

MINOURA

indoor bicycle trainer **MAGTEQS TWIN**
instructions manual

(version 1.1E 2010/10)

MAGTEQS TWIN

Applicable Tire Size Capacity

- Without Z-adaptor 26 x 1.50 ~ 700 x 40c
- With Z-adaptor 22 x 1-3/8 ~ 26 x 1.25

Bolt Type Left Side Coupling

Fits 120 – 145 mm standard hub width. For quick release type hub only. For fixed nut hub, replace to the optional "Longer Left Side Coupling Bolt" (SKU:400-1285-00).

U-Leg Hole for Smaller Wheel

Use this hole for all 24", 26", and 650c wheels to keep the bike horizontal.

Quick Release Hub Clamp

Mounts/dismounts your bike in seconds.

Tandem Magnet Type Unit

A world's first. Primary magnet is engaged for the first 7 levels then the second magnet kicks in for the next 6 levels. Gives you the widest range of resistance of any trainer.

Micro-Adjustable Legs

By turning the dial, the legs can be adjusted +/- 10 mm to accommodate uneven surfaces for complete trainer stability.

Foot Pedal

Engage, release and adjust tire contact in one action. Remembers location so if you use the same bike, no new set up is needed.

Lighter Flywheel = More Power

Our patented flywheel weighs less for greater portability but performs as well as a flywheel weighing 35% more. The key is the inside stair-step design for perfect power transmission when you need it.

Tubular U-shape Leg

Not just for unique design, but reduces weight and provides great stability.

Made in Japan

For More Information

If you need help, please contact the shop where you originally purchased this product or the distributor in your country first. The distributors list can be found on our web site. If you don't get enough assistance, you can contact us;

MINOURA U.S.A. (for U.S. residents ONLY)

1996 East Ave. Hayward, California 94541 U.S.A.
Phone: 1-510-538-8599
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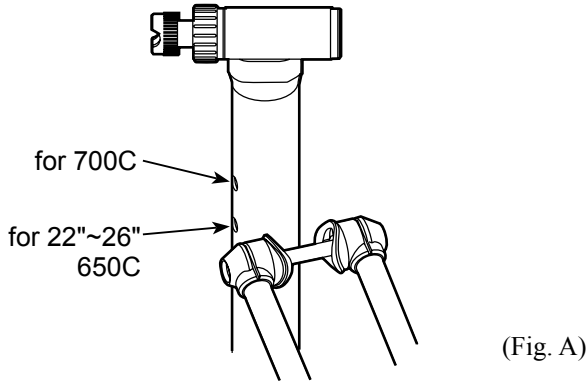
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How To Assemble U-Leg

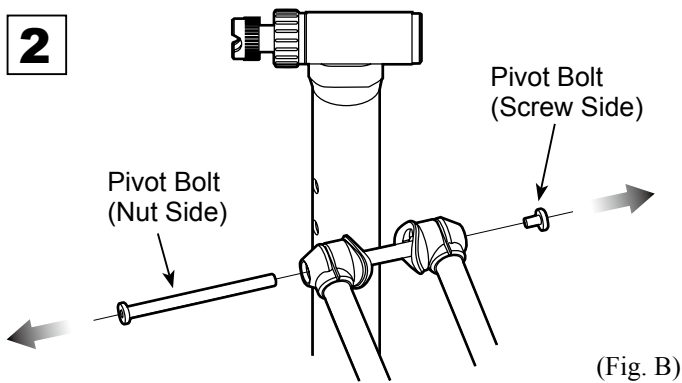
Required Tools: 2x 5mm Hex Wrench (supplied)

1



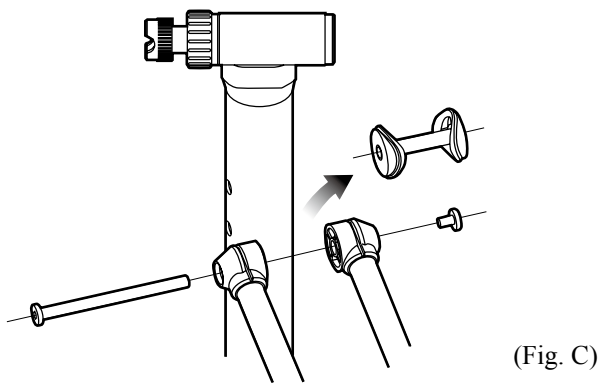
Choose the pivot hole for your bike size on the main pillar. Some 26" may fit better in the upper hole.

