

The Tacx Flow ergotrainer is a trainings device that in combination with the bicycle is used to improve the physical condition. Read this manual before using the Flow and follow the instructions in the proper sequence. Use the Flow exclusively for purposes mentioned in the manual. If the Flow is used for purposes other than those mentioned in the manual, a save use of the device can not be guaranteed. While in use, the wheel of your bike and the flywheel of the brake system will be spinning at high speed. For this reason keep children safely away from the Flow.

Symbols Used

! Indicates an important subject. Pay attention!

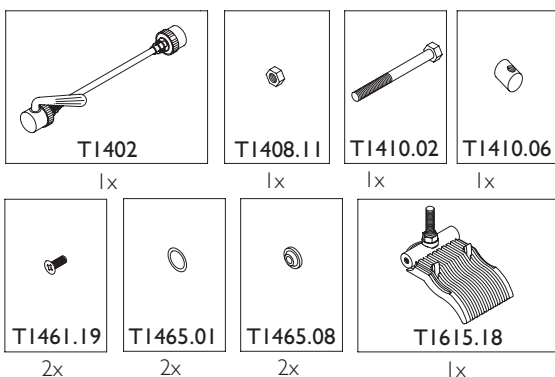
📖 Indicates an important tip. Useful information.

🔥 Hot Surface.

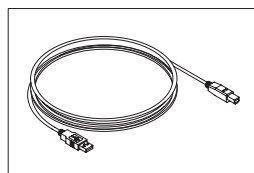
Packing Contents

Check to make sure the package contains the following items: Flow Computer, CycleForce Flow Frame, Brake Unit, Cable Set, Manual, Base and End Caps.

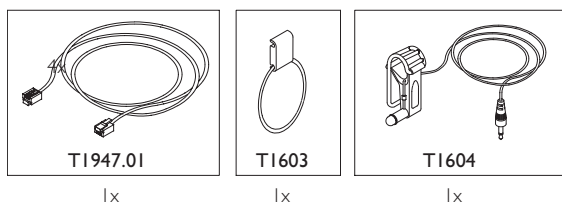
T1615 Fitting kit Flow trainer



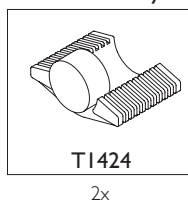
T1902.10 USB Cable



T1947 Cable set



T1424 Foot CycleForce



I FLOW ERGOTRAINER

All cyclists with a degree of experience know that, in order to achieve optimum performances, more than merely a weekly training routine is required. Consider the circumstances. Optimum physical condition and good equipment are extremely important. Talent cannot be denied. Inspiration and concentration lead to flow - the perception of everything being effortless, exceeding your own expectations.

With the Flow, Tacx announces the start of a new generation of ergotrainers. This trainer is the result of knowledge and inspiration, combined with innovation. Heart rate, power, speed and pedalling frequency are measured and visualised on the modern display of the Flow computer. These data provide an important instrument for targeting and improving physical fitness efficiently - resulting in optimum performance.

During development much attention was focused on the information that appears on the display. The brake indicator, for example, shows brake performance in graphic form. A histogram shows the slope, enabling the cyclist to view the settings at a glance. Moreover, you can select the training information you want to displayed.

Another point of interest is the simple operation. By setting the power or resistance, you can adjust your programme while training, to suit your own needs. You can even calibrate the brake to ensure accurate power measurements at all times. Flow comes with a matching-colour Skyliner front wheel support, which corrects the position of the bike and ensures a natural cycling posture.

Magnetic Brake System (230V/50Hz)

The Flow is produced with the precision magnetic brake system. The main advantage of this brake system is its accuracy and high power generation (resistance). The handle presses the brake-unit roller against the tyre. The advantages are that the pressure of the brake unit against the tyre is always equal and it is easy to place your bike on the trainer. The brake is equipped with a heavy-duty steel flywheel, which guarantees the maximum moment of mass inertia. The speed sensor integrated in the brake is a real asset, since the wheel diameter of the bike does not have to be programmed. There is a separate brake unit available for 110V/60Hz.

Flow stands for optimum perception, a state that entails intense enjoyment, flowing from extreme concentration.

