Service Manual

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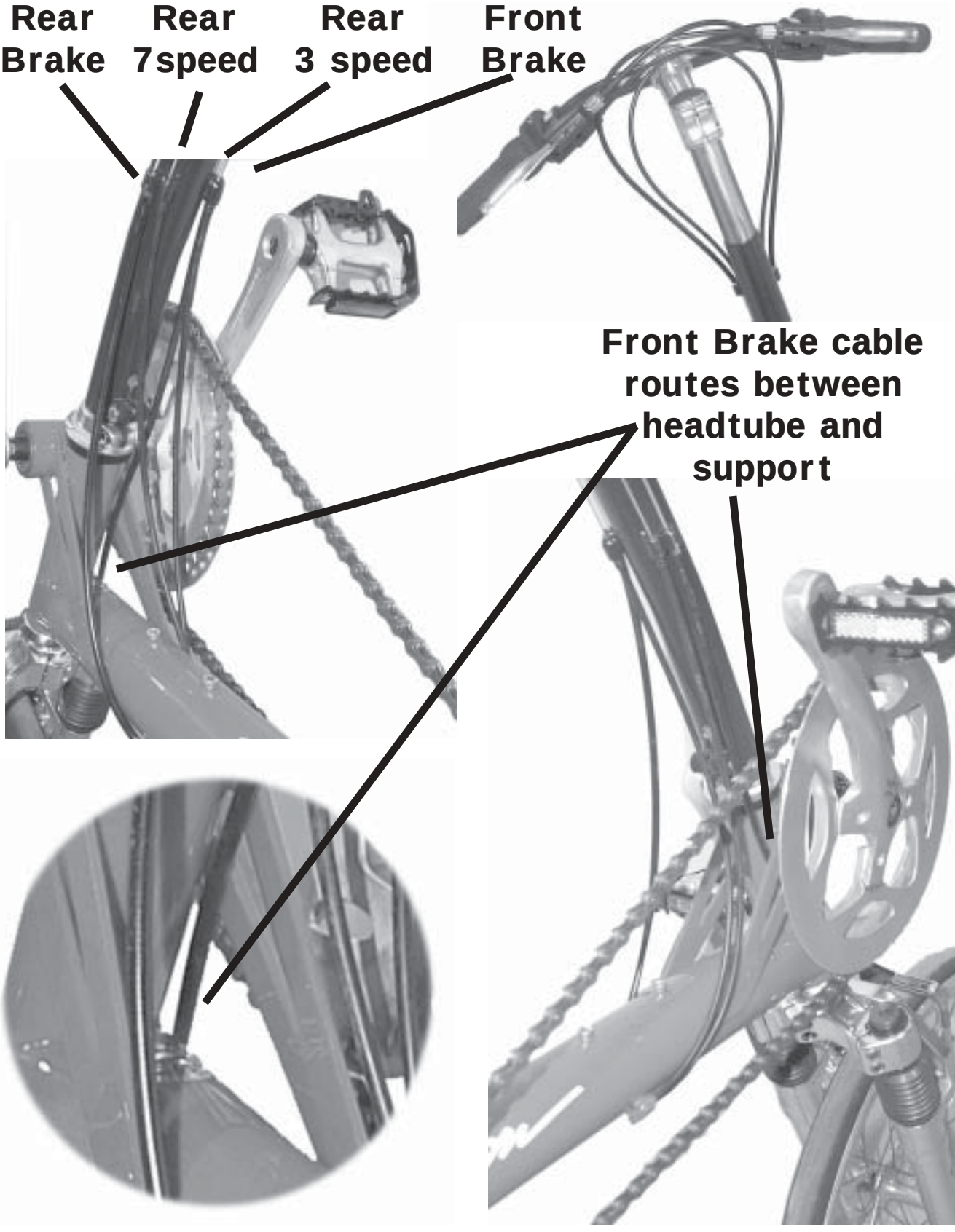