2



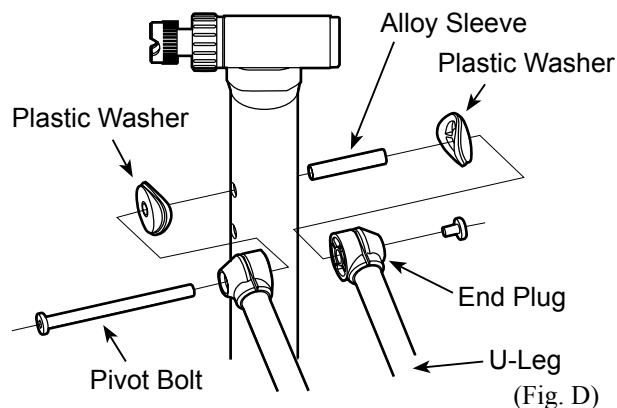
First, disassemble the pivot bolt.

3



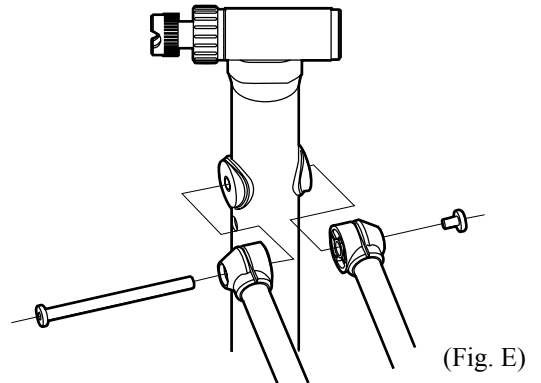
Remove the alloy sleeve and plastic washers.

4



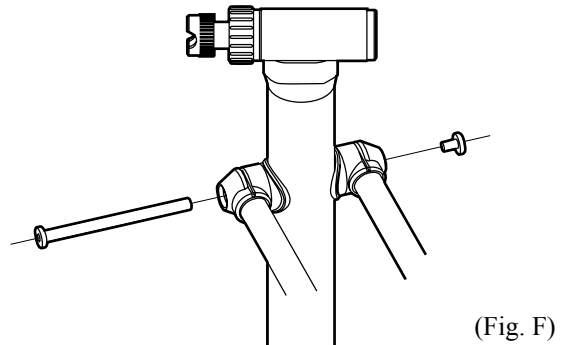
Insert the alloy sleeve into the selected hole, and put the plastic washers on both sides.

5



Attach the U-Leg to the main pillar.

6



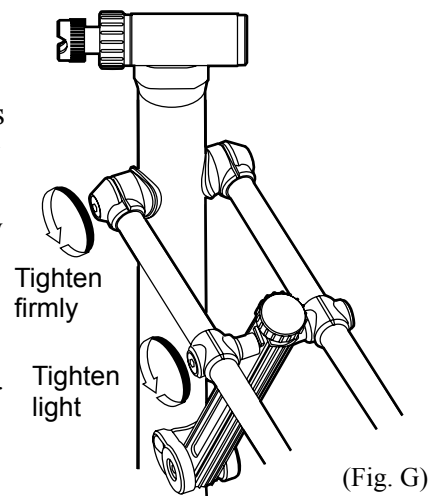
Check that the plastic End Plugs on the U-Leg are inserted completely and aligned with the hole. Then insert the pivot bolt and tighten down the screw using the supplied M5 hex wrenches.



Be sure you fully insert the plastic End Plugs to the U-Leg before putting the pivot bolt through them. Failure to do so will cause a problem that the legs will not align in same height.

7

The center bolt is left intentionally loose in the package. Lightly tighten it. Check to make sure each leg moves smoothly.



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How To Install Mag Unit & Foot Step

Required Tools: 1x 5mm Hex Wrench (supplied)
1x 10mm Spanner (not supplied)

The Mag resistance unit and Foot Step now need to be installed to the frame.