This is the state that produces top performance, including top sport performance. At one time or another everyone has experienced flow. We feel strong, alert, and go about our work effortlessly. We have the feeling that we are in full control of the situation and can perform at the top of our ability. Awareness of time and personal problems temporarily fades into the distance -- as though you are having an out-of-body experience (Mihaly Csikszentmihalyi).

www.tacx.com



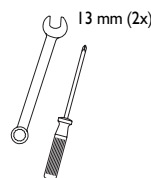
2 ASSEMBLING THE FLOW

The Flow ergotrainer consists of the collapsible CycleForce frame upon which you mount your bike and the Flow computer. The CycleForce is suitable for racing and hybrid bikes and mountain bikes with a wheel diameter of 610 - 720 mm.

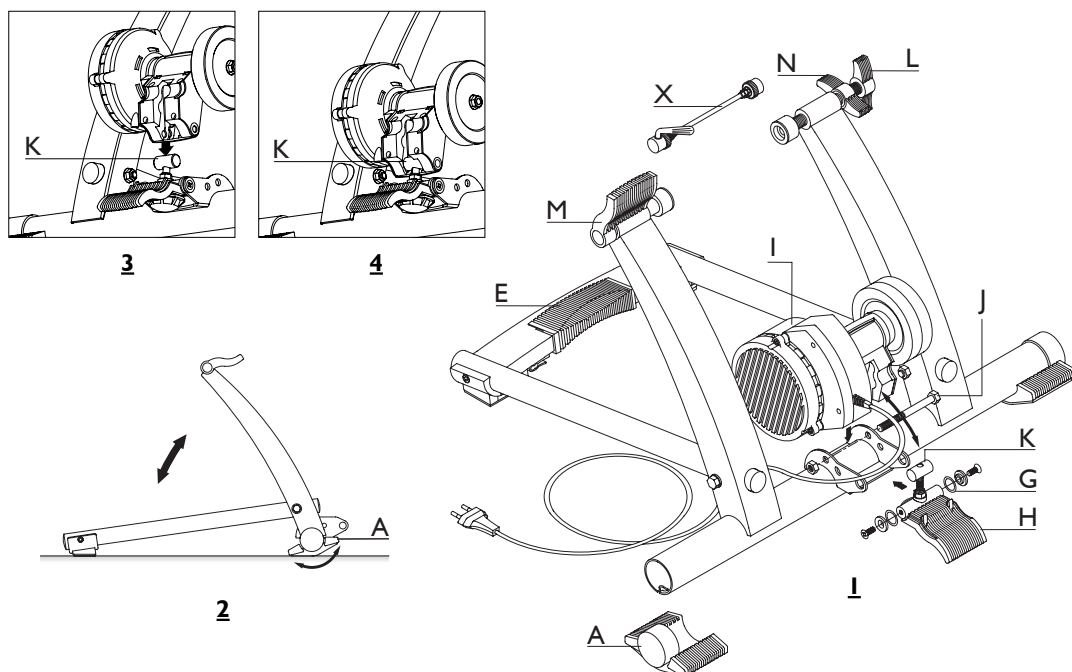
Assembling the trainer

The Flow' CycleForce frame is suitable for use with racing, hybrid and mountain bikes with a wheel diameter of 610 to 720 mm. The following steps show how to assemble and adjust the trainer.

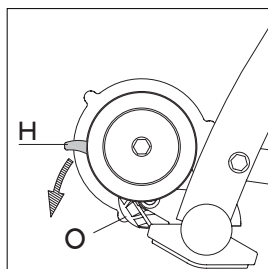
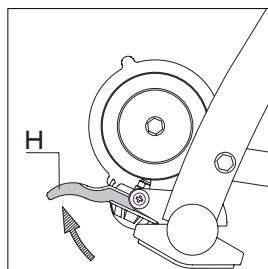
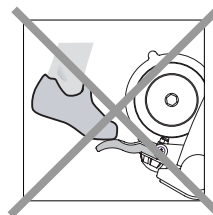
- 1 Unfold the trainer frame and set it on a flat surface. Squeeze handle **E** in fully to fold the frame in or out (fig.1).
 - 2 Slide feet **A** into the frame tube (fig.1).
- ! Care:** Turn the feet into their correct positions before fully pushing them into the frame tube (fig.2).
- 3 Assemble 2 rubber rings **G** and part **K** to handle **H**. Then assemble the complete handle to the frame (fig.1).
 - 4 Shove electro brake **I** into part **K** of the handle (fig.3 & 4).
 - 5 Assemble the brake and turn bolt **J** until the mag unit is firmly tightened but it should still be able to move.
 - 6 Replace the quick-release skewer on the rear wheel with the skewer **X** supplied by Tacx. This assures ideal clamp fitting and stability. Place the bike in the trainer and adjust the wing bolt **L** of the trainer, so that the speed tension clamp **M** will close without forcing.