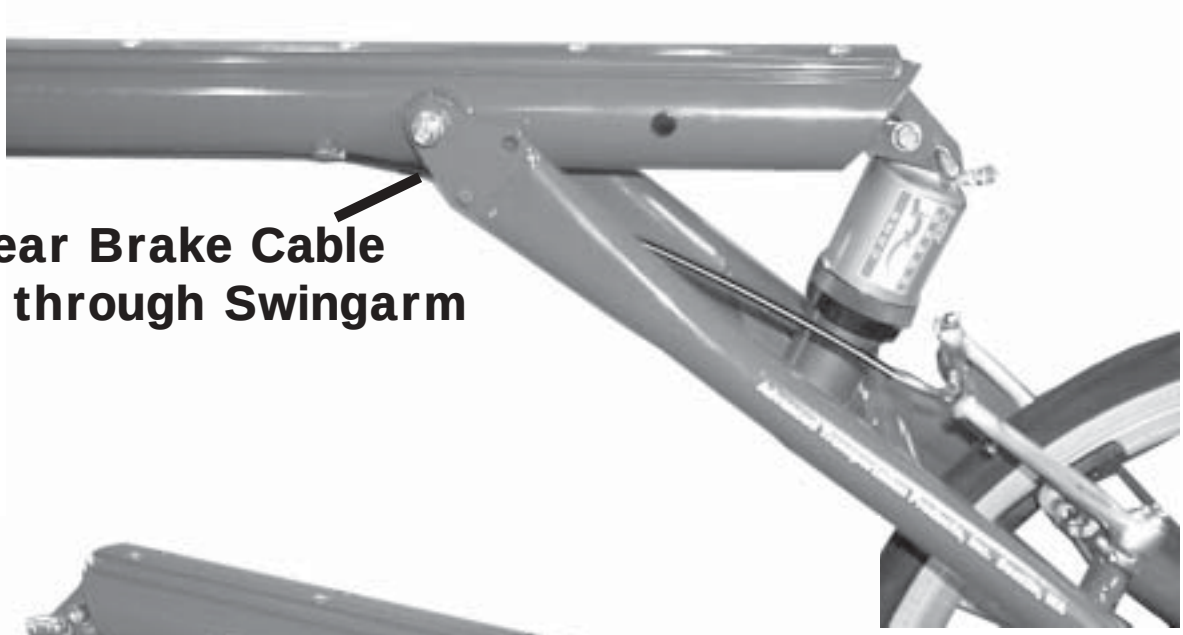
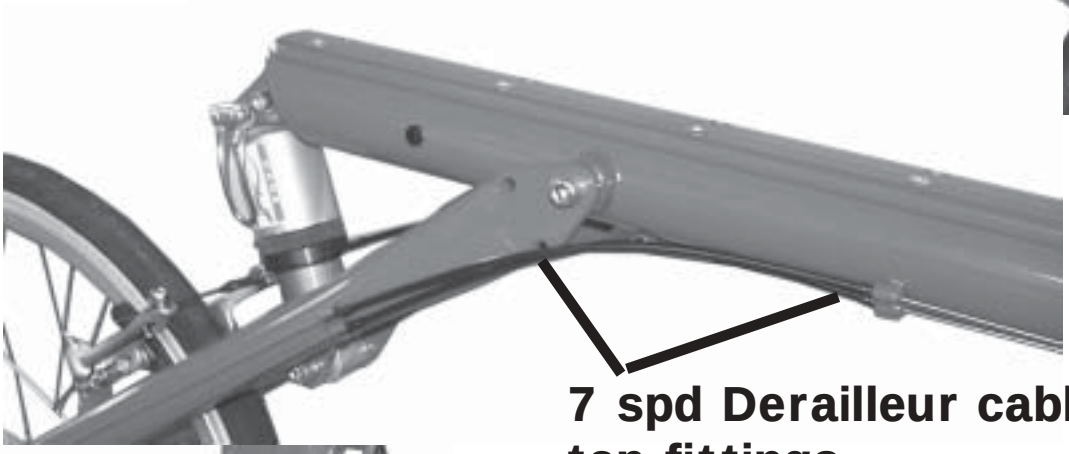
R32 Cable Routing