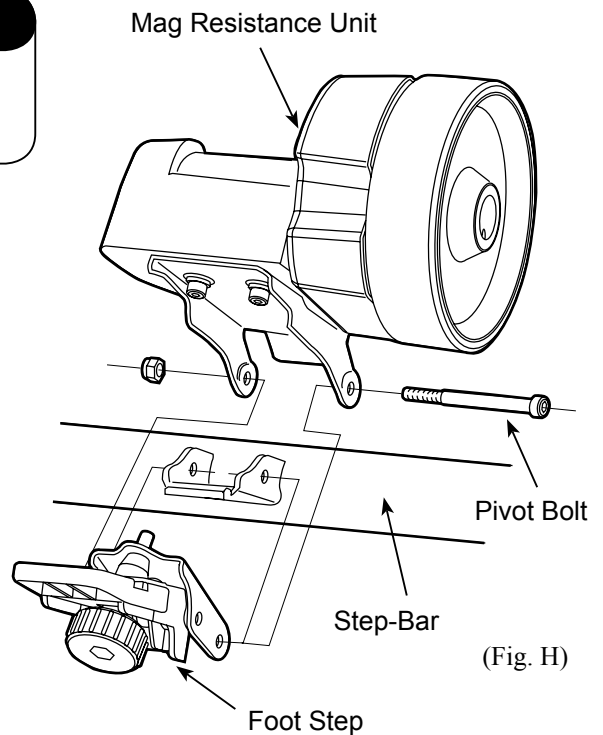
Attach the Foot Step onto the bracket on the Step-Bar first, put the Mag unit over the Foot Step, then tighten both brackets together with the pivot bolt (see Fig. H).



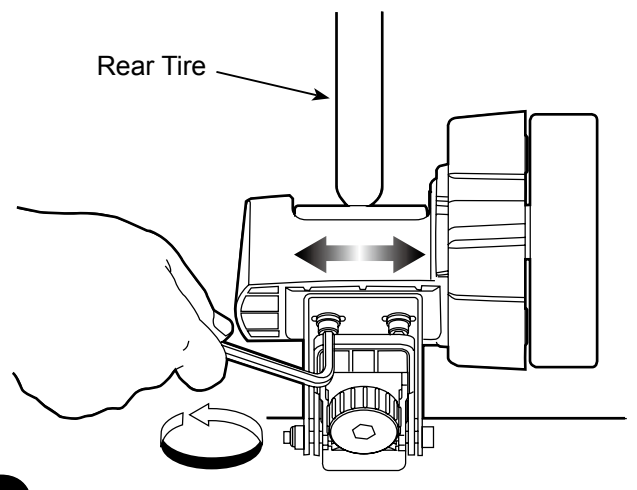
Overtightening the pivot bolt will cause the Foot-Step to become inoperable. Make sure you unscrew (loosen) the pivot bolt by 1/4 - 1/2 turn once you completely tightened it. The Mag unit should be lowered towards the ground slowly by its own weight at this point. If the pivot bolt is too loose, the Mag unit will drop quickly and you may be pinched between the frame and Mag unit. Adjust the tightening torque for the best operation.

If the tire touches the plastic housing, it will damage them both. Adjust the mag unit position horizontally to avoid this problem.

To set the tire as close to center as possible, loosen the back side screws and slide the mag unit sideways. Then re-tighten both screws firmly.



(Fig. H)



(Fig. I)

How To Use Small Wheel Adaptor

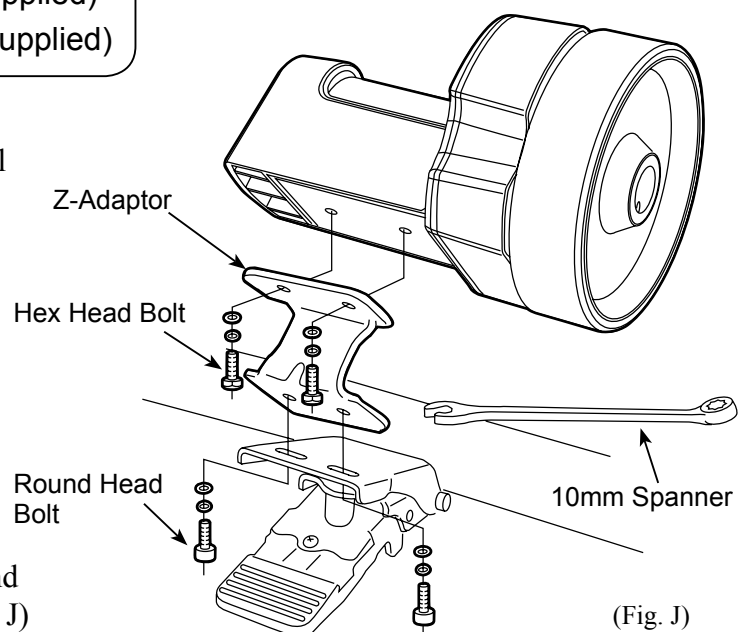
Required Tools: 1x 5mm Hex Wrench (supplied)
1x 10mm Spanner (not supplied)

If your tires size is **smaller than 26 x 1.50"**, you will need to install the supplied Z-shaped Small Wheel Adaptor between the Mag unit and the base plate. (The tire size is clearly indicated on its side wall.)