! Forcing could cause damage!



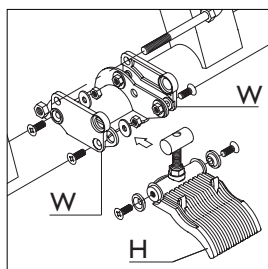
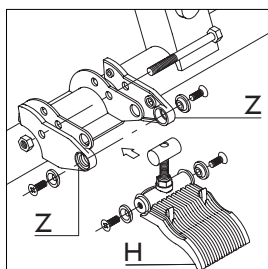
- 7 Fix wing bolt **L** by tightening wing nut **N**.
- 8 With handle **H** the roll of the brake unit can be moved to and from the tire of the bike (fig.5 and 6). When handle **H** has been folded, knob **O** can be used to regulate the pressure of the roll against the tire. Make sure the roll is firmly placed against the tire so that slipping of the tire is not possible.

**5****6**

Alteration in mounting of bicycle with different wheel diameter

Before assembling the complete handle to the frame, see nr. 5 of the instructions, you need to place the heightening or extension pieces.

- Wheel diameter 610 - 640 mm: assemble heightening piece **W** with 4 bolts, nuts and rings (fig.7).
- Wheel diameter 690 - 720 mm: assemble extension piece **Z** (fig.8).

**7****8**

Tip

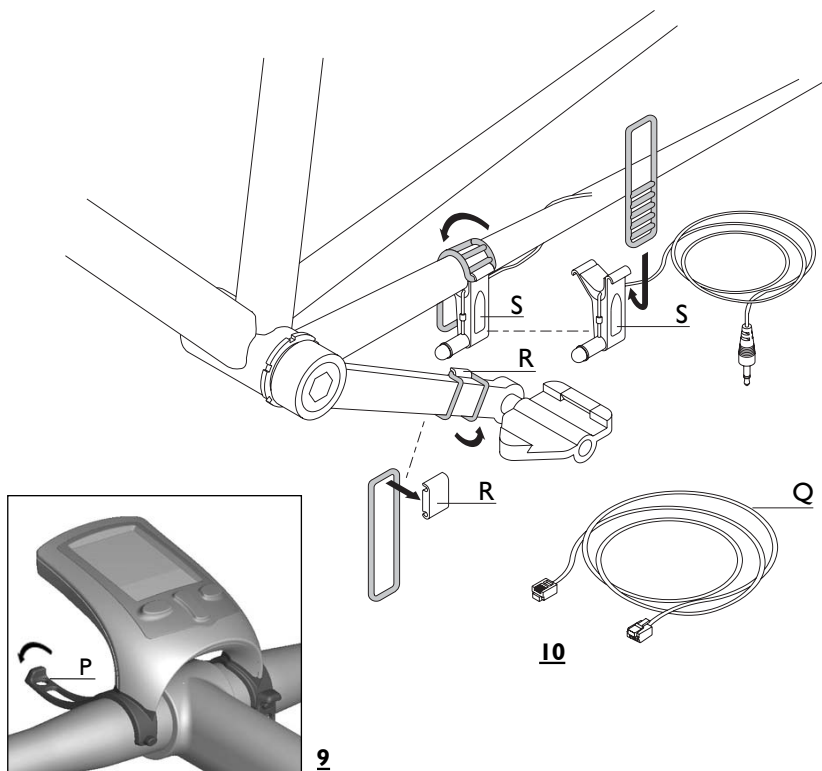
- Before using the CycleForce, and after unfolding the trainer, check to see that grip **E** has fully returned to its original position. This will prevent damage to the frame.
- Make sure that the brake unit does not fall on the flywheel during assembly. This could create an imbalance in the axis, causing vibrations.
- Make sure that the tyre is well inflated (at least six bar).
- ATB tyres should preferably have completely or partially smooth profiles. Rough profiles can cause noise and tyre slippage.
- Never brake abruptly while using the CycleForce. When the brakes are applied to the rear wheel, the flywheel keeps on turning. This results in unnecessary wear and tear to the rear tyre.
- Regularly check to see whether the bolts and nuts of the CycleForce are tight.
- Tests show that the brake unit will not overheat during high performance. However, lengthy and intensive use could cause the magnetic unit's housing to heat up substantially. Allow the unit to cool off before touching it.