R32 Cable Routing

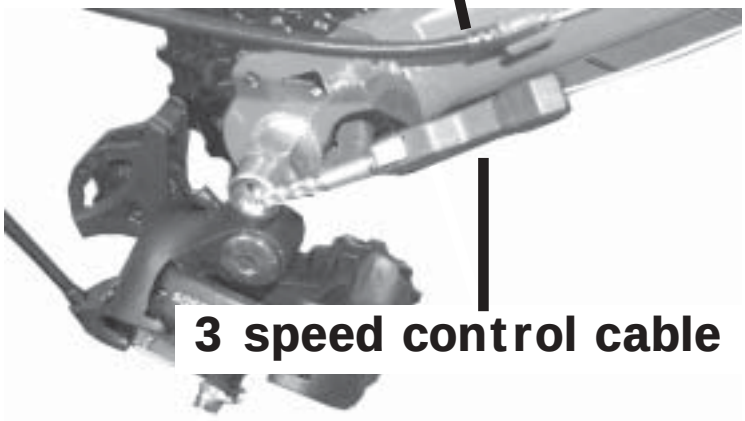


Rear Brake Cable
Goes through Swingarm



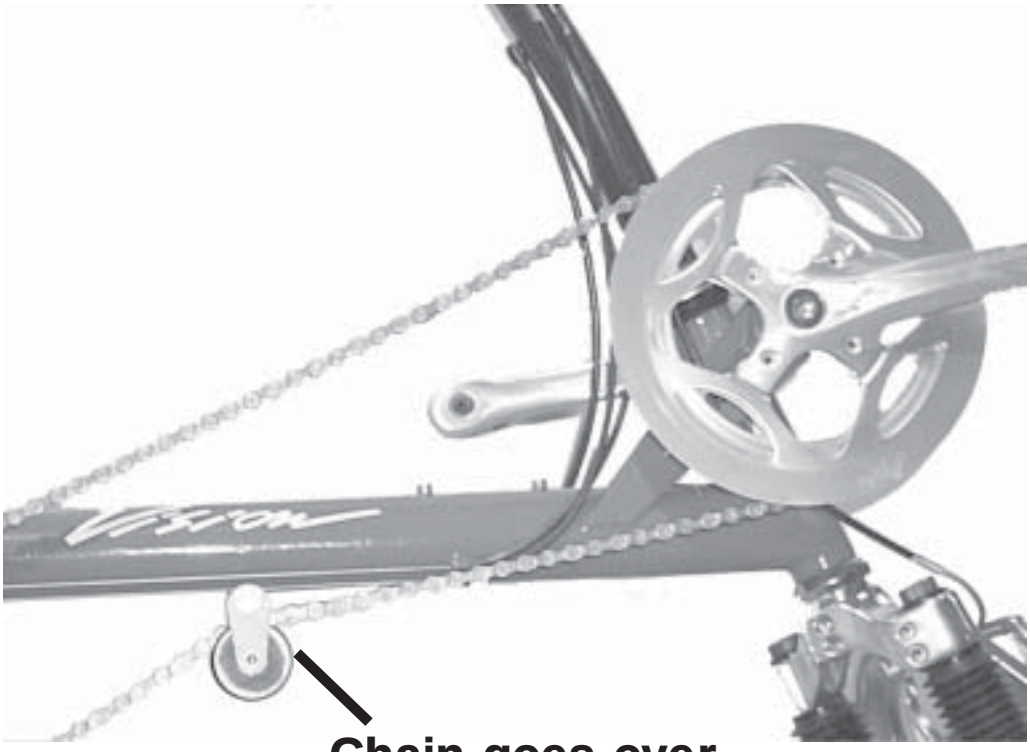
7 spd Derailleur cable goes into top fittings
3 speed control cable goes into bottom fittings