The direction of the Z-adaptor is fixed so follow the arrow printed on the top and make sure it's pointing toward the front (toward the direction your bike goes forward).

If the drive roller cannot reach the tire, make sure the Z-adaptor has been installed correctly.

Use the original cap head bolts for the Mount Base, and use the supplied hex head bolts for the Mag unit. (Fig. J)

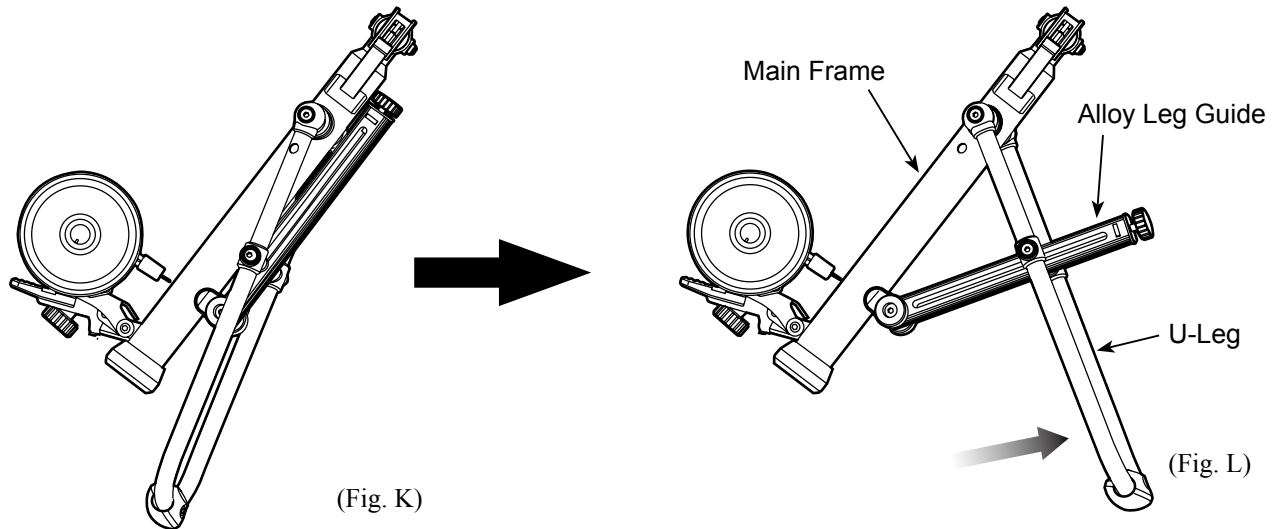


(Fig. J)

Placing the Trainer on the Floor

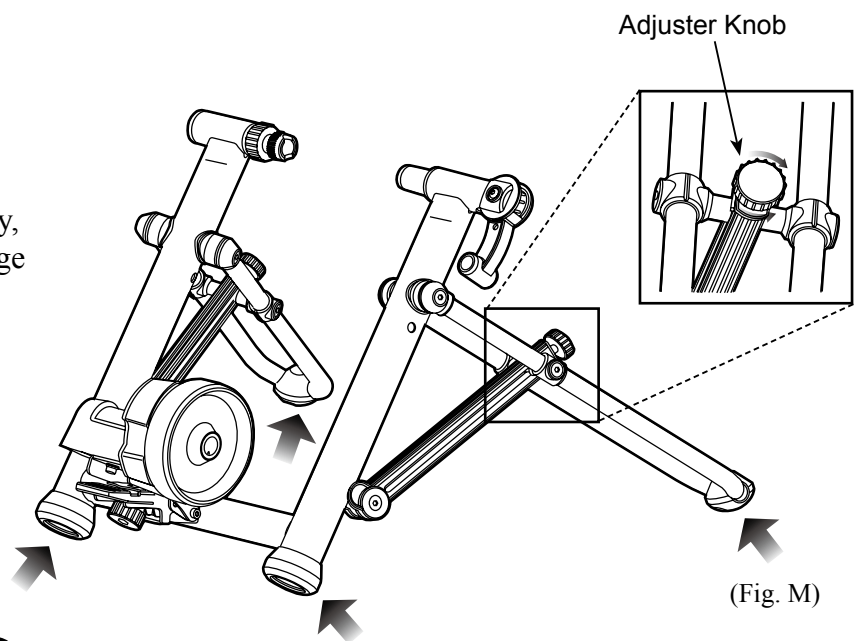
Fully open the legs and place on a flat and horizontal floor.

