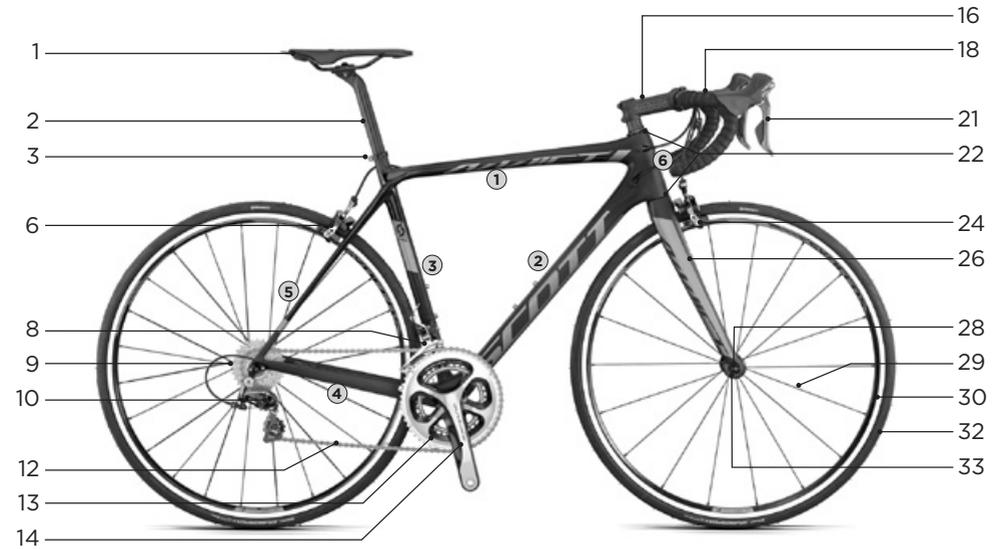
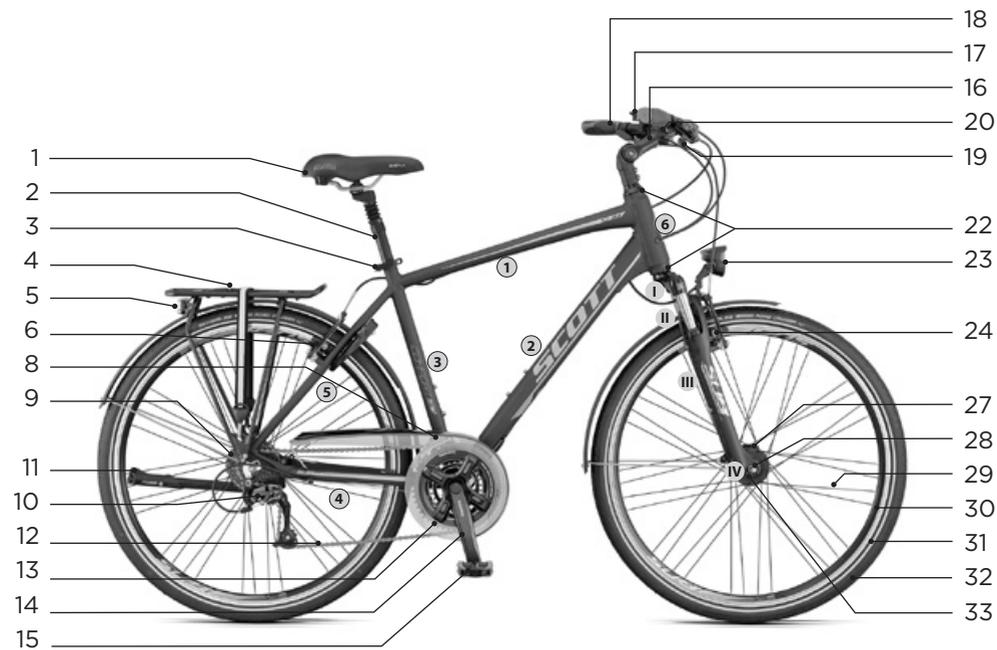


SCOTT GENERAL INFO

ISO 4210:2014 / ISO 8098:2014

OWNER`S SHORT MANUAL SCOTT





Frame:

- ① Top tube
- ② Down tube
- ③ Seat tube
- ④ Chainstay
- ⑤ Seat stay
- ⑥ Head tube
- ⑦ Rear shock

Suspension fork:

- Ⅰ Fork crown
- Ⅱ Stanchion tube
- Ⅲ Lower leg
- Ⅳ Drop-out

- 1 Saddle
- 2 Seat post
- 3 Seat post clamp
- 4 Pannier rack
- 5 Rear light
- 6 Brake rear
- 7 Rotor
- 8 Front derailleur
- 9 Cassette sprockets
- 10 Rear derailleur
- 11 Kickstand
- 12 Chain
- 13 Chainring
- 14 Crank
- 15 Pedal
- 16 Stem
- 17 Bell
- 18 Handlebars

- 19 Brake lever
- 20 Shifter
- 21 Brake lever/shifter
- 22 Headset
- 23 Front lamp
- 24 Brake front
- 25 Rotor
- 26 Fork
- 27 Hub dynamo

Wheel:

- 28 Quick-release/ thru axle
- 29 Spoke
- 30 Rim
- 31 Reflector ring
- 32 Tyre
- 33 Hub



Read at least pages 9-25 before your first ride!

Perform the functional check on pages 25-27 before every ride!

Observe the chapter “Intended use of your SCOTT bike”, the SCOTT service plan, the SCOTT bike card and the SCOTT handover report!

Your bike and the translation of these original operating instructions comply with the requirements of the ISO standards 4210:2014 Cycles – Safety requirements for bicycles and 8098:2014 Cycles – Safety requirements for bicycles for young children.



The present SCOTT short manual is meant as start assistance. Together with your detailed SCOTT owner’s manual and the manuals of the component manufacturers on the enclosed SCOTT info CD this first start assistance is part of a system.

If you do not find answers to all your questions in this start assistance and before doing any adjustment whatsoever, read the other owner’s manuals or ask your SCOTT dealer for advice.

DANGER!

 **Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about measures to be taken, if necessary.**

CAUTION!

 **It is essential to also observe the detailed SCOTT owner’s manuals and the manuals of the component manufacturers on the enclosed SCOTT info CD. The present owner’s manual is subject to European law and EN/ISO standards. If delivered to countries outside Europe, supplementary information has to be provided by the importer of the SCOTT bike, if necessary.**

NOTE!

 **Inform yourself on www.scott-sports.com**

Imprint:

V 5.0, January 2015

Technical details in the text and illustrations of this manual are subject to change.

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SOME NOTES ON THIS SCOTT SHORT MANUAL

The illustrations on the first pages of the SCOTT short manual show typical SCOTT city/trekking bikes, SCOTT road bikes and SCOTT mountain bikes. One of these SCOTT bikes looks similar to the SCOTT bike you have purchased. Today's bikes come in various types that are designed for specific uses and fitted accordingly. The present SCOTT short manual includes the following bicycle types:

Road bikes **(a)**, triathlon bikes and time trial machines cyclo-cross bikes/road racing machines

City, trekking **(b)**, fitness and kids' bikes

Mountain bikes **(c)** (cross, cross-country, marathon and tour mountain bikes, enduro and all mountain bikes, dirt and freeride bikes)

This SCOTT short manual is not applicable to any other than the displayed bicycle types.