7 speed Derailleur cable



3 speed control cable

R32 Chain Routing



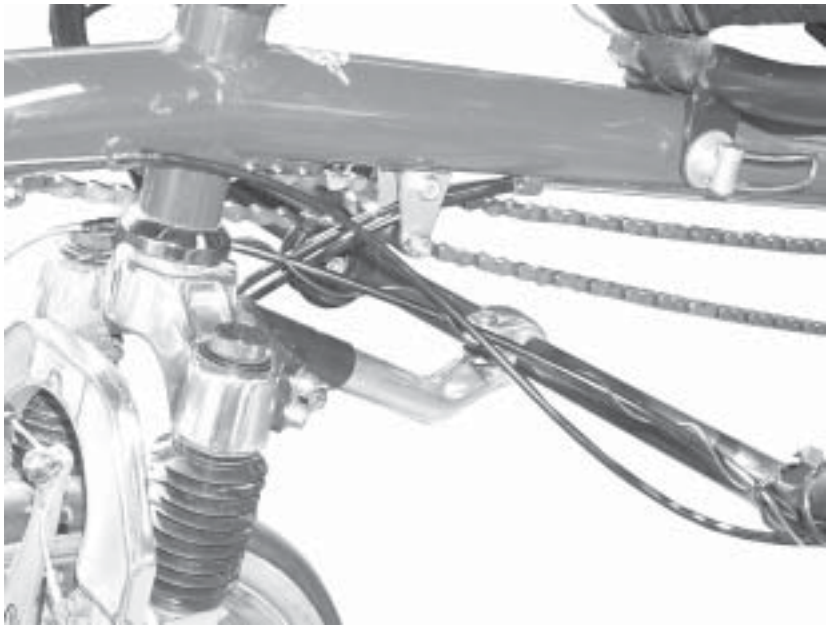
Chain goes over idler wheel, under idler support

Chain and Cable Routing

Casing should be cut to an appropriate length after boom is adjusted to fit rider.

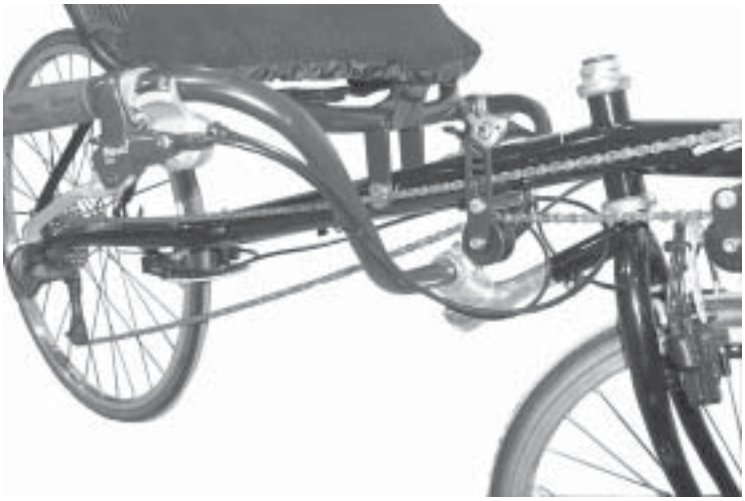
R40
(no rear suspension)

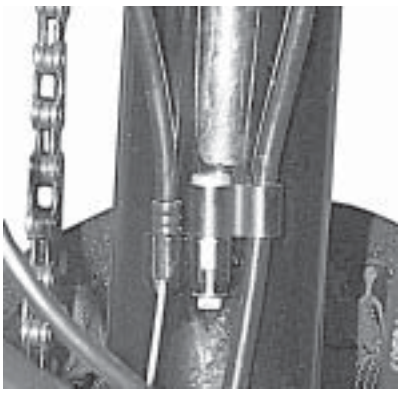
R50
(with rear suspension)