Connecting the Flow Computer

After placing the bike in the trainer, you can connect the Flow computer as follows:

- 1 Assemble the computer using the two rubber clamps **P** on the handlebars (fig.9)
- 2 Connect the computer to the unit with the cable **Q**. The plug for the cable of the Flow computer can be found on the back of the computer and for the brake unit on the bottom, near the mains voltage cable. Make sure that the cable is out of the way so you won't touch it with your shoes or pedals while cycling.
- 3 Place the small magnet in front of the cadence **R** on the inside of the left crankshaft (fig.10).
- 4 Assemble the cadence sensor **S** on the bottom of the left-hand rear chain-stay. Make sure the sensor is level with the magnet, with a distance of approximately 3 mm between the magnet and the sensor. Insert the sensor's cable in the unit. Ensure that the cable runs freely from the sensor and does not touch the wheel.
- 5 Place the plug in the power point. Check reception of the cadence metre by pedalling backwards. The word CAD will appear on the display. The Flow is now ready for use.

! *Perspiration and humidity could damage the printer plate in the computer. Do not use the Flow in humid spaces and if necessary dry the display after use. This will prevent unnecessary damage. Incorrect use and/or improper maintenance will invalidate the warranty.*



3 COMPUTER ADJUSTMENT


After placing the plug in the power point, the whole display will light up briefly for checking. Next, the following, factory-set values will be visible for two seconds:

- 50 or 60Hz frequency and tension of the electric supply
- version of the software
- scale factor (100)
- body weight (75 Kg)
- speed settings and trip use (Km/h, kJoule)

The start-up window will appear next. If you agree with the standard settings you can start training immediately. If you don't, follow the instructions below

Setting body weight, speed settings and trip use


To get to the settings window press the SET and MODE keys simultaneously until the countdown counter in the display reaches 0. SET UP will appear in the display and the weight value will flash (fig. 12). Set the weight in increments of 1 kg using the arrow keys. The value is set by pressing MODE. On the bottom left-hand side Km will start to flash. Choose the speed setting Km (kilometres per hour) or Mi (English miles per hour) using the arrow keys. After setting with MODE kJoule will start to flash. Use the arrow keys to set the trip use in kJoule or kCal. After setting with MODE CALIB will start to flash.

 The Flow's power calculation is directly linked to body weight.) It is therefore important to enter the correct weight. The body weight range is between 40 kg and 120 kg.

Setting calibration value of brake unit

Differences in brake operation may occur under the following circumstances: Changing the roller pressure against the tyre, Changing the magnetic forces and differences in mains voltage. The Flow's standard brake unit calibration is set at 0. Although not essential, this setting can be changed to give a more personalised power reading. To optimise the Flow's calibration we recommend cycling for at least three minutes to enable the brake unit to warm up.

After setting the trip use CALIB will appear in the display. Calibration will start by pressing the ▲ key. SPEED will appear at the top and at the bottom you will see three lines. Start cycling until STOP appears in the display, at which point your speed will have exceeded 30 Km/h. The Flow will measure the deceleration of the rear wheel at the moment at which you stop. CALIB will appear once again in the display and at the bottom you will see the measured calibration value (fig. 13). A positive number means that the brake unit brakes faster than the standard set value. A negative number means that the wheel carries on for longer and braking is weaker. On completion, use the MODE button to return to the start-up window.

 If the calibration has gone wrong because, for example, you started to cycle whilst measuring was taking place, ERROR will appear in the display. By pressing the ▲ key calibration is started again and the value is set at 0 again by using the ▼ key.



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4 COMPUTER USE



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The Flow records four types of training data: cycling speed, power, cadence and heart rate. The procedure below will show how easily one can change the display to suit your personal preferences.