This manual is not intended to help you assemble a SCOTT bike from individual components, to repair it or to make a partly assembled SCOTT bike ready for use.

Pay particular attention to the following symbols:

DANGER!

 This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.

CAUTION!

 This symbol warns you of wrongdoings which may result in damage to property and the environment.

NOTE!

 This symbol provides you with information about how to handle the product or refers to a passage in the SCOTT owner's manual that deserves your special attention.

The described possible consequences will not be repeated in the SCOTT short manual every time one of the symbols appears.

The present SCOTT short manual together with the enclosed SCOTT info CD complies with the requirements of the ISO standards 4210:2014 for city and trekking, young adult, mountain and racing bicycles as well as the ISO standard 8098:2014 for bicycles for young children.

It is essential to also observe the detailed SCOTT owner's manuals and the manuals of the component manufacturers on the enclosed SCOTT info CD.

SAFETY AND BEHAVIOUR

Dear SCOTT Customer,

Congratulations on your purchase of a new SCOTT bike. We are confident that the bike will exceed your expectations for quality, functioning and riding characteristics. Our SCOTT frames and components are customized and adjusted to suit the needs of the users to enhance your joy when riding on your new SCOTT bike - whether you are a beginner or a non-professional road racer or not!

To ensure that you ride safely and with joy, we strongly encourage you to take the time to read this SCOTT short manual thoroughly.

If you have purchased a SCOTT bike for your child, make sure he/she understands the information contained in this manual and can handle the new SCOTT bike accordingly.

In purchasing this SCOTT bike **(d-f)** you have chosen a product of high quality. Each component of your new SCOTT bike has been designed, manufactured and assembled with great care and expertise. Your SCOTT dealer gave the bike its final assembly and made a functional check. This guarantees you pleasure and a sense of confidence from the very first turn of the pedals.



This SCOTT short manual contains a wealth of useful facts on the proper use of your SCOTT bike, its maintenance and operation as well as interesting information on bike design and engineering. Read this SCOTT short manual thoroughly. We are sure that even if you have been cycling for many years you will find it worthwhile. Bike technology has developed at a rapid pace during recent years.

Therefore, before setting off on your new SCOTT bike, you should read at least the chapter “Tests before your first ride”.

To ensure as much fun and safety as possible during cycling, be sure to carry out the functional check described in the chapter “Tests before every ride” before setting off on your SCOTT bike.

Even a manual as detailed as an encyclopaedia could not describe every possible combination of available bicycle models and components. The SCOTT short manual therefore focuses on your newly purchased SCOTT bike and standard components and provides useful information and warnings.

When doing any adjusting and servicing **(a)**, be aware that the detailed instructions provided in your manual only refer to this SCOTT bike.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. It is essential to also observe the detailed SCOTT owner’s manual and the manuals of the component manufacturers on the enclosed SCOTT info CD. Be aware that these instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools **(b)** or supplementary instructions.

This manual cannot teach you the skills of a bicycle mechanic.

NOTE!

i Please find the detailed SCOTT owner’s manuals, the manuals of the component manufacturers and the relevant web links on the SCOTT info CD enclosed with this SCOTT short manual.

Before you set off, let us point out a few things to you that are very important to every cyclist: Never ride without a properly adjusted helmet and without glasses **(c)**.

Make sure to wear suitable, bright clothing, as a minimum you should wear straight cut trousers and or leg bands and shoes fitting the pedal system **(d)**. Always ride carefully on public roads as well as off-road and observe the traffic rules so as not to endanger yourself or others.

This manual cannot teach you how to ride. Please be aware that cycling is a potentially dangerous activity that requires the rider to stay in control of his or her SCOTT bike at all times. If necessary, attend a beginners course for cyclists, as offered here and there.

Like any sport, cycling involves the risk of injury and damage. By choosing to ride a bike, you assume the responsibility for the risk. Please note that on a bike you have no protection technique around you like you have in a car (e.g. bodywork, ABS, airbag). Therefore, always ride carefully and respect the other traffic participants.

Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride with a second person on your SCOTT bike and never ride without having both hands on the handlebars.

Observe the legal regulations concerning off-road cycling and public roads. These regulations may differ in each country.

Respect nature when riding through the forest and in the open countryside. Only use your bike on signposted, well maintained trails and hard-surface roads **(e+f)**.



If you purchased a SCOTT kids' bike **(a)**, observe the chapter "SCOTT kids' bikes" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD before your child sets off on it for the first time. There are special traffic regulations for children in some countries.

First, we would like to familiarize you with the various components of your SCOTT bike. Please unfold the cover of the SCOTT short manual. There you will find a SCOTT city/trekking **(b)**, SCOTT mountain bike and a SCOTT road bike **(c)** showing all the essential components. Leave the page unfolded as you read so that you can easily locate the components as they are referred to in the text.

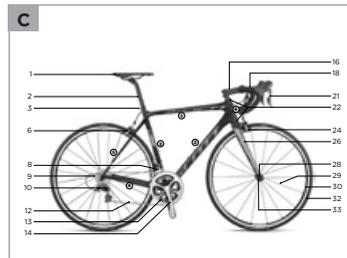
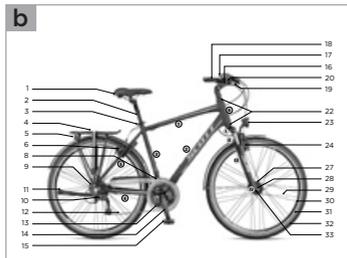
DANGER!

⚡ For your own safety, never do any work or adjusting when servicing your bike unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

⚡ Note: Do not hitch yourself and your bike to a car. Do not ride freehand. Only take your feet off the pedals, if required by the condition of the road.

SCOTT - NO SHORTCUTS



INTENDED USE OF YOUR SCOTT BIKE

Your SCOTT bike was designed by our engineers for a specific use. Be sure to use your SCOTT bike only according to its intended use, as it may otherwise not withstand the stress and could fail and cause an accident with unforeseeable consequences! Any use contrary to the intended purpose will render the warranty null and void.

NOTE!

i Inform yourself at www.scott-sports.com to which category your new SCOTT bike belongs.

There is no bicycle type which is suitable for all purposes. Your SCOTT dealer will be pleased to help you finding the right SCOTT bike for your needs. He will also explain you the limits of the different types of bicycle.

Category 1: SCOTT road racing and triathlon bikes as well as time trial machines

If you want to use SCOTT road racing **(d)** and triathlon bikes **(e)** as well as time trial machines **(f)** on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD.

For SCOTT road racing and triathlon bikes as well as time trial machines, trailers, child carriers and pannier racks are not permitted. Note that SCOTT will not assume liability for the use of trailers, child carriers and pannier racks. Such a use would render the warranty null and void.

DANGER!

⚡ SCOTT bikes of the category 1 are not suitable for off-road, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

SCOTT road racing and triathlon bikes as well as **time trial machines** are exclusively designed for riding on hard-surface paths and roads with tarred or paved surface. The tyres must remain in constant contact with the ground.

These bicycles are not suitable for off-road and cyclo-cross use or for touring with pannier racks and bags.

SCOTT-Bikes Aero, Lightweight, Endurance Comfort and Contessa Road belong to this category.