Over Seat Cable Routing

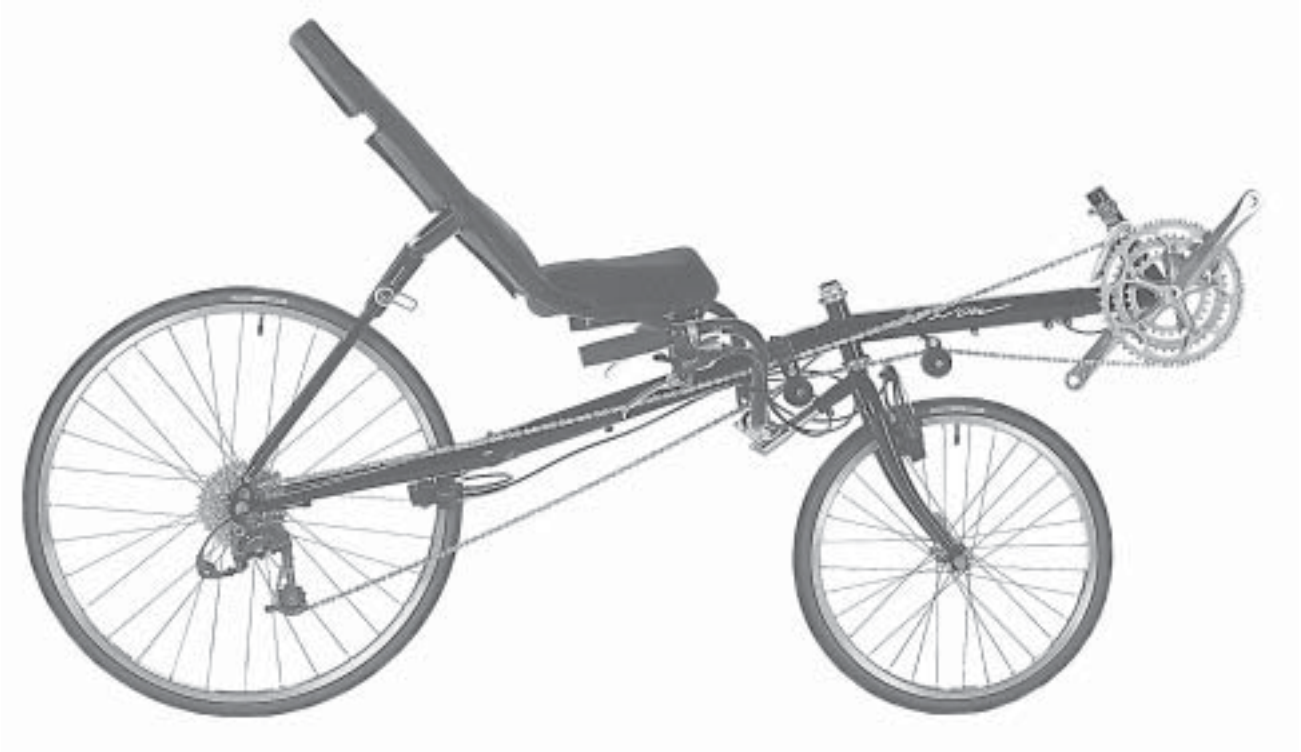
Under Seat Cable Routing





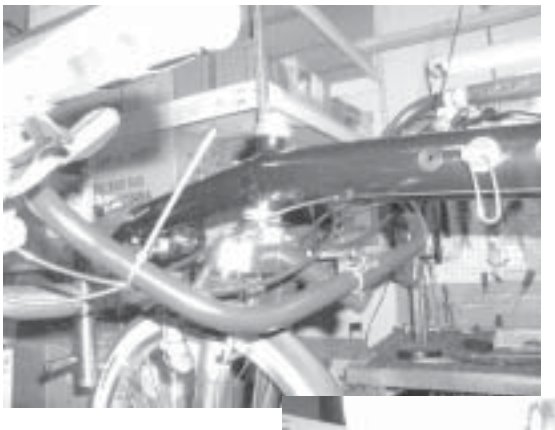
Magura Hose Over Seat Routing

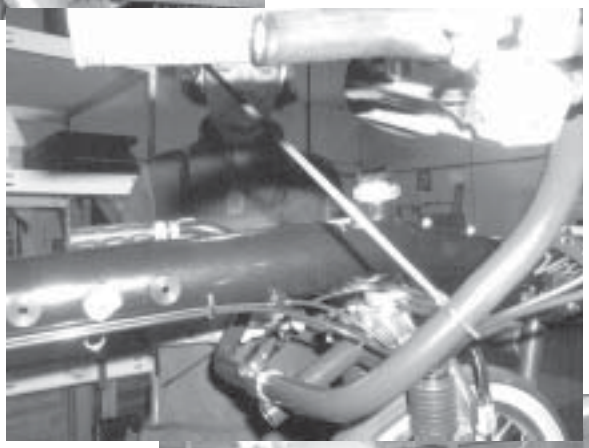
R40 Chain Routing



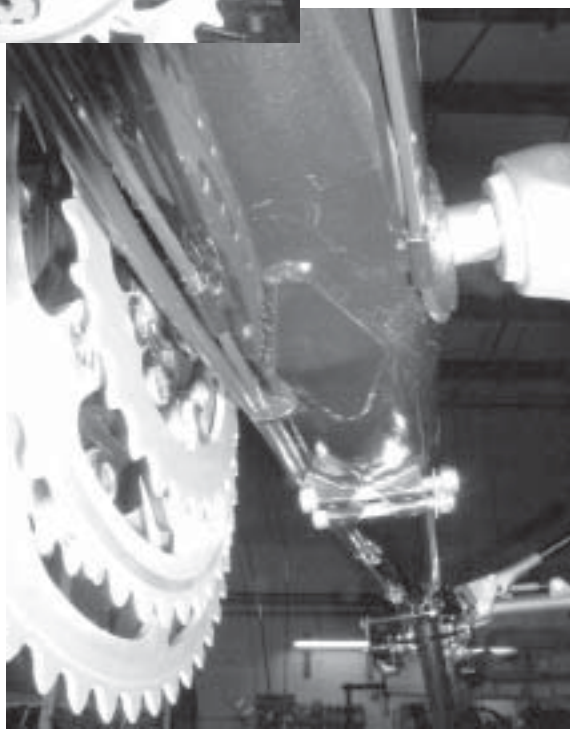
80 Chain Routing

80 Cable Routing

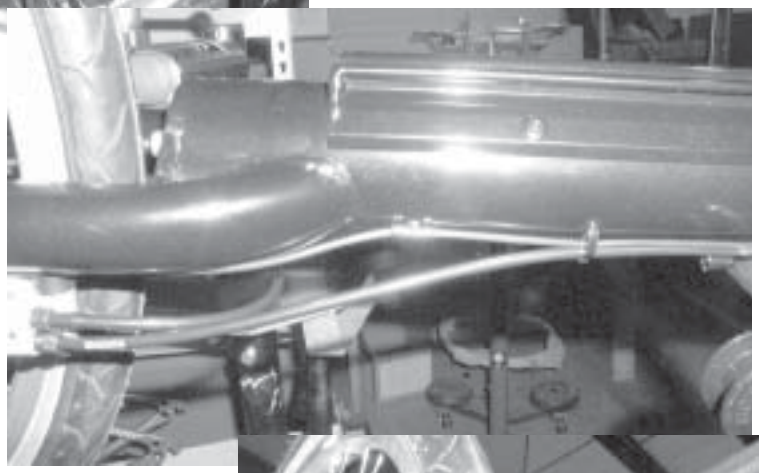