! To open the U-Leg, grab the main frame and the rubber cap on the U-Leg. Do NOT pull the Alloy Leg Guide directly, otherwise it may be bent or damaged.



Check that all 4 points are touching the floor evenly (see Fig. M).

If all 4 points are not touching the floor evenly, the frame could be deformed and cause damage to the trainer and possibly your bike.

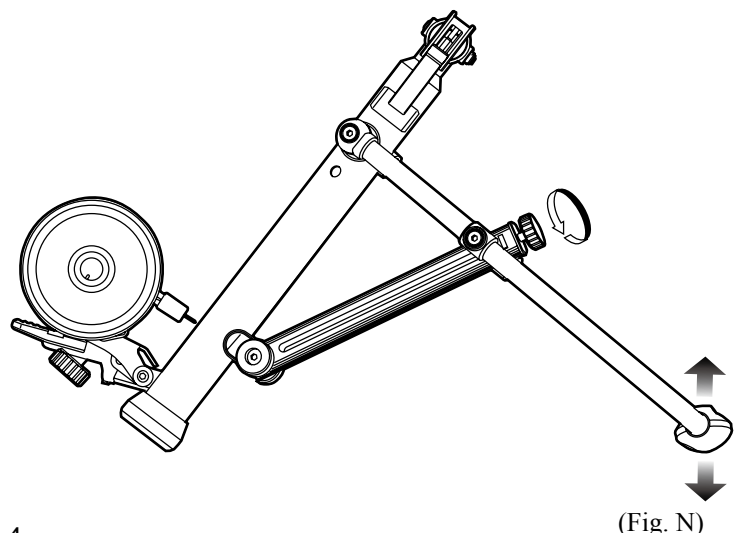


About Leg Height Adjuster

Each U-Leg height can be adjusted separately in +/- 10 mm travel by turning the Adjuster Knob on top of each Alloy Guide (see Fig. M & N). This adjuster allows for uneven floor or ground compensation to help insure proper stability.

When using the adjuster, be sure to check and make sure that all 4 points are touching the ground evenly.

And the trainer should be positioned as close as possible to the floor for better stability.



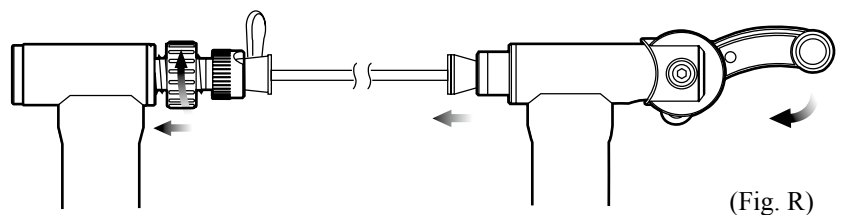
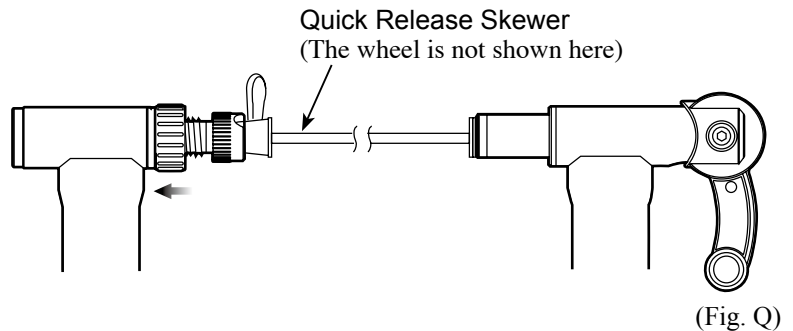
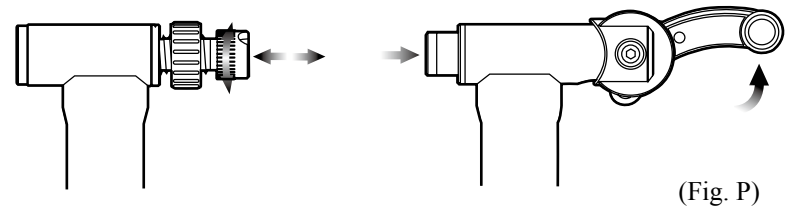
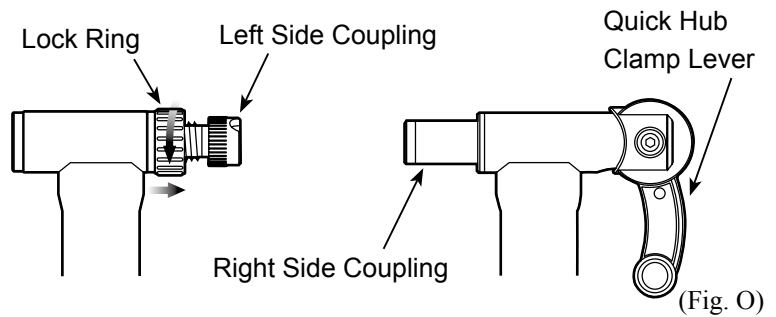
TWIN's coupling position is pre-adjusted in the factory to fit the 125mm standard rear hub width. If it is too loose or too tight to your bike, or if you use different width of rear hub like a track race bike, adjust the left side coupling as precisely as possible for maximum stability. Please note there is no adjustment on the right side (lever side) coupling.