Functions governed by the ▲ and ▼ KEYS

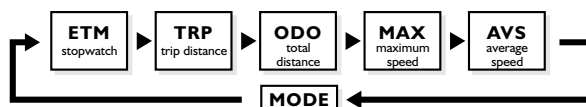
Two types of training data are given simultaneously on the 2nd and 3rd lines on the display. On the 2nd line you can switch from speed to cadence and from power to and heart rate (fig. 14) by using the ▲ key. On the 3rd line you can change the training data (fig. 15) by using the ▼ key. This is how you can easily choose the display settings you like most or consider to be the most important.

📖 Two identical training details can never be displayed simultaneously on the 2nd and 3rd lines.

Mode functions with SPEED (Km/h - Mi/h)

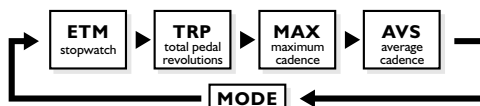
The MODE functions relate to the training data of the 2nd display line. If the 2nd line is set to speed you can use the MODE key to switch sequentially from ETM (stopwatch), TRP (trip distance), ODO (total cumulative distance), MAX (maximum speed) to AVS (average speed). If the 2nd line shows the heart rate you can only switch from ETM, MAX to AVS.

📖 The values relate only to the periods actually cycled without the computer being reset or switched off. If you pause during training the information will be retained. When you start cycling again the computer will continue to calculate based on this information.



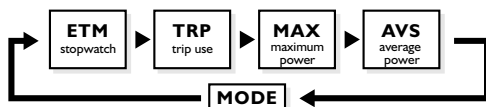
Mode functions with CADENCE (Cad)

When the display shows the pedalling frequency (Cad), TRP refers to total number of pedal revolutions during the trip, MAX will be maximum pedalling frequency and AVS will be average pedalling frequency. See fig. 17.



Mode functions with POWER (Watt)

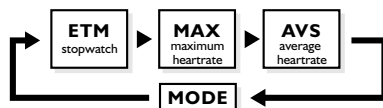
When the display is in the power mode (WATT), TRP refers to trip use, MAX maximum power and AVS average power. The trip use is calculated based on the stopwatch and the power supplied and is expressed in kilo calories or kilo joules (fig. 18).



Mode functions with HEART RATE

Shows the 2nd display line the heart rate, MAX and AVS refers to maximum and average heart rate respectively (fig.19).

If the Flow hasn't received a heart beat signal before training begins, the heart rate function will not be displayed. It will however be activated as soon as a heart rate signal is detected during cycling. A heart rate display malfunction while cycling, will immediately be displayed as three horizontal lines.



Resetting computer

Trip performances ETM, TRP, MAX and AVS can be switched to 0 during training. Press the SET and MODE keys simultaneously for one second. The computer will then jump back to the start-up window. You cannot reset the ODO. When the odometer reaches 99,999 it will reset automatically to nil kilometres or miles. If the Flow computer is switched off all trip performances will also be lost. When it is started up again everything will be at 0.

Average indicator

The average indicator is in the right-hand corner of the display and indicates whether the current training information on the 2nd display line is at, below or above the average.

- ▼ below the average
- at the average
- ▲ above the average



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5 SETTING SLOPE RESISTANCE AND POWER



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You can train in two ways, using the Flow trainer. The resistance works on the trainer's roller and has 14 settings, from - 4 up to and including + 9. With a programme in power, the computer adjusts the resistance on the roller so that you will continually pedal at your original power setting. If you change pedalling frequency or resistance, the computer will immediately adjust the resistance on the roller. You can set the power between 10 and 990 Watt, in increments of 10 Watts.

Setting RESISTANCE

By pressing the SET key, the slope resistance mode will flash in the lower left-hand corner of the display (fig.20). The default setting is 0. Using the arrow keys, you can vary the resistance factor from - 4 up to and including + 9 (fig.21). Press the MODE key to set the new resistance factor. The resistance is indicated on the display by means of vertical bars. At 0 a horizontal line is visible.


 Please note: the resistance is simulated. Resistance +9 does not correspond to an actual incline of + 9 and resistance - 4 does not correspond to a 4% descent. It goes without saying that at - 4 the trainer will not freewheel if you stop pedalling.

Setting POWER

If, once you have pressed the SET key, and the resistance mode is flashing (fig.20) you press SET again the power (WATT) will start to flash (fig.22). The standard programmed power is 100 Watt, but you can adjust it from 10 Watt up to and including 990 Watt with the arrow keys. Most cyclists, however, prefer to train with values between 100 and 400 Watt. Press the MODE key, to set the new power setting. To return to the Slope setting press the SET key twice.