The **permissible overall weight** (rider incl. luggage and bicycle) must not exceed **117 to 120 kg / 257 to 264 lbs** (according to model). Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Category 2: SCOTT city, trekking and urban bikes, SCOTT kids' bikes and SCOTT cyclo-cross bikes

Due to their design and fittings, **SCOTT city (a), trekking (b) and urban bikes (c), SCOTT kids' bikes (d) and SCOTT cyclo-cross bikes (e)** are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD.

Category 2.1: SCOTT city, trekking and urban bikes

SCOTT city, trekking and urban bikes are designed for riding exclusively on hard-surface terrain, i.e. on tarred roads and bicycle lanes or gravel field tracks. The tyres must remain in constant contact with the ground.

These bicycles are not suitable for off-road, cyclo-cross or mountain bike use or jumps and competitive use of any kind whatsoever.

The SCOTT bikes Trekking and City/Streets belong to this category.

The **permissible overall weight** (rider incl. luggage and bicycle) should not exceed **143 to 150 kg / 315 to 330 lbs** (according to model). Under certain circumstances this permissible overall weight can be further limited by the component manufacturers' recommendations for use.

DANGER!

⚡ For SCOTT city, trekking and urban bikes, trailers and child carriers are permitted. Note that SCOTT will not assume liability for the use of these trailers and child carriers because of the wide variation in fixation systems, the technical details of these systems and any associated problem with these fixation systems.

The use of pannier racks is permitted on SCOTT city, trekking and urban bikes, if the rear stays and the drop-outs of your SCOTT bike have fastening devices for pannier racks. In this case mounting a suitable pannier rack is permitted. Contact your SCOTT dealer before mounting.

DANGER!

⚡ SCOTT bikes of the category 2.1 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 2.2: SCOTT kids' bikes

SCOTT kids' bikes (f) are designed for riding exclusively on tarred roads and bicycle lanes or gravel field tracks. The tyres must remain in constant contact with the ground.

These bicycles are not suitable for off-road and competitive use of any kind whatsoever.

SCOTT bikes Junior belong to this category.



The **permissible overall weight** (child incl. luggage and bicycle) should not exceed **50 kg / 110 lbs**. Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles. SCOTT kids' bikes are suitable for mounting training wheels. For SCOTT kids' bikes trailers, child carriers and pannier racks are not permitted.

DANGER!

⚡ SCOTT kids' bikes which look like a BMX bike must be used in accordance with the intended use for bikes of the category 2.2.

DANGER!

⚡ SCOTT bikes of the category 2.2 are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 2.3: SCOTT cyclo-cross bikes

SCOTT cyclo-cross bikes - CX (a+b) are designed for riding on hard-surface terrain, i.e. on tarred roads and bicycle lanes or gravel and grass tracks. The tyres must remain in constant contact with the ground. In addition, they are well suited for well paved gravel paths and forest roads as well as off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur. In addition, they are suitable for use on easy terrain and in cyclo-cross competitions.

These bicycles are not suitable for off-road use, such as mountain bike use, namely all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

SCOTT bikes CX belong to this category.

The **permissible overall weight** (rider incl. luggage and bicycle) must not exceed **117 to 120 kg / 257 to 264 lbs** (according to model). Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

For SCOTT cyclo-cross bikes trailers, child carriers and pannier racks are not permitted. Note that SCOTT will not assume liability for the use of trailers, child carriers and pannier racks. Such a use would render the warranty null and void.

DANGER!

⚡ SCOTT bikes of the category 2.3 are not suitable for riding over challenging and blocked terrain, jumps, slides, stair riding, stoppies, wheelies, tricks etc.!

Category 3: SCOTT cross-country, marathon and hardtail bikes

SCOTT cross-country (c), marathon (d) and hardtail bikes (e+f) are designed for use on surfaces permitted for bikes of the categories 1 and 2 and in addition suitable for rough and unpaved terrains. Sporadic jumps up to a maximum height of 0.5 m are also included in the field of use of these SCOTT bicycles.

In addition, they are intended for cross-country use and races on surfaces from easy over medium challenging to aggressive surface (e.g. hilly with small obstacles, such as roots, rocks, loose and hard surfaces as well as dents). But particularly inexperienced riders doing jumps may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. SCOTT recommends that you train your skills in a riding technique course.

If necessary, ask your SCOTT dealer to inspect your SCOTT bike at shorter intervals than according to the SCOTT service and maintenance schedule.



These bicycles are, however, not suitable for use on blocked terrain, tricks, stair riding, etc., training and competitive use in the categories freeride, dirt, downhill as well as hardest freeriding, extreme downhill, dirt jump, slope style or very aggressive or extreme riding.

Due to their design and fittings, **SCOTT cross-country (a+b), marathon and hardtail bikes (c)** are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment.

Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD.

SCOTT bikes XC, Trail and Contessa Mountain belong to this category.

The **permissible overall weight** (rider incl. luggage and bicycle) must not exceed **119 to 128 kg / 262 to 282 lbs** (according to model). Under certain circumstances this permissible overall weight can be further limited by the component manufacturers' recommendations for use.

For SCOTT cross-country, marathon and hardtail bikes trailers, child carriers and pannier racks are not permitted. Exception: Mounting a suitable pannier rack is permitted, if the rear stays and the drop-outs of your SCOTT bike have fastening devices for pannier racks. Contact your SCOTT dealer before mounting. Note that SCOTT will not assume liability for the use of trailers, child carriers and pannier racks. Such a use would render the warranty null and void.

DANGER!

 **SCOTT bikes of the category 3 are not suitable for use on blocked terrain, high and far jumps (d), slides, stair riding, stoppies, wheelies, tricks etc.!**

Category 4: SCOTT enduro and all mountain bikes

SCOTT enduro (e+f) and **all mountain bikes** are designed for off-road use (Alp-cross etc.). SCOTT bicycles of this category can be used on surfaces permitted for bicycles of the categories 1, 2, and 3.



Furthermore, SCOTT bicycles of this category are suitable for very rough and partly blocked terrain with steeper slopes and higher speeds as a result thereof. Regular jumps by experienced riders are no problem for these SCOTT bicycles.

The regular and durable use of these SCOTT bicycles in bike parks, is however excluded by SCOTT. These SCOTT bicycles are not suitable for tricks, stair riding, for the extreme jumps/riding, such as hardest mountain biking, freeriding, downhill, on North Shore trails, dirt jumping, hucking, training and competitive use of the categories freeride, dirt, downhill.

Due to their design and fittings, **SCOTT enduro and all mountain bikes** are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD.

SCOTT bikes ENDURO belong to this category.

The **permissible overall weight** (rider incl. luggage and bicycle) must not exceed **119 to 128 kg / 262 to 282 lbs** (according to model). Under certain circumstances this permissible overall weight can be further limited by the component manufacturers' recommendations for use.

For SCOTT enduro and all mountain bikes trailers, child carriers and pannier racks are not permitted. Note that SCOTT will not assume liability for the use of trailers, child carriers and pannier racks. Such a use would render the warranty null and void.

DANGER!

 **Due to the higher stresses, these SCOTT bikes of category 4 should be checked for possible damage after every ride. Two inspections per year at least carried out by your SCOTT dealer are obligatory.**

Category 5: SCOTT gravity, freeride, downhill and dirt jump bikes

Due to their design and fittings, **SCOTT gravity, freeride, downhill and dirt jump bikes** are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be fitted with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter "Legal requirements for riding on public roads" in your detailed SCOTT owner's manual on the enclosed SCOTT info CD.