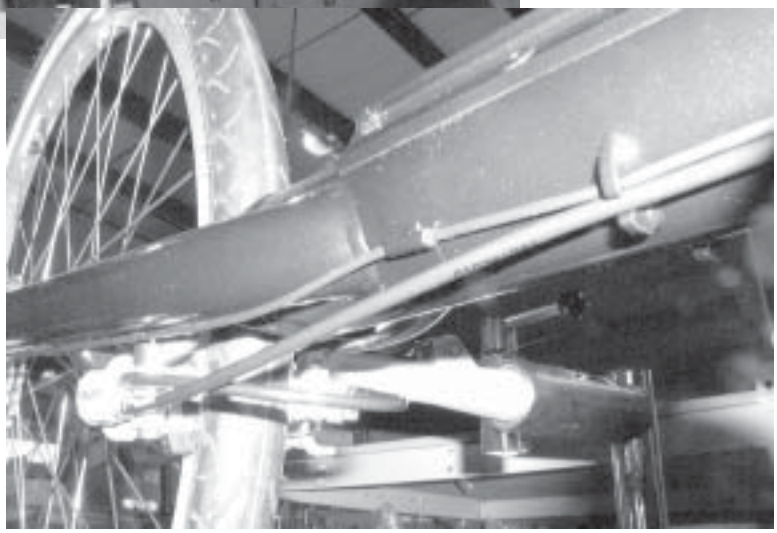


80 Cable Routing



80 Cable Routing





Seat

Fig. 1

Make a loop in the nose strap about 6” long. Be sure to tuck the end of the strap through the buckle to secure it.

Drop the loop over the nose support on the seat frame, as shown in fig.1, 2 and 3. Make sure the point where the loop material is sewn to the base material is