Brake Indicator

The Brake indicator provides a visual depiction of the braking status. From this, one can see immediately whether the brake is still inside the working area. As the brake is applied, the bar will fill up from bottom to top. If the bar is completely empty or completely full, the brake is outside the working area. The indicator will flash as a warning.

 Adjust your speed, pedalling frequency and/or resistance if the brake indicator is flashing and is therefore outside the working area. Choose the applicable adjustment combination, that would suit you.

6 FUNCTIONS

heart rate current, average, maximum

power current, average, maximum

pedalling frequency current, average, maximum, total number of pedal cycles per ride

speed current, average, maximum, trip distance and ODO

stopwatch cycling time

average indicator

visual display of brake operation and slope

brake calibration guarantees accurate power measurement

frequency and tension of the electric supply 50 or 60 Hertz (automatically identified)

Modifiable Data

power in watt from 10-999 Watt, in increments of 10

resistance from - 4 to + 9 in increments of 1

body weight setting 40 to 120 kg

speed in km or miles per hour

trip use in kCal / kJoule



EU DECLARATION OF CONFORMITY

in accordance with the
EU Directive on Electromagnetic Compatibility 89/336/EWG.
and with the
Low-Voltage Equipment Directive 73/23/EWG

Tacx bv, Rijksweg 52, 2241 BW Wassenaar, Netherlands declares that the **T1680 Flow Ergotrainer** conforms to the aforementioned requirements of the EC directive.

Harmonised standards applied:

- **DIN EN 55022** (VDE 0878 part 22) / 05.1999
- **DIN EN 61000-3-2** (VDE 0838 part 2) / 12.2001
- **DIN EN 61000-3-3** (VDE 0838 part 3) / 05.2002
- **DIN EN 61000-6-1** (VDE 0839 part 6-1) / 08.2002
- **DIN EN 60335-1** (VDE 0700 part 1) / 07.2003

André Möhlmann,
Product Manager

Wassenaar, 10-06-2003

Recovery work-out / pedal-tempo-training

time (min.)	slope	rpm	gear	details
5	-4	90 - 100	small	warming-up
10	-3		42x19	start with 60 rpm and go up by 5 rpm per minute (up to 105)
5	-2	70 - 80	53x17	
10	-4	115 - 120	42x19	1 minute 115-120 rpm and 1 minute 80 rpm (same resistance)
5	-2	70 - 80	53x17	
3	1	100	small	
10	-4	90 - 100	small	cooling-down
40				

Power training

time (min.)	slope	rpm	gear	details
10	-4	90 - 100	small	warming-up
12	1			1 minute left leg only, 1 minute two legs and 1 minute right leg keep 70 - 80 rpm at high resistance
3	-3	100 - 110	42x19	cycle freely at high speed
5	0	60	53x15	
3	-3	100 - 110	42x19	cycle freely at high speed
3	-3	120	small	
10	3	80	53x17	continuously alternate 1 minute standing on the pedals with 1 minute sitting down
5	-2	100 - 110	42x17	
10	-4	90 - 100	small	cooling-down
61				

Hill work-out

time (min.)	slope	rpm	gear	details
10	-4	90 - 100	small	warming-up
2	-2	32/33 km/h	free	pedalling freq.+ no resistance at 32/33 km/h
2	0	30-32 km/h	free	pedalling freq.+ no resistance at 30/32 km/h
1	2	60 rpm	heavy	stand on pedals!
5	-4	90	small	cycle freely
3	-1	34/36 km/h	free	pedalling freq.+ no resistance at 34/36 km/h
3	2	28/30 km/h	free	pedalling freq.+ no resistance at 28/30 km/h
1	3	60 - 70 rpm	heavy	stand on pedals!
8	-2	90	small	high tempo/keep turning
10	-4	90 - 100	small	cooling-down
45				

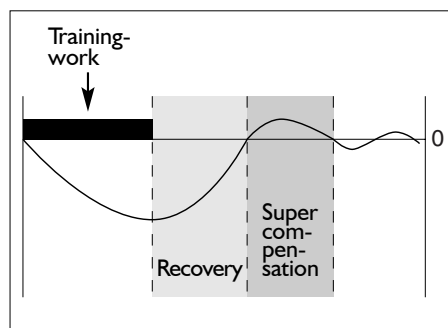
7 TRAINING RECOMMENDATIONS

Cycling is becoming increasingly popular. Cycling, exercising more, quitting smoking, and healthy eating... it's the new way of life! The Flow ergotrainer by Tacx helps you to work at improving your fitness level. Becoming stronger and being more powerful is, after all, what it is all about. It is well known that cycling places high demands on your body. You have to train more and for longer periods than for most other sports. It is extremely important that the training is varied and well balanced. Each training period must stimulate the body.

