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How to Care for Your Indoor Cycle

SPIN BIKES | SWEAT, RESISTANCE, DRIVE & ADJUSTMENT

> Indoor cycles fail from sweat, and it is not close. Riders sit upright directly over the frame, and sweat runs down the seat post, off the handlebars onto the top tube, and straight into the bottom bracket area — the one place on the bike that is expensive to fix. Everything else on an indoor cycle is straightforward. If you take one thing from this guide, wipe the whole frame down every single ride, not just the handlebars.

SWEAT IS THE WHOLE STORY

The parts that fail on indoor cycles are the parts sweat reaches: the seat post and handlebar post seize in the frame, the adjustment hardware corrodes, and the bottom bracket bearings — sitting directly beneath the rider — take a steady drip for the length of every ride. In a Florida garage, where humidity keeps everything damp between sessions, that process accelerates considerably.

- Wipe the entire frame after every ride, not just contact points
- Wipe the seat post and handlebar post dry, every time
- Use a towel over the top tube during rides if you sweat heavily
- Pay particular attention to the top tube and the area beneath the handlebars
- Dry the area around the bottom bracket and crank
- Never let a bike sit wet overnight, particularly in a garage

RESISTANCE TYPE DETERMINES THE CARE

Felt pad friction
The pad wears and needs periodic replacement. Never lubricate it and never let cleaner reach it — it works purely by friction.

Magnetic
No pad to wear and nothing to lubricate. Keep the housing clean and confirm resistance changes across the full range.

Direct-drive / electronic
Keep vents and housing clear of dust. Do not open the housing; internal service is a technician item.

On a felt-pad bike, a resistance knob that has to be turned much further than it used to, or a burning smell under heavy braking, means the pad is worn and should be replaced before it damages the flywheel surface.

ROUTINE CARE

1 Clean the posts monthly

Lower the seat post fully, wipe the exposed section clean and dry, then raise it and wipe the rest. Do the same with the handlebar post. Any white or rusty residue is corrosion starting. A very light silicone wipe helps a binding post, but keep it minimal and never use grease.

2 Check the pedals every week

Grip each pedal and rock it. Indoor cycle pedals see high torque out of the saddle and loosen gradually before stripping the crank arm all at once. If you use clip-in pedals, also check that the cleat mechanism releases cleanly and the tension is where you want it.

3 Confirm every adjustment locks solidly

Seat height, seat fore-aft, handlebar height, and handlebar fore-aft should each move freely and lock firmly with no rocking once tightened. A pop-pin that will not seat fully, or a lever that will not hold under load, is a safety issue on a bike ridden out of the saddle.

4 Service the drive

Belt-driven bikes need no lubrication — inspect the belt for cracking or glazing and check tension. Chain-driven bikes need light chain oil periodically, worked in and then wiped off until the chain looks nearly dry.

5 Level the bike and check hardware

Rock the bike at the handlebars. If it moves, adjust the leveling feet. Check that stabilizer, handlebar, and seat hardware is snug. Standing efforts put significant lateral load on all of it.

FREQUENCY	WHAT TO DO
After every ride	Wipe the entire frame, both posts, handlebars, seat, and console dry.
Weekly	Check pedals and confirm all four adjustments lock firmly.
Monthly	Clean the full length of both posts; check leveling and hardware; inspect the resistance pad if fitted.
Quarterly	Inspect and service the drive; check bottom bracket for play or noise.
Annually	Professional preventive maintenance including bearing inspection and full testing.

PLEASE AVOID

✗ Leaving sweat on the frame — this is what kills indoor cycles

✗ Grease or petroleum products on the seat post

✗ Spraying cleaner directly onto the console or into the bottom bracket area

✗ Any lubricant or cleaner on a felt resistance pad

✗ Riding with a loose pedal or crank arm

✗ Extending the seat post past the safety mark

WHEN TO CALL US

SCHEDULE SERVICE IF YOU NOTICE

- A seat post or handlebar post that has seized
- Resistance that no longer changes, or a burning smell under braking
- An adjustment lever that will not hold position under load
- Creaking or knocking from the bottom bracket area
- A pedal or crank arm that is loose or stripped
- Grinding, roughness, or side-to-side play in the flywheel

Bottom bracket noise is the one not to ignore.

A creak from the crank area is the earliest warning that sweat has reached the bearings, and it is far cheaper to address then than after. Our preventive maintenance service inspects the drive and bearings, services the resistance mechanism, checks every adjustment, and torques hardware to specification. We service residential and commercial equipment throughout Tampa Bay.

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