! *The coupling cone shape is designed to fit the supplied quick release skewer perfectly. We strongly recommend you to replace your rear wheel skewer to the supplied one. We do NOT guarantee the stability while using TWIN with your own skewer.*

! *If your bike's rear hub axle is NOT a quick release skewer type, but a hub nut type, you don't need to use the supplied skewer and replace the left side coupling bolt to the optional one; "Left Side Coupling Bolt for Fixed Hub Nut".*

The following steps describe the micro adjustment of the left side coupling. This step is not always required and once fixed in the proper position, you should not need to adjust again. Once adjusted to fit your bike, simply operate the Quick Hub Handle Lever for a proper fit every time.

- 1** First, loosen the red Lock Ring by turning it counter-clockwise. (Fig. O)
- 2** The left side coupling is actually a bolt/coupling combination. Turn the coupling to adjust the position. (Fig. P)
- 3** Raise the Quick Hub Clamp Lever up to retract the right side coupling. (Fig. P)
- 4** Insert the left side hub end (quick release lever side) into the left side coupling cone. (Fig. Q)
- 5** In this position, place the other side of the bike into the right side (rear cog side) coupling cone. Make sure your derailleur cable goes OVER the coupling.
- 6** Now, push down (lower) the Quick Hub Clamp Lever until it fully engages the skewer or axle nut. (Fig. R)
- 7** Make sure the Quick Clamp Hub Lever is lowered into its locked position and cannot be lowered any further. The frame may appear slightly open but this is normal. If the frame seems to be opened too widely, re-mount your bike following the instructions. Failure to do so could damage your bike and/or the trainer.



- 8** Now, grab the saddle of your bike and rock the bike back and forth to make sure your bike is securely in the trainer. Your bike should not move independently of the trainer where it is attached.
- 9** Tighten the red Lock Ring firmly to fix the left side coupling position. (Fig. R)

How To Use Foot Pedal

The Foot Pedal is a convenient device to engage/release the drive roller to/from the rear tire quickly, and it keeps the proper pressure of the drive roller to the tire without adjusting everytime you use the TWIN. To maintain the tire life as long as possible, you should adjust correctly, especially in the beginning.

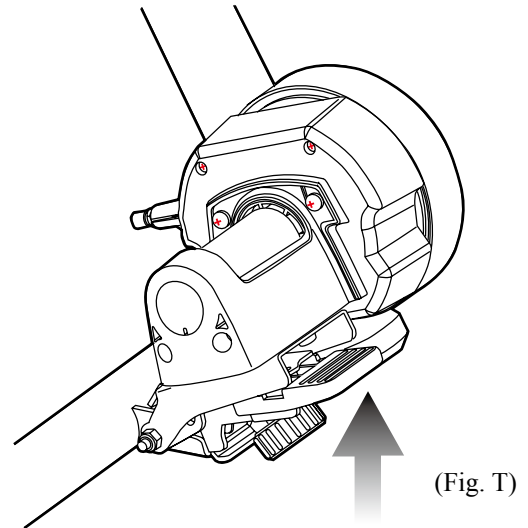
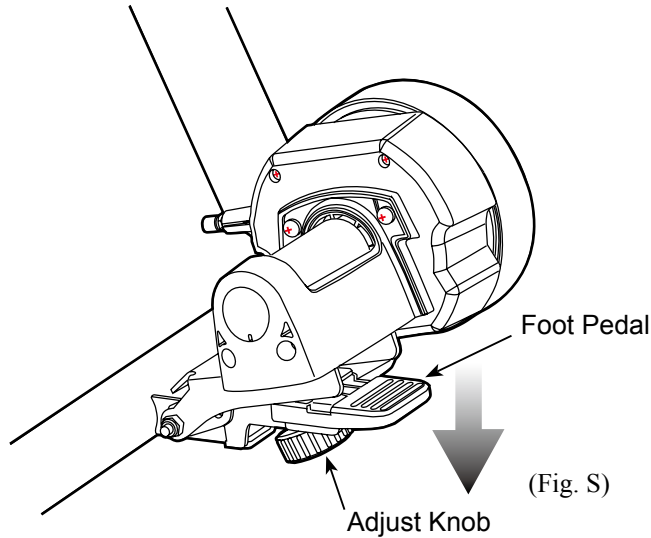
<Pedal Operation>