sitting n top of the rubber plug in the end of the nose support, Fig 4.

Insert the top of the seat frame rails into the pockets on the seat fabric.

Affix the base strap, making sure the nose of the seat base is centered overe the nose support. Attach and tighten the back straps.

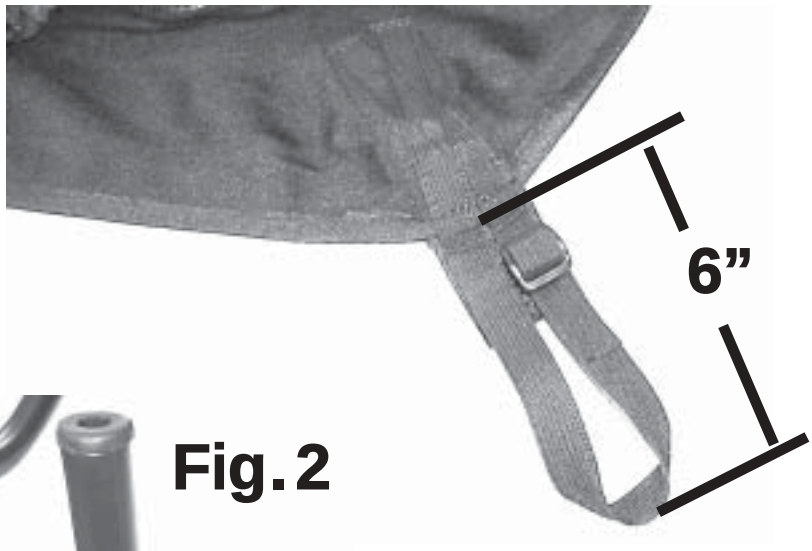
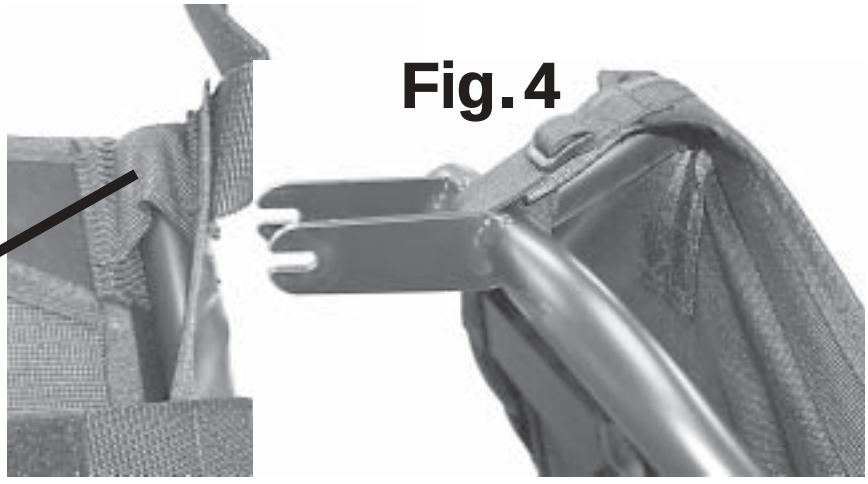