For SCOTT gravity, freeride, downhill and dirt jump bikes trailers, child carriers and pannier racks are not permitted. Note that SCOTT will not assume liability for the use of trailers, child carriers and pannier racks. Such a use would render the warranty null and void.

DANGER!

⚡ Due to the higher stresses, these SCOTT bikes of category 5 should be checked for possible damage after every ride. Three inspections per year at least carried out by your SCOTT dealer are obligatory.

Category 5.1: SCOTT gravity, freeride and downhill bikes

SCOTT gravity, freeride (a+b) and downhill bikes (c) are designed for jumps, jumps from obstacles, high speeds or aggressive riding over rough surfaces or landing on uneven surfaces. This kind of riding is, however, extremely dangerous and introduces unforeseeable forces on a bicycle which can overstress the frame, the fork or the components. If you decide to ride off-road on a SCOTT bike of the category 5.1, you have to take appropriate safety measures, such as more frequent servicing of your bicycle and the replacement of fittings and equipment. You should also wear comprehensive safety equipment, such as a full-face helmet, protection pads and body protectors **(d)**.

SCOTT gravity, freeride and downhill bikes are designed for use on most challenging terrain, e.g. on North Shore trails and slope style, but only by highly skilled and experienced riders.

SCOTT DH / FR bikes belong to this category.



Category 5.2: SCOTT dirt jump bikes

SCOTT dirt jump bikes are designed for jumps, jumps from obstacles, high speeds or aggressive riding over rough surfaces or landing on uneven surfaces. This kind of riding is, however, extremely dangerous and introduces unforeseeable forces on a bicycle which can overstress the frame, the fork or the components. If you decide to ride off-road on a SCOTT bike of the category 5.2, you have to take appropriate safety measures, such as more frequent servicing of your bicycle and the replacement of fittings and equipment. You should also wear comprehensive safety equipment, such as a full-face helmet, protection pads and body protectors.

SCOTT dirt jump bikes (e+f) are designed for man-made dirt jumps, ramps, skate parks and other predictable obstacles and terrains which are rather a challenge to the rider's skills and his control of the bike than to suspension features. SCOTT dirt jump bikes are used like heavy-duty BMX bikes.

SCOTT dirt jump bikes are, however, not designed for terrain, slopes or landings which require long suspension travels to compensate the shocks of the landing and to keep control.

SCOTT bikes DIRT belong to this category.

DANGER!

⚡ For your own safety, do not overestimate your riding skills. Note that though looking easy the tricks of a professional are hazardous to your life and limb. Always protect yourself with suitable clothing.

TESTS BEFORE YOUR FIRST RIDE

1. If you want to use your bike on public roads, it has to comply with legal requirements. These requirements may vary in each country. The fittings of your SCOTT bike are, therefore, not necessarily complete. Ask your SCOTT dealer concerning the laws and regulations applicable in your country or in the country you intend to use your SCOTT bike. Have your SCOTT bike equipped accordingly before using it on public roads.

For more information see the chapter “Legal requirements for riding on public roads” in your detailed SCOTT owner’s manual on the enclosed SCOTT info CD.

2. Are you familiar with the brake system **(a)**? Have a look at the SCOTT bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your SCOTT dealer to switch the brake levers before you set off for the first time.

Your new bike is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes on a level, non-slip surface off public roads! Slowly approach higher brake performances and speeds.

For more information see the chapter “Brakes” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

3. Are you familiar with the type and functioning of the gears **(b)**? Ask your SCOTT dealer to explain you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

For more information see the chapter “Gears” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

4. Are saddle and handlebars properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. The hips should remain horizontal **(c)**. Check whether your toes reach to the floor when you are sitting on the saddle **(d)** (exception: full suspension SCOTT bikes). Your SCOTT dealer will be pleased to help you, if you are not happy with your seating position.

For more information see the chapter “Adjusting the SCOTT bike to the rider” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual on the enclosed SCOTT info CD.

5. If your SCOTT bike is equipped with clipless or step-in pedals **(e)**: Have you ever tried cycling with the respective cycling shoes? First practice locking one shoe onto a pedal and disengaging it while standing on the other leg. Ask your SCOTT dealer to explain you the pedals and to adjust them to your needs.

For more information see the chapter “Pedals and shoes” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

6. If you purchased a SCOTT bike with suspension **(f)**, you should ask your SCOTT dealer to adjust the suspension settings to your needs. Improperly adjusted suspension elements are liable to malfunction or damage. In any case they will impair the performance of your bike as well as your safety and joy whilst riding.

For more information see the chapters “Front suspension”, “Rear suspension” and “Suspension seat posts” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!



Be aware that the distance you need to stop your bike increases, when you are riding with your hands on aero bars, on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.



DANGER!

⚡ Be sure to use your SCOTT bike only according to its intended use, as it may otherwise not withstand the stress and fail. Risk of falling!

DANGER!

⚡ Make particularly sure there is enough space between your crotch (a) and the top tube so that you do not hurt yourself, if you have to get off your pedelec quickly.

DANGER!

⚡ Note that both braking effect and tyre grip can be reduced drastically in wet conditions. Look well ahead when riding on wet roads and go well below the speed you would ride at in dry conditions.

DANGER!

⚡ Due to their specific intended use, some SCOTT dirt bikes are fitted with only one brake. There is, however, always a second brake supplied which can be mounted, if necessary. Do not ride these SCOTT bikes on public roads, but only on enclosed terrain.

DANGER!

⚡ A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out! Risk of falling!

DANGER!

⚡ In case you had a crash with your SCOTT bike, perform at least the check described in the chapters “Tests before every ride” and “Tests after an accident“. Only ride back very carefully on your SCOTT bike, if it passed the tests without any problems. Do not accelerate or brake hard and do not ride your bike out of the saddle. If you are in doubt, have yourself picked up by car, instead of taking any risk. Back home you need to check your SCOTT bike thoroughly once again. If you are in doubt or if you have any questions, contact your SCOTT dealer!

CAUTION!

! Before towing a trailer with your SCOTT city bike (b), SCOTT trekking bike or SCOTT hardtail mountain bike contact your SCOTT dealer.

CAUTION!

! Before mounting a child carrier, check whether your SCOTT bike is permitted for child carriers. You will find the respective information in the chapter “Intended use of your SCOTT bike” or in the SCOTT bike card. Contact your SCOTT dealer.

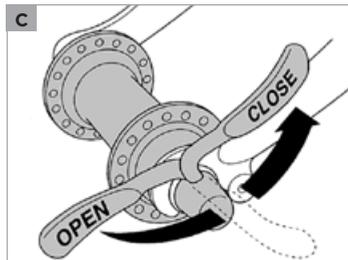
NOTE!

i We recommend that you take out a private liability insurance. Make sure that coverage for bicycle damage is provided by your insurance. Contact your insurance company or agency.