To engage the roller:

Push down the pedal (Fig. S)

To release the roller:

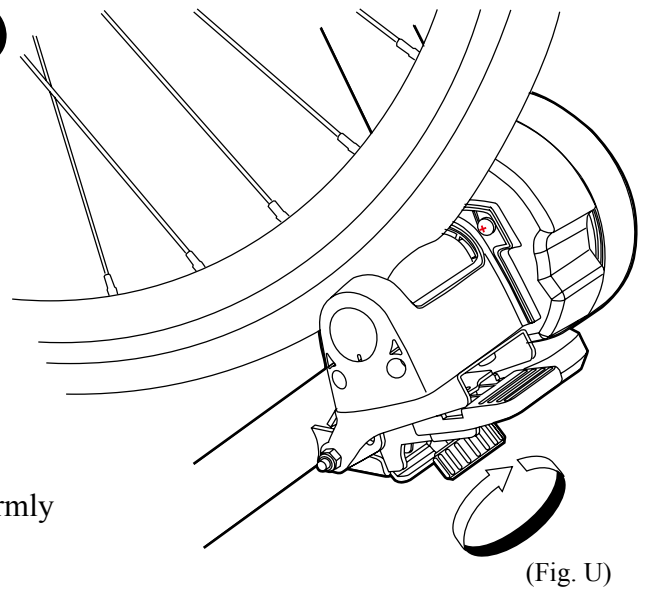
Pull up the pedal (Fig. T)



While we call this a "Foot Pedal", we do not recommend you use your foot to operate it. For accurate adjustment, please use your hand.

How To Maintain Proper Roller Pressure

- 1** Inflate the rear tire to maintain the air pressure properly. Too less air pressure should cause premature tire wear.
- 2** Lift up the Mag unit towards the rear tire until the clearance between the tire and roller is about 2 mm.
- 3** While keeping this position, turn the red adjust knob under the Foot Pedal clockwise until the inside bolt touches the black steel base plate (see Fig. U).
- 4** At this point, stop tightening the knob and gently but firmly push down the Pedal to engage the tire to the roller. It is normal that the tire is compressed by 3-4 mm. Adjust the knob if the contact is not too much nor too little.
- 5** Now, hop on your bike and give it a spin. If your tire slips, tighten the knob in 1/4 - 1/2 turns more. If the tire drags or you smell burning rubber, back off contact until you achieve proper contact.



If the roller pressure to the tire is not adjusted properly, premature tire wear can be expected. Too little pressure is worse than too much pressure for good tire life.

- 6** If always using the same bike and tire, no further adjustment should be needed than operating the pedal.

How To Operate Remote Shifter

TWIN comes with a convenient remote shifter device. By installing it on your handlebar or stem, you can adjust the resistance level in 13 levels without getting off the bike. The plastic band is soft enough to fit aero-shaped carbon handlebar or round shaped stem as well as the standard round dimension handlebars.

How to install the remote shifter

- 1) Wind the plastic band around the handlebar
- 2) Hook the tip to the gutter on the plastic shifter base (Fig. V-1)
- 3) Flip up the lever to lock (Fig. V-2)

How to increase the resistance level

Twist the shifter dial toward "H" symbol

How to reduce the resistance level

Twist the shifter dial toward "L" symbol



"L" is not zero resistance. There is still some resistance at "L" level due to the roller compression to the tire.

The remote shifter is pre-adjusted to fit the standard handlebar size; 22mm (7/8") diameter.

If it becomes loose or too tight, or you need to install the shifter onto an oversized handlebar or stem, adjust the band length by turning the plastic screw with an M4 hex wrench (see Fig. Y).

