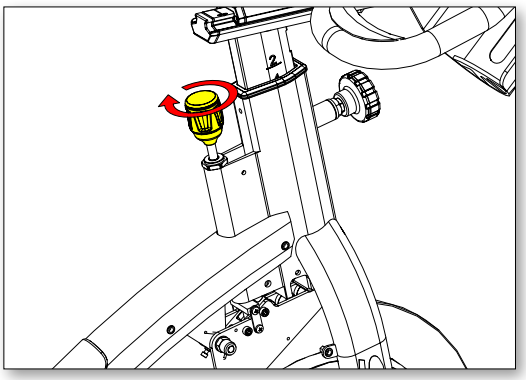
1. Use a #2 phillips screwdriver to remove the screws securing the right side sweatguard to the bike.



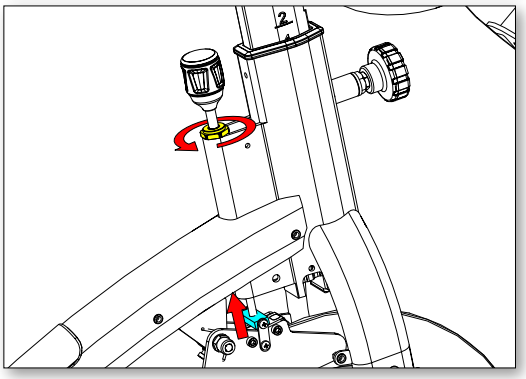
2. Use a small punch or screwdriver to press the brake rod cap locking tabs in from both the left and right sides of the frame, then pull upwards on the brake rod cap.



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

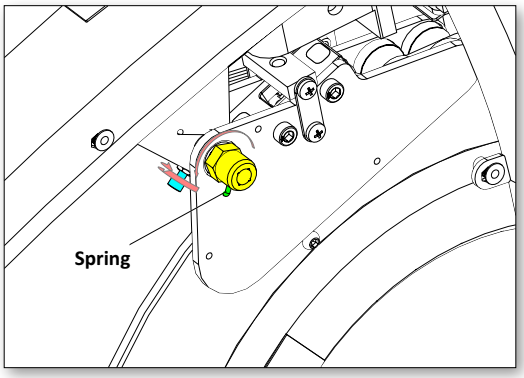


4. Use a 27mm open-ended wrench to remove the brake rod assembly while turning clockwise to disconnect the brake rod assembly from the brake adjustment nut

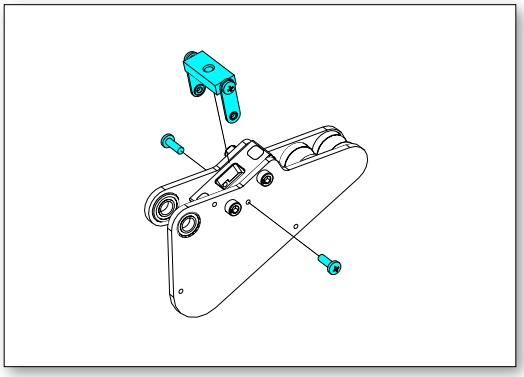


5. Remove the Brake Assembly from the bike:

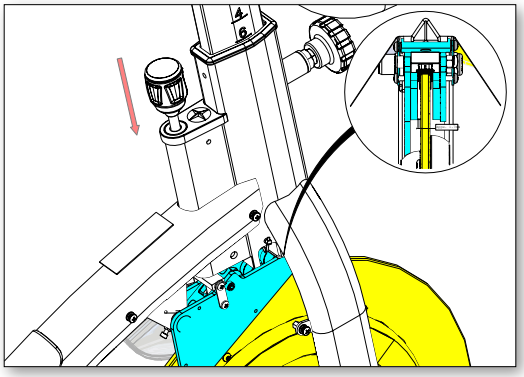
   a. Use a 3mm allen key to loosen the brake bolt lock screw (blue).
   b. Using a pair of needle nose pliers, carefully disconnect the brake spring from the frame (green).
   c. Using a 16mm open-ended wrench and a 16mm socket, remove the brake bolt (yellow), then remove the brake assembly.