TESTS BEFORE EVERY RIDE

Your SCOTT bike has undergone numerous tests during production and a final check has been carried out by your SCOTT dealer. Nevertheless, be sure to check the following points to exclude any malfunctioning that may be due to the transport of your SCOTT bike or to changes a third person may have performed on your SCOTT bike before delivery:

1. Are the quick-release levers (c), thru axles or nuts of the front and rear wheel, the seat post and other components properly closed? For more information see the chapter “Using quick-releases and thru axles” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.
2. Are the tyres in good condition and do they have sufficient pressure (d)? The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side (e). For more information see the chapter “Wheels and tyres” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.
3. Spin the wheels to check whether the rims are true. If you have disc brakes, watch the gap between frame and rim or tyre and, if you have rim brakes, between brake pad and rim (f). Untrue rims can be an indication of tyres with ruptured sides or broken spokes.



For more information see the chapter “Wheels and tyres” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars **(a)**. The brake pads of **rim brakes** must hit the rim evenly with their entire surface without touching the tyre during braking, in open condition or in between. Make sure you cannot pull the brake levers all the way to the handlebars and check the hydraulic brake cables for oil or brake fluid leaks! Check the thickness of the brake pads, as well.

With **disc brakes** you should have a stable pressure point at once. If you have to actuate the brake lever more than once to get a positive braking response, have the SCOTT bike checked by your SCOTT dealer immediately. For more information see the chapter “Brakes” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

5. Let your SCOTT bike bounce on the ground from a small height **(b)**. If there is any rattling, check where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.
6. In case you have a SCOTT bike with suspension, press down on your SCOTT bike and see whether the spring elements retract and extend as usual **(c)**. For more information see the chapters “Front suspension”, “Rear suspension” and “Suspension seat posts” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.
7. If your bike has a kick-stand, make sure it is fully raised **(d)** before you set off. Risk of falling!
8. Do not forget to take a high quality D- **(e)** or chain lock with you on your ride. The only way to effectively protect your SCOTT bike against theft is to lock it to an immovable object.



9. If you want to ride on public roads, make sure your SCOTT bike is equipped according to the applicable regulations of your country **(f)**. Riding without lights and reflectors in dark or dim conditions is very dangerous, because you will be seen too late or not at all by other road users.

A set of lights that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in. For more information see the chapter “Legal requirements for riding on public roads” in your detailed SCOTT owner’s manual on the enclosed SCOTT info CD.

DANGER!

-  Do not use your SCOTT bike, if it fails at one of these points! A defective SCOTT bike can lead to serious accidents! If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

-  Improperly closed fastenings, e.g. quick-releases, can cause parts of your SCOTT bike to come loose and result in serious accidents!

DANGER!

-  Be aware that the distance you need to stop your bike increases, when you are riding with your hands on aero bars, on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.

DANGER!

-  During use your SCOTT bike is undergoing stress resulting from the surface of the road and from the rider’s action. Due to these dynamic loads, the different parts of your bike react with wear and fatigue. Please check your SCOTT bike regularly, i.e. according to the SCOTT service and maintenance schedule, for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let your SCOTT dealer maintain and service your SCOTT bike regularly. In cases of doubt it is always best to replace components.

USING QUICK-RELEASES AND THRU AXLES

QUICK-RELEASES ON THE SCOTT BIKE

Most SCOTT bikes are fitted with quick-releases to ensure fast adjustments, assembly and disassembly. Be sure to check whether all quick-releases are tight before you set off on your SCOTT bike. Quick-releases should be handled with greatest care, as they affect your safety directly.

Practice the proper use of quick-releases to avoid any accidents.

Quick-release retention mechanisms essentially consist of two operative elements **(a)**:

1. The hand lever on one side of the hub which creates a clamping force via a cam when you close it.
2. The tightening nut on the other side of the hub with which the preload on the threaded rod (quick-release axle) is set.

DANGER!

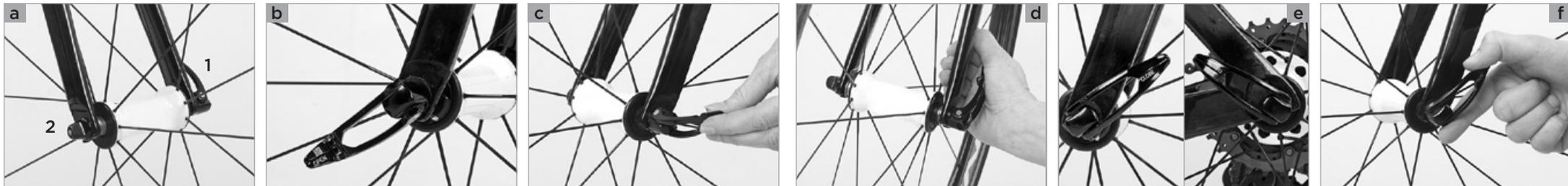
⚡ Do not touch the brake disc directly after having stopped, e.g. after a long down-hill ride, you may burn your fingers! Always let the brake disc cool down before opening the quick-release.

Safe fastening of a component with a quick-release

Open the quick-release. You should now be able to read "Open" **(b)** on the lever. Make sure the component to be fastened is in the accurate position.

For more information see the chapters "Adjusting the SCOTT bike to the rider" and "Wheels and tyres" in this SCOTT short manual as well as in your detailed SCOTT owner's manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD. There you will also find information on the RWS system from DT-Swiss.

Move the lever back, as if to close it. Now you should be able to read "Close" on the outside of the lever. When you start closing the lever you should feel virtually no resistance with your hand until the lever is at a right angle to the frame/fork **(c)**.



When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb while your fingers pull on an immovable part, such as the fork **(d)** or a rear stay, but not on a brake disc or spoke, to push it in all the way.

In its end position, the lever should be at a right angle to the quick-release axle **(e)**, i.e. it should not stand out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally. Make sure, however, that the lever is easy to handle for actual quick use.

To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed **(f)**. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the quick-release lever and check it again for tightness.

Finally lift the bike a few centimetres, so that the wheel no longer touches the ground and hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame or fork without producing any rattling.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame.

DANGER!

⚡ Make sure the levers of both wheel quick-releases are always on the side opposite to the chain. This will help you to avoid mounting the front wheel accidentally the wrong way round. In the case of SCOTT bikes with disc brakes and quick-releases having a 5-mm-axle, it may be reasonable to mount both quick-releases with the lever on the side of the chain drive. This helps you not to come into contact with the hot brake disc and prevents you from having your fingers burnt. If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

⚡ Never ride your SCOTT bike without having checked first, whether the wheels are securely fastened. With an insufficiently closed quick-release the wheel can come loose, thus creating a serious risk of accident!

CAUTION!

- ❗ If your SCOTT bike is equipped with quick-releases, be sure to lock the frame to an immovable object together with the wheels when you leave it outside. Anti-theft protection!

NOTE!

- ℹ To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact your SCOTT dealer.

THRU AXLES ON THE SCOTT BIKE

Thru axles **(a+b)** are mounted when SCOTT bikes have to withstand high stress. On forks and in particular together with disc brakes they make for extreme stiffness.

Safe mounting of wheels with thru axles

There is a wide range of thru-axle systems available now. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

Read therefore in any case the chapter “Using quick-releases and thru axles” in your detailed SCOTT owner’s manual and in the manuals of the suspension fork, thru axle and wheel manufacturers on the enclosed SCOTT info CD before removing the wheel or doing any maintenance work and mounting a fork/wheel combination with thru-axle system. There the systems are described in detail.

