

SprintShift Replacement

Date	17 Nov 2022
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Overview

Standard operating procedure for replacing the SprintShift assembly on a Stages Indoor bike.

Common Service Indicators

- Damaged/broken SprintShift lever or components
- Rough/jagged feeling when moving SprintShift lever

Bike Model Applications

- All SIC models excluding SC1 models

Estimated Time Required

15 mins

Tools Required

- #0 Phillips screwdriver
- #2 Phillips screwdriver
- Medium/large adjustable wrench
- Medium thickness grease ([example](#))
- Blue Loctite®

Parts Required

For SC2.18, SC3.18, Stages Solo, Les Mills Virtual Bike, and newer models

- 000-5995 - KIT, SPRINTSHIFT
- 000-3926 - Cap, Emergency Stop

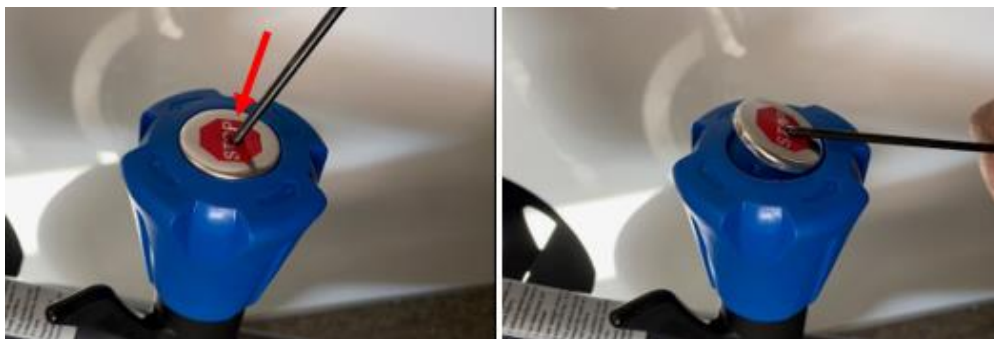
For SC2.15, SC3.15, SC3.16 models

- 000-3925 - DETENT, BRAKE ADJ
- 000-3892 - ASSY, LEVER, BRAKE ADJ
- 000-3926 - Cap, Emergency Stop

It is easy to tell which version of the SprintShift a bike has based on its appearance: the older SprintShift has a silver (stainless steel) lever while the newer style is black plastic.

Procedure

1. Use a #0 Phillips screwdriver to poke a hole through the center of the STOP cap on the resistance knob, then pry off the cap.



2. Push the knob down firmly and hold it steady with one hand while using a #2 Phillips screwdriver to remove the uncovered screw, then remove the knob itself from the resistance shaft.



3. Use a medium/large adjustable wrench to break loose the cap nut, then continue to unthread and remove the cap nut with your hand.



4. **For black plastic SprintShifts:** place the SprintShift lever into the center position (pointing straight forward) and remove it as well as the spring and first plastic detent sitting inside. Then remove the second detent from the brake shaft.



For stainless steel SprintShifts: place the SprintShift lever into the center position (pointing straight forward) and then remove it; you can leave the detent and spring inside of the housing.



Ensure that there is a metal washer near the bottom of the shaft prior to installing the new SprintShift assembly.

***If there is another piece on top of the washer it is likely a bushing from the old SprintShift (steel-only), remove it prior to installing the new assembly.**



5. For black plastic SprintShifts: install the new bottom detent with the protrusion pointing forward, then install the new SprintShift assembly (with the lever pointing straight forward) including the top detent and spring.



For stainless steel SprintShifts: ensure that there is a bushing on the top and bottom of the SprintShift (bushings may be gray plastic or brass).



Install the new SprintShift onto the shaft, then the detent, then the spring.

The flat side of the detent should face upward and it should slide neatly into place when oriented properly.



6. Apply a dab of medium thickness grease to the threads of the cap nut and spread it with your finger. Then begin to reinstall the cap nut, threading it as far as you can with your fingers only.

Be careful not to cross-thread the cap nut; the threads are thin and easily damaged.



7. Use a medium/large adjustable wrench to finish tightening the cap nut **just until it is snug**.

Overtightening the cap nut can strip the aluminum threads and cause severe damage to the bike or cause other functional problems.



8. Reinstall the resistance knob onto the brake shaft.

The junction of the resistance knob and the brake shaft is not round; be sure to align the flat surfaces of each in order to fully seat the knob.

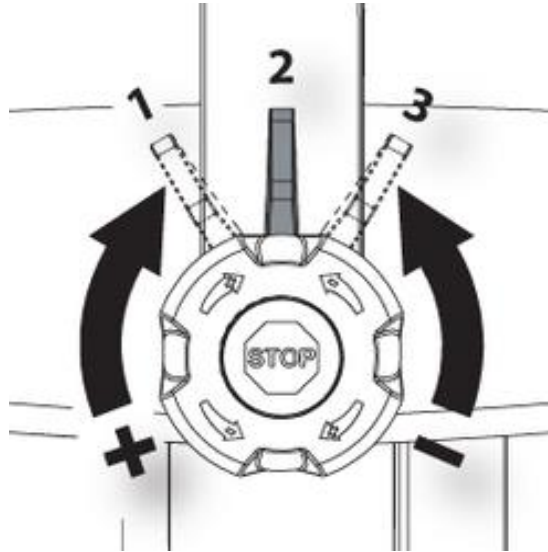


9. Apply a small dab of blue Loctite® onto the resistance knob screw, then reinstall the screw and fully tighten using a #2 screwdriver (again, firmly press the knob down with one hand as you tighten to avoid stripping the screw).



10. Perform a functional check of the resistance knob, brake, and SprintShift at this time.

- Resistance should slowly decrease as you turn the knob counterclockwise and slowly increase as you turn the knob clockwise.
- Pressing down on the knob should immediately stop the flywheel from spinning. Releasing the brake should result in the knob springing upward into place. **If the knob does NOT spring upward, the cap nut may be overtightened. Loosen the cap nut and tighten just until snug (revisit [step 7](#)).**
- The SprintShift is used for sudden macro-adjustments to the resistance. Position 1 is the least resistance and position 3 is the most. **If the SprintShift is not working properly it may have been reinstalled incorrectly (revisit [step 5](#)).**



11. Turn the resistance knob counterclockwise until it will not turn any further. Then remove the sticker from the bottom of the new stop cap and install it onto the center of the resistance knob so that it reads **STOP** from left to right.

When pressing the cap into place, press firmly around the outside of the cap rather than the center or you may dent it.



12. Peel the transparent film off the top of the new stop cap.