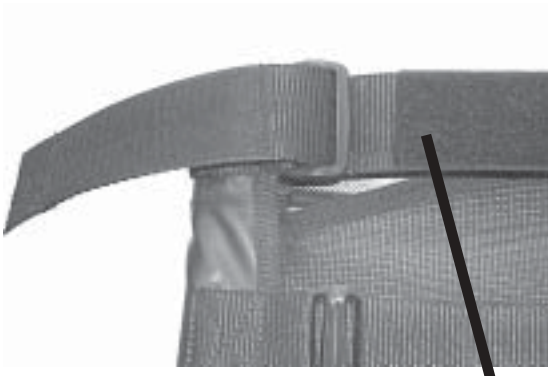
Fig. 2

Fig. 3

Fig. 4



Seat



Back Straps

Base Strap

Wheel Dish

The rear wheels of our 40, 50 and 80 series bikes are built with reduced dish. Why?...ask any wheelbuilder...dish in the wheel (to allow for the width of the cogs) weakens a wheel seriously.
As the bicycle industry has moved from 5 to 6 to 7 to 8 (and now to 9 and even 10) speed cogsets, the offset of the hub to the rim has gotten worse and worse, and wheels have gotten weaker. The standard dished wheel build places the rim centered over the axle ends, not over the spoke flanges (where the spokes originate from. The tension in the right side spokes is higher than the left side spokes to hold the rim out of "center". Standard bicycles are forced to do this because if you move the right chainstay out to the right, the chainline gets horrible, and the right crank arm hits the frame. On most of our bikes the distance from the crank to the wheel is long enough that chainline is not a big deal, and the right side chainstay is not trapped in place by a crank arm. So we move the stays out to the right (ever notice how the brake pad posts are not symmetric?), which moves the hub out to the right, which lets us build the rim centered over the spoke flanges and still be sitting on the centerline of the bike. The wheel is a lot (I mean really a lot, like incredibly a lot) stronger this way, and we could do it, so we did. All of our shops receive a dealer package, which includes a section on this fact, and our owners manual also mentions it. To properly figure spoke length, do the standard calculation, subtract 1mm from the longer spoke, and use this length for both sides. The rim is 1/4" offset to the left, which means a standard dishing tool, when set to zero on the right locknut, will show a 1/2" gap on the left locknut. This applies to all 40 and 50 and pre-2002 60 series Visions. The tandems us ½ this amount of reduced dish. The 60 series Sabers and the new 70 series thoroughbreds for 2002 use traditional bicycle wheel dishing to allow for easy access to a variety of after-market wheelsets.

Vision

R40, R44, R45

R50, R54, R55, R82, R85

Dishing

Typical Bicycle

wheel dish