If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

- ⚡ **Improperly mounted wheels may throw you off your bike or result in serious accidents! Ask your SCOTT dealer to show you how to handle the thru-axle type you have.**

**CAUTION!**

- ❗ Check the fixing after the first one to two hours of use and subsequently every 20 hours of use.

CAUTION!

- ❗ To mount the axle only use the tools recommended by the manufacturer. Use a torque wrench whenever possible. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can damage the axle or the fork leg.

ADJUSTING THE SCOTT BIKE TO THE RIDER

Your body height and proportions are decisive for the frame size of your SCOTT bike. Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bike quickly **(c)**.

By choosing a specific type of bicycle you roughly determine the posture you will be riding in **(d+e)**. However, some components of your SCOTT bike are especially designed so that you can adjust them to your body proportions up to a certain degree. This includes the seat post, the handlebars and the stem as well as the brake grips or brake levers/shifters.

As all works require know-how, experience, suitable tools and skills, you should restrict yourself to adjusting your seating position. Contact your SCOTT dealer, if you are not happy with your seating position or if you want something changed. They will see to your wishes the next time you leave your SCOTT bike at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter “Tests before every ride” and do a test ride on your SCOTT bike in an area free of traffic **(f)**.

DANGER!

⚡ If you have a very small frame, there may be the danger of your foot colliding with the front wheel. Therefore, make sure your cleats are properly adjusted.

DANGER!

⚡ All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter “Recommended torque settings for your SCOTT bike” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual, directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

NOTE!

i The seating position depends highly on how you want to use the SCOTT bike. Ask your SCOTT dealer or your trainer for help. The advices given below are suitable for typical SCOTT road, SCOTT city, SCOTT trekking and SCOTT cross-country/marathon bikes.

NOTE!

i If sitting on the saddle causes you trouble, e.g. because it numbs your crotch, this may be due to the saddle. Your SCOTT dealer has a very wide range of saddles available and will be pleased to advise you.

ADJUSTMENT OF THE SADDLE TO THE CORRECT HEIGHT

The correct saddle height depends on the length of your legs. When pedalling, the ball of your foot should be positioned above the centre of the pedal axle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point **(a)**, otherwise your pedalling will become awkward.

Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes.

Sit on the saddle and put your heel on the pedal at its lowest point **(b)**. Your leg should be fully stretched and your hips should remain horizontal.

To adjust the saddle height loosen the quick-release lever (see chapter “Using quick-releases and thru axles”) or the binder bolt of the seat post clamp at the top of the seat tube **(c)**. The latter requires suitable tools, e.g. an Allen key, with which you turn the bolt two to three turns anticlockwise. Now you can perform the vertical adjustment of the seat post.

Be sure not to pull out the seat post too far – the mark on the seat post (end, max., min., stop or the like) should always remain within the seat tube **(d)** – and always grease the part of an aluminium or titanium seat post that is inserted into a seat tube made of aluminium, titanium or steel. Do not grease carbon seat posts and/or carbon seat tubes in the clamping area! Use special carbon assembly paste instead.

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point **(e)**.

Clamp the seat post tight again by closing the quick-release, as described in the chapter “Using quick-releases and thru axles” or by turning the seat post binder bolts clockwise in half turns or better in steps of 0.5 Nm increments starting at 3 Nm. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.

Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube **(f)**. If it does rotate, gently retighten the binder bolt of the seat post clamp by half a turn or better by a quarter turn or in steps of 0.5 Nm increments and do the check again.

Does the leg stretch test now produce the correct result? Check by moving your foot and pedal to the lowest point. When the ball of your foot is exactly above the pedal centre in the ideal pedalling position, your knee should be slightly bent. If this is the case, the saddle height is adjusted to the correct height.



Check whether you can touch the ground safely while sitting on the saddle by stretching your feet to the floor **(a)**. If not, you should lower the saddle until you can, at least to begin with.

DANGER!

⚡ Never apply grease or oil into a seat tube of a frame made of carbon unless an alloy sleeve is inside the frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead **(b)**.

DANGER!

⚡ When riding steep downhill courses on your SCOTT mountain bike, a lower saddle height is often better for some riding manoeuvres. This allows a better control of the SCOTT bike.

DANGER!

⚡ Make sure not to overtighten the binder bolt of the seat post clamp. Otherwise you may damage the seat post or the frame. Risk of accident!

DANGER!

⚡ Never ride your bike with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the rear stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.

CAUTION!

! If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your SCOTT dealer for advice. Do not use brute force!

CAUTION!

! Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

**NOTE!**

i Children and adolescents need to have the saddle height and the position of saddle and handlebars checked at least every three months!

NOTE!

i If your SCOTT bike has a dropper seat post **(c)**, you find more information in your detailed SCOTT owner's manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

ADJUSTMENT OF THE HEIGHT OF THE HANDLEBARS

The height of the handlebars compared to the saddle and the distance between saddle and handlebars determine how much your upper body will be inclined forward. Lowering the handlebars gives you a streamlined position and brings more weight to bear on the front wheel. However, it also entails an extremely forward leaning posture which is tiring and less comfortable, because it increases the strain on your wrists, arms, back, upper body and neck.

There are three different stem systems that allow vertical adjustment of the handlebars, **the conventional (d), the adjustable (e) and the Aheadset®-stem (f)**. These systems require special knowledge. In this regard, the descriptions hereafter may be incomplete. If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

⚡ The stem is one of the load bearing parts of your SCOTT bike. Changes to it can impair your safety. If you are in doubt or if you have any questions, contact your SCOTT dealer!

DANGER!

⚡ These routines require a certain amount of manual skill and (special) tools. Ask your SCOTT dealer to explain you both function and adjustment of your stem or let him do that work.

DANGER!

⚡ The bolted connections of stem and handlebars have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter “Recommended torque settings for your SCOTT bike” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual, directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

⚡ Stems come in varying lengths (a) as well as shaft and binder tube diameters (b). A stem of inappropriate dimension can become a source of danger: Handlebars or stems can break, resulting in an accident. When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your SCOTT dealer will be pleased to help you.

CAUTION!

! Make sure the handlebar-stem combination is approved by the handlebar and/or stem manufacturer.

CAUTION!

! Make sure the handlebar clamping area is free of sharp edges.

Stems - conventional

Handlebars with conventional stems allow limited vertical adjustment. This is done by moving the stem up or down inside the fork steerer tube (c).

Ask your SCOTT dealer to explain you both function and adjustment of your stem or, still better, let him do that work.

For more information see the chapter “Adjustment of the height of the handlebars” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

**DANGER!**

⚡ Never ride a SCOTT bike with a stem that has been drawn out beyond the mark for the maximum permissible height (c)! Check all bolted connections and test your brakes before you set off!

CAUTION!

! Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

Stems - adjustable

There are various solutions for adjusting the tilt of the front part of adjustable stems:

Some designs use bolts on the sides of the joint (d), others have bolts coming from above or below, and others again are equipped with additional locking mechanisms or adjusting bolts.

Ask your SCOTT dealer to explain you both function and adjustment of your stem or, still better, let him do that work.

For more information see the chapter “Adjustment of the height of the handlebars” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

CAUTION!

! Keep in mind that readjusting the position of the stem changes the position of handlebars, brake levers and shifters. Readjust these components, as described in the chapter “Adjustment of the handlebar tilt and the brake levers”.