6. Remove the lower two M5 screws and move the brake adjustment nut to the new brake assembly, then reinstall.

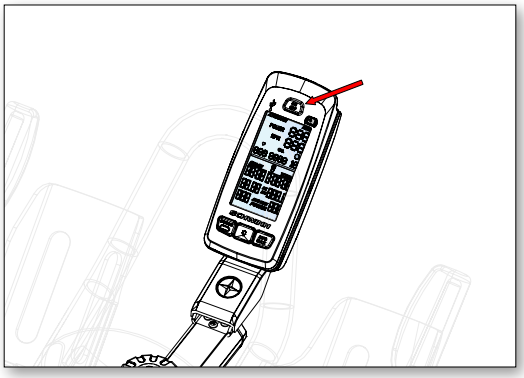


7. Once installed, lower the brake down and ensure that none of the brake magnets are touching the flywheel.

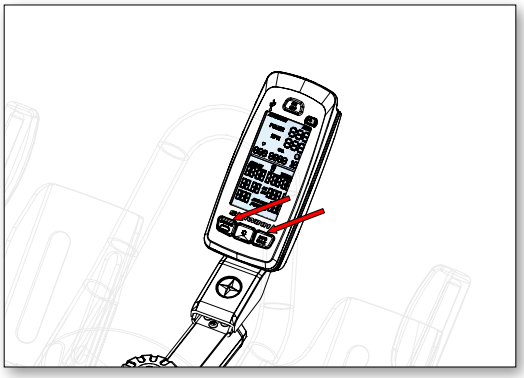


Optional Step - Bikes with Echelon2 Console Only

8. Turn on console.

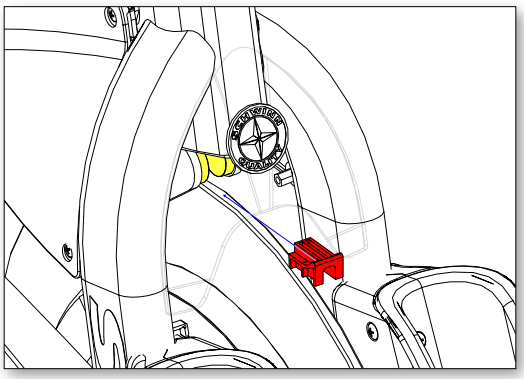


9. Press and hold STAGE and "AVG/MAX" for 3-5 seconds to access the service menu.



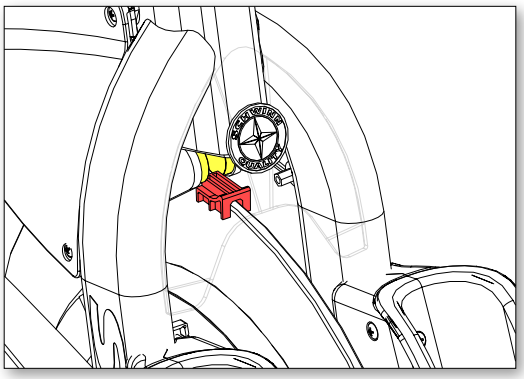
10. Once in the service menu, use the AVG/MAX button to scroll to the CALIBRATE menu. Press and release the LIGHT button to enter the menu.

11. Scroll to CALIBRATE ZEROPOINT option and press the LIGHT button.



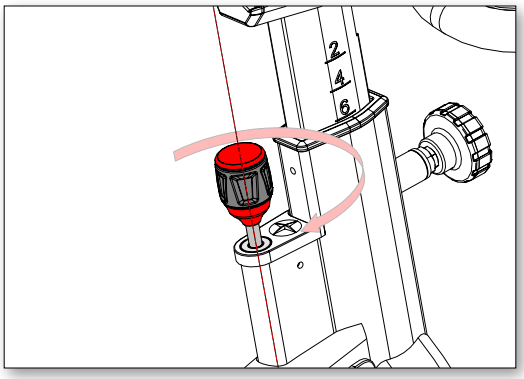
12. Follow the on-screen instructions

    a. Place the calibration tool on the flywheel



    b. Rotate back until the tool fits between the magnets of the brake assembly (yellow), and then press the LIGHT button.

13. Turn the brake knob clockwise until the brake mechanism makes contact with the calibration tool and press the LIGHT button.

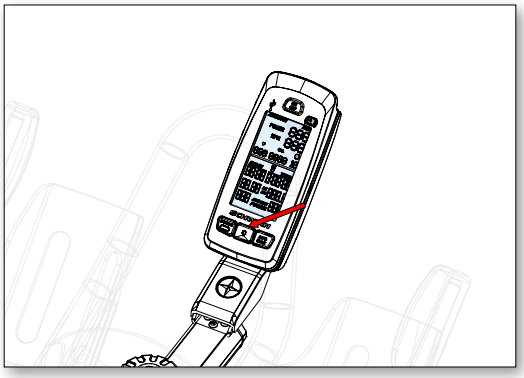


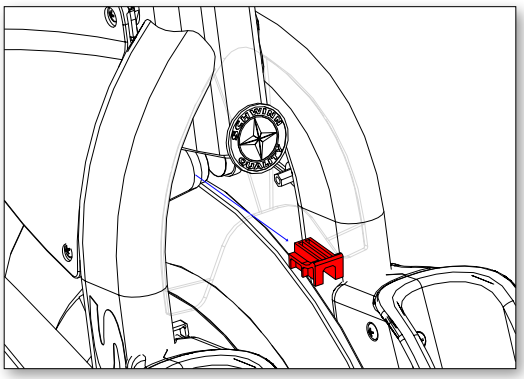
Caution: Do not over-tighten.

14. The console will display that the Zeropoint is now set. Press the LIGHT button to exit CALIBRATE ZEROPOINT.

15. Once the calibration passes, go to CALIBRATE CURRENT ANGLE and verify the angle is 0.0 (+/- 0.1 degrees). Occasionally, the calibration process does not correctly set the angle on the first try. If the angle reads anything other than 0.0 (+/- 0.1 degrees), perform the calibration again until the CURRENT ANGLE reads 0.0 (+/- 0.1 degrees).

    Note: The sensor measures in degrees, so 0.0 – 0.1 = 359.9.





16. Exit the service menu and remove the tool from the flywheel.

Other Replacement Procedures	Procedure	Link	Note
Replacing the battery on an AC Power	637-8578		
Replacing the generator belt	637-8642		

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 AC Power cycles	637-8579		
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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