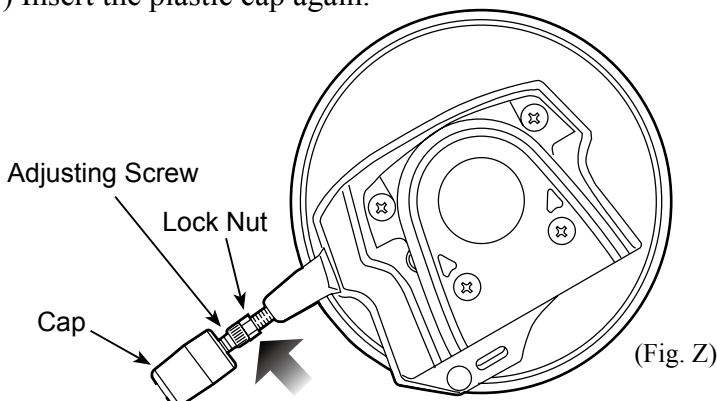


Do not overtighten the plastic screw. It will break the plastic band. Release the hook before adjusting.

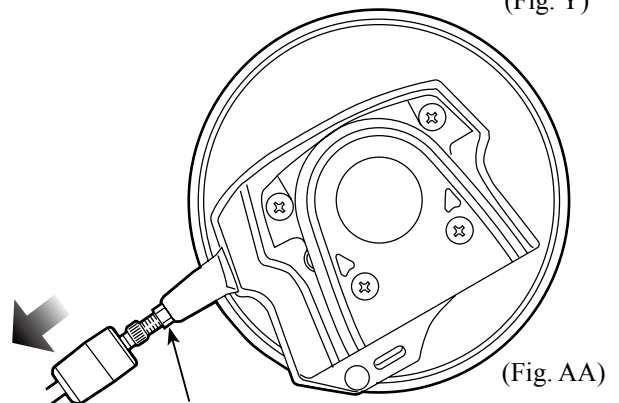
How To Adjust Remote Cable

If you cannot shift at L or H position, it's time to adjust the cable tension.

- 1) Set the remote shifter lever at "H" position and straighten the cable.
- 2) Pull off the black plastic cap on foot of the cable, then the adjusting screw will appear. (Fig. Z)
- 3) While pushing the outer cable toward the shifter, push the adjusting screw to the outer cable. (Fig. Z & AA)
- 4) Turn the lock nut until it touches the Mag unit. You shouldn't overtighten the nut, otherwise you won't be able to set the shifter at "L" position.
- 5) Insert the plastic cap again.

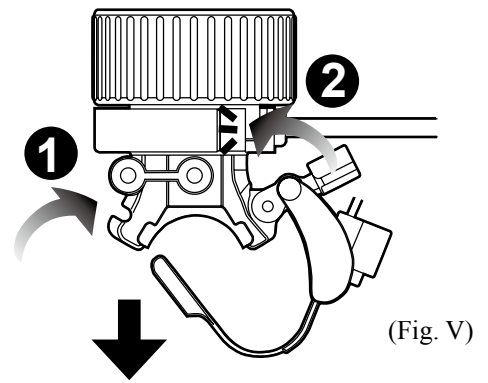


(Fig. Z)

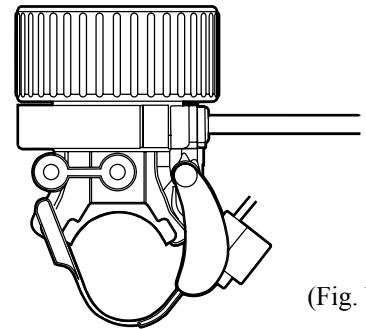


(Fig. AA)

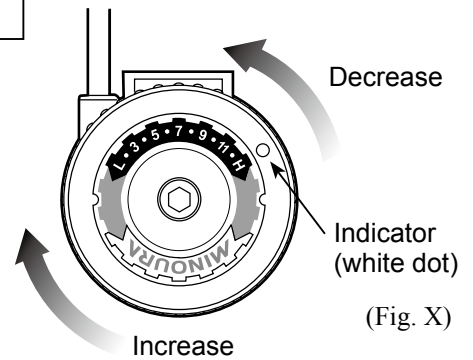
Tighten nut until it touches housing



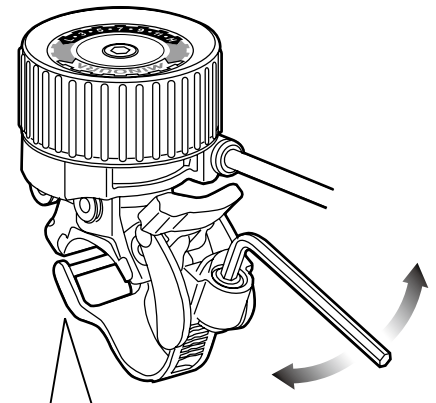
(Fig. V)



(Fig. W)



(Fig. X)



(Fig. Y)

You must release the hook for adjusting screw