Stems for threadless systems - Aheadset®

In the case of SCOTT bikes with Aheadset® headsets the stem also serves to adjust the bearing preload. If you change the position of the stem you have to readjust the bearing play (see the chapter “Headset” in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD). The vertical setting range is determined by the intermediate rings, also referred to as spacers (e). In the case of flip-flop stem models (f) the stem can be mounted the other way round to achieve a different handlebar height.

Ask your SCOTT dealer to explain you both function and adjustment of your stem or, still better, let him do that work.

DANGER!

⚡ In the case of turned stems, it is possible that the cables are too short. In this case riding can be unsafe. If in doubt, ask your SCOTT dealer.

DANGER!

⚡ When removing spacers (a) the fork steerer tube must be shortened. This change is irreversible. The shortening should be carried out by your SCOTT dealer, but only after you have found your preferred position.

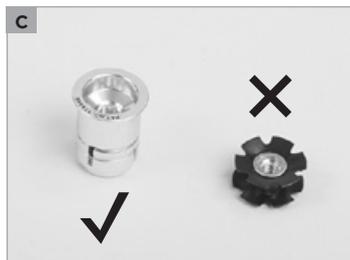
What to bear in mind with SCOTT bikes with carbon steerer

Always make sure before assembly to use a headset compatible with the stem. We recommend the use of a SYNCROS stem and headset when mounting a SCOTT/SYNCROS carbon fork, as they are designed to work together. If you choose to use the product of another manufacturer, make sure it is compatible with the SCOTT/SYNCROS fork. SCOTT assumes no responsibility for problems resulting from the use of non-SCOTT/SYNCROS products. Never use more than 40 mm stack height of spacers between headset and stem (b).

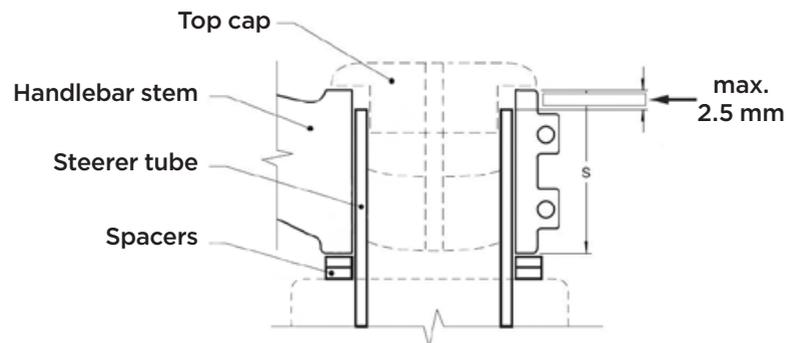
Never use more than 5 mm stack height of spacers above the stem between the top cap of the headset and the stem (b).

Do use minimum 5 mm stack height of spacers below the stem between the cap of the headset and the stem.

1. The fork steerer, especially in case of a carbon steerer, must be assembled with the originally supplied internal expander wedge. Never use a standard star flanged nut on carbon fork steerers (c).
2. When cutting the steerer tube use handtools only. Do not use a power saw or a speed cutter, but use a hand saw with a fine blade for metal cutting (d) and a saw guide.
3. Once you have cut the steerer tube to the desired length, remove all burrs at the top of the steerer tube. Make sure to wear appropriate safety protection, safety goggles, gloves and breathing mask. Avoid inhaling the carbon dust. Do not blow or sweep the dust off, but remove it with a moist rag. Dispose of it immediately.



4. Apply a thin and even layer of grease on the bearings before mounting the fork in the frame. Make sure the clamping surfaces of the stem remain clear of grease. Otherwise there is the risk that a secure clamping of the stem is no longer possible. Apply special carbon assembly paste on the inside of the stem as well as on the fork steerer inside and outside in the area of the clamping. This increases the friction and ensures a secure fit.
5. Slide the expander into the carbon steerer until it is flush with the top of the steerer.
6. Tighten the expander by using an 8-mm Allen key to a maximum torque value of 4-5 Nm making sure that the expander stays flush to the top of the steerer and doesn't lift slightly (e). Make sure there is no more than 2.5 mm between the top of the stem clamp and the top of the steerer as shown on the illustration.



7. Clamp the stem onto the steerer tube with a maximum of 6 Nm (f) and also respect the maximum torque value of the stem manufacturer. The lower value indicated on these components has to be accepted as a maximum torque value. Do not overtighten!
8. Make sure the stem has no sharp edges on the contact area for the steerer or the handlebar. This could result in serious accidents. In case you change your stem to another model or brand, please contact your authorized SCOTT/SYNCROS dealer. SCOTT will not be liable in case a not originally provided SCOTT or SYNCROS stem is used on the bike assembly. In case of further questions, please contact your authorized SCOTT/SYNCROS dealer or the national distributor of SCOTT/SYNCROS.

DANGER!

⚡ Modifications in the area of the carbon forks are jobs which should be left to a skilled two-wheel/bicycle mechanic. SCOTT therefore recommends that you ask your SCOTT dealer to do any work on the carbon fork, whenever necessary. Wrong processing and unfavorable stems may lead to breakage. Risk of accident!

DANGER!

⚡ Sawdust from cutting carbon components has a reputation of causing cancer. Therefore, do not blow or sweep the dust off, but remove it with a moist rag. Dispose of it immediately.

Saddle adjustment – fore-to-aft position and horizontal tilt

The inclination of your upper body **(a)**, and hence your riding comfort and pedalling power, are also influenced by the distance between the grips of the handlebars and the saddle. This distance can be altered slightly by changing the position of the saddle rails in the seat post clamp. However, this also influences your pedalling. Whether the saddle is positioned more to the front or to the back of the bike will alter how rearward the pedalling position of your legs is.

Make sure the saddle is clamped within the range of the marking on the saddle rail, i.e. on the straight part of the rail, never in the curved sections.

You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.

DANGER!

⚡ The bolted connections of the seat post have to be tightened to the prescribed torque values **(b)**. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter “Recommended torque settings for your SCOTT bike” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual, directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

⚡ Make sure the saddle is clamped within the range of the marking on the saddle rail **(c)** and not in the curved section of the saddle rails. Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the prescribed values.

DANGER!

⚡ The setting range of the saddle is very small. Replacing the stem allows you to make far bigger adjustments to the rider’s fore-to-aft position, as stems come in different lengths **(d)**. In doing so you may achieve differences of more than ten centimetres. In this case you usually would have to adjust the length of the cables – a job best left to your SCOTT dealer!

NOTE!

i The manufacturers of saddles deliver their products with detailed manuals. You find these manuals on the enclosed SCOTT info CD. Read them carefully before adjusting the position of your saddle. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Adjustment of saddle position and tilt

With **patent seat posts (e)** one or two bolts fix the clamping mechanism, which controls the tilt and the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Release the bolt(s) at the top of the seat post. Release the bolt(s) two to three turns anticlockwise at the most, otherwise the whole assembly can come apart. Move the saddle forth or back, as desired. You may have to give the saddle a light blow to make it move. Please observe the markings on the saddle rail.

Make sure the seat of the saddle remains horizontal **(f)** as you retighten the bolt(s). Your SCOTT bike should stand on level ground while you adjust the saddle.



Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Retighten the bolt(s) with a torque wrench according to the manuals of the manufacturer. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle **(a)**.

DANGER!