Everything depends on your goals and your opportunities. Set a goal for yourself and work towards it. Do you want to lose weight or to win the gold medal at a cycling event? Whatever it may be, make a plan, include variation and ensure that you are stimulated. The stimulation we provide could for example be, a long relaxed ride, or on the contrary, a short and intensive session. But there are many other kinds of training such as interval, form (pedalling speed), power and hill training. It is important that there is a system to the composition of the training. As we get closer to the goal, training becomes longer and more intensive.

Super Compensation

When we train, we cause a disruption in the body. This disruption (of heart, lungs, muscles) recovers when we rest and improves slightly. We call this principle super compensation. It is not the training that makes us stronger; it is the rest period that follows. The subsequent training should take place just before the super compensation curve reaches the zero line (fig.24). To raise one's physical fitness to a higher level, it is necessary to train a minimum of three times a week. Training twice a week is sufficient to retain one's physical fitness. Once a week is not enough.



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Examples of Training Programmes

You can train with the Flow ergotrainer throughout the year. Training is based on power and resistance. The heart rate function indicates your level. Using the Flow you train in a focused way and get the most out of yourself. Before starting the training programme it would be wise to test your physical health so that you know what power you can apply and what heart rates you have. Then prepare, with the help of a coach/trainer, an annual training plan setting out your own goals, levels and possibilities. The Flow also enables you to do your own condition tests ("Conconi", Astrand, PWC). The tests are available via the Tacx website and after you have entered your scores you will see the results of the tests right away.

Always do warming-up exercises for a period of ten minutes before you start training and end the training session with a cooling-down period of another ten minutes. Avoiding this session could lead to injuries. Start calmly at low speed and then set it to the required training resistance. Do a couple of fast sprints lasting 30 seconds with a 90-second break in between each one. Don't forget about stretching exercises. They also form an important part of training, even on bicycles.

 Training advice by trainer/coach Frank Senders. Follow the latest developments via the Tacx website www.tacx.com.

8 ERROR MESSAGES

The combined, Flow and bike are unstable

Check if the trainer has been assembled properly, is fully extended and is placed on a level floor. Also check whether the bike has been put in the trainer correctly.

Rubber from the bike tyre sticks to the roller

Check tyre pressure, minimal 6 bar and turn the roller so that it presses solidly against the tyre.

Excessive noise from the tyre and the brake unit

Only mount tyres with totally or partially smooth tyre profile. Check if there is a pebble in the tyre (ticking noise!).

Display is difficult to read or illegible

Use the Flow at ambient temperatures between 5° C and 35° C (40° F & 95° F). Adjust the display so that you can look directly at it. Check if the cable and the plug contacts in the computer and the mag unit are not dirty, oxidised or bent. It is also possible that the computer's printer plate has been damaged by perspiration or that the break unit has burned through. Contact the Tacx Service Centre in your country.


Cycling power seems to be less than what is shown on the display;

The brake does not work or seems to brake insufficiently.

Calibrate the brake unit as described in chapter 3. Check if the cable and the plug contacts in the computer and the mag unit are not dirty, oxidised or bent. It is also possible that a few magnets on the brake unit are loose or that the brake unit's printer plate has burned through. Contact the Tacx Service Centre in your country.

Cycling power seems to be higher than what is shown on the display

Calibrate the brake unit as described in chapter 3. Use the Flow at ambient temperatures between 5° C and 35° C (40° F & 95° F). Make sure the rear tyre pressure is good and turn the roller so that it presses solidly against the tyre. The brake unit takes about three minutes to reach its optimal performance.

 **Optimising Flow power** It is possible to set the scale factor, brake type and mains voltage although this is not recommended. If you possess a calibrated power meter or the right kind of measuring equipment to determine the mains voltage you can find the necessary information on the Tacx website: www.tacx.nl.