 Poorly tightened or loosening bolts can fail. Risk of accident!

DANGER!

 Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

Clamping with two bolts in line (b): release both bolts two to three turns anticlockwise, otherwise the whole assembly can come apart. Move the saddle forward or backward as desired to adjust the horizontal position. You may have to give the saddle a light blow to make it move. Please observe the markings on the saddle rail.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Tighten both bolts evenly so that the saddle remains at the same angle. If you wish to lower the nose of the saddle a little, tighten the front bolt clockwise. You might have to loosen the rear bolt a little as well. To lower the rear part of the saddle, the rear bolt has to be tightened clockwise **(c)** and the front bolt has to be released, if necessary. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.

DANGER!

 Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

 Poorly tightened or loosening bolts can fail. Risk of accident!

If you have a **single bolt system (d)**, unscrew the fixing bolt as far as possible without loosening the lock nut on the outer side of the clamping device **(e)**. In general, it is not necessary to take the mechanism completely apart, if it is already equipped with the correct outer clamps for your saddle.

If you do find it necessary to unscrew the single fixing bolt completely, remove it from the clamping device. This releases the outer clamping parts. The inner clamping parts are typically held in position with a rubber retention plate.

Mount the saddle rails into the inner clamping parts, add the outer parts and re-insert the fixing bolt. If the width of the saddle rails does not fit exactly into the clamp grooves, do not try to force them in. The clamping mechanism or the saddle rails could break and result in an accident and/or injuries to the rider.

Use a different saddle model **(f)** or contact your SCOTT dealer.

DANGER!

 When choosing another saddle, observe that there are round and ovalized rails. Replace the fitting pieces of the clamp accordingly.



If the saddle rails fit into the clamp grooves, slide the saddle on the seat post and ensure that the clamp is positioned midway along the total length of the rails **(a)**. Position the saddle so that its upper surface is parallel to the ground. Tighten the bolt gradually and make sure

- 1) the clamping device is still accurately mounted on the carbon seat post head and
- 2) the clamp is tightening evenly around each rail.

Once there is uniform hold on both rails, tighten the bolt gradually with a torque wrench **(b)** until you have reached the maximum torque value indicated in Newton metres (Nm) on the seat post.

DANGER!

⚡ Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

⚡ Poorly tightened or loosening bolts can fail. Risk of accident!

COCKPIT ADJUSTMENT

Brake lever reach adjustment on SCOTT road racing and cyclo-cross bikes

In particular, riders with small hands should ask their SCOTT dealer to adjust the brake lever position **(c)**, i.e. the position where the brake starts to be effective, to the length of the rider's fingers immediately on purchase.

Some models of various brands allow an adjustment at the brake lever/shifter, e.g. by means of adjusting bolts or spacers **(d)**. In the case of the other models the brake cables are clamped according to your wishes at the brake bodies. Adjusting bolts located in this area only serve to compensate brake pad wear.

Have the lever reach adjusted and make sure the first phalanx of the index finger reaches around the brake lever/shifter. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter "Brakes" in this SCOTT short manual as well as in your detailed SCOTT owner's manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

NOTE!

i Some manufacturers offer brake levers/shifters which are suitable for small hands. If you have any problems with the brake lever reach, contact your SCOTT dealer.

Adjustment of handlebar tilt and brake lever/shifter units on SCOTT road racing and cyclo-cross bikes

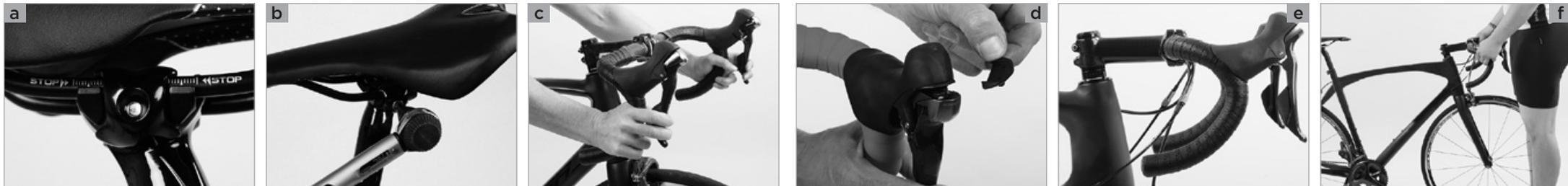
The straight extensions below the drops should be parallel to the ground or point slightly downwards towards the rear **(e)**. The grips of the brake lever/shifter units are horizontal or point slightly upwards. The ends of the brake lever/shifter units should meet an imaginary extension of the bottom line of the drops.

Shifting the brake levers/shifters is a job best left to your SCOTT dealer, as it involves retaping the handlebars afterwards.

To adjust the tilt of the handlebars, release the Allen bolt(s) on the underside or front side of the stem. Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width. If you have a stem with several bolts, tighten them evenly in a cross pattern by using a torque wrench and observe the recommended torque values.

Check by trying to rotate the handlebars relative to the stem **(f)** and tighten the bolt a little more, if necessary.



Use a torque wrench and never exceed the maximum torque values given in this SCOTT short manual as well as in your detailed SCOTT owner's manual, directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

What to bear in mind with SCOTT aero bars on SCOTT triathlon bikes and time trial machines

In triathlon sport and time trial, where a particularly aerodynamic seating position is important, so-called aero bars are commonly used. With these aero models the shifters are often positioned at the handlebar ends, the brake levers at the ends of bull-horn handlebars. When you ride with your back in a horizontal position, the brake levers are out of reach **(a)** and the reaction time is longer, which makes your stopping distance longer. For this reason it is very important to anticipate problems when riding.

Within certain limits the position of the handlebars can be adjusted according to your personal preferences. That means that the straight part of the aero bars should point downwards or upwards to an only minor degree. The basic handlebars should be parallel to the ground or point slightly upwards. Make sure your forearms are always comfortably rested, i.e. your elbows should project beyond the armrests a little towards the rear. Bring the armrests in a position which allow you to breathe freely.

DANGER!

 **Note that the distance you need to stop your bike increases, while riding with the hands on the top handlebars or in aerodynamic position. The brake levers are not always within easy reach.**

Brake lever reach adjustment on SCOTT city, trekking, cross, kids' and mountain bikes

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands **(b)** the convenience of bringing the brake levers closer to the handlebars. On most bikes there is a small adjusting screw near the point where the brake cable of a cable brake enters the brake lever unit or at the lever itself. Turn this bolt clockwise **(c)** and watch how the lever adjusts as you do so.

Hydraulic brakes are also fitted with adjusting devices at the brake lever. There are different systems. Ask your SCOTT dealer for advice or read the manuals of the component manufacturers on the enclosed SCOTT info CD.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever **(d)**. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter "Brakes" in this SCOTT short manual as well as in your detailed SCOTT owner's manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

 **Make sure your child cannot pull the brake levers all the way to the handlebars. Your maximum braking force must be reached short of this point.**

NOTE!

 **In the case of hydraulic brakes and disc brakes follow the manuals of the brake manufacturer, which you can find on the enclosed SCOTT info CD. If you are in doubt or if you have any questions, contact your SCOTT dealer.**

Adjustment of handlebar tilt and brake levers on SCOTT city, trekking, cross, kids' and mountain bikes

The handlebars are usually slightly bent at the ends. Set the handlebars to a