The pedalling frequency remains zero

Check if the cadence sensor has been connected properly, or the magnet has not fallen out of the magnet holder or there is a break in the cable. Make sure that the distance between the sensor and the magnet is about 3 mm. If the display constantly displays CAD, then check whether the plug is completely in the connection.

The cycle speed remains 0

Adjust the mag unit with the adjustment knob, so that the tyres cannot slip. Check if the cable and the plug contacts in the computer and the mag unit are not dirty, oxidised or bent. The speed sensor in the mag unit could be defective. Contact the Tacx Service Centre in your country.

Heart rate does not register correctly

The maximum distance between the Flow computer and heart rate band should be no more than 80 cm. Replace the battery of the heart rate band if this is (nearly) empty. If the heart symbol flashes without an activated heart rate belt, then check the near vicinity for equipment that might generate a magnetic field. Potential sources of interference are Polar cadence sensors, television sets, monitors, PCs and loudspeakers.

SERVICE FORM

Before shipping the product for repair, read the error messages in the accompanying user's manual and go through the Q & A's on the web site. To be eligible for service, use this form and fill in all information clearly.

Name, Initials

Address

Postal Code

Town

Country

Telephone

Product: Tacx Flow

Date of Purchase.....

Computer Serial Number

Receipt of Purchase (copy enclosed)?

☐ yes ☐ no

Warranty Expired?

☐ yes ☐ no

Description of complaint:

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Other information for Tacx Service Centre

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This image shows a full page of white paper with horizontal dotted lines. The lines are evenly spaced and run across the width of the page, providing a guide for handwriting practice. There are no margins, text, or other markings on the page.

TACX SERVICE CENTRES

The Netherlands / Belgium

International Cycle Connection

T + 31 - 11 56 49 46 1

E tacx@i-c-c.nl

Australia

Apollo Bicycle Company

T + 61 - 39 88 16 60 0

E info@bikelink.com.au

Austria

Thalinger-Lange GmbH

T + 43 - 72 42 49 7410

E verkauf@thalinger-lange.com

Canada

Cycles Lambert Inc.

T + 1 - 800 463 44 52

E infos@cycleslambert.com

Czech Republic

Universe Agency spol. s r.o.

T + 420 - 22 49 20 14 0

E info@author.cz

Croatia

Ciklo-Centar

T + 385 1 234 22 24

E ciklo-centar@ciklo-centar.hr

Denmark & Sweden

Marker Scandinavia

T + 45 - 70 22 80 75

E marker@markerscandinavia.com

Finland

Suomen Urheilulaita

T + 358 - 92 72 71 50

E info@suomenurheilulaita.fi

France

Campagnolo

T + 33 - 47 75 56 305

E tacx@campagnolo.fr

Germany

Van Bokhoven

T + 49 - 75 17 69 63 30

E info@bokhoven.de

Hungary

Velostar Kft.

T + 36 - 14 20 37 60

E neuzer.info@neuzer-bike.hu

Italy

Wilier Triestina S.p.A.

T + 39 - 42 45 40 44 2

E wilier@wilier.it

Mexico

Metmin Services S.A. De C.V.

T + 52 55 59 80 350 0

E ventas@metminsServices.com

New Zealand

Worrall & Co

T + 64 (0)9 636 0641

E peter@worrall.co.nz

Norway

Deler AS

T + 47-64 98 99 50

E support@deler.no

Poland

Velo Sp. z o.o.

T + 48 - 32 33 06 70 0

E office@velo.com.pl

South Africa

Coolheat

T + 27 - 11 80 75 28 2

E charlie@chasek.co.za

Spain

Comet S.A.

T + 34 - 943 331 309

E cesar@comet.es

Switzerland

Intercycle

T + 41 - 41 92 66 51 1

E info@intercycle.com

United Kingdom

Fisher Outdoor Leisure

T + 44 - 1727 798 345

E tacx@fisheroutdoor.co.uk

United States

Ochsner International Inc.

T + 1 - 84 74 65 82 00

E info@ochsnerusa.com

Quality Bicycle Products

T + 1 - (952) 941 - 9391 ext 1386

E tacx@qbp.com

Important Notice

The addresses of the Tacx Service Centres indicate wholesale distributors or Tacx branch offices and do **not** sell directly to the public. When contacted for spare part purchases they might refer you to the closest retailer in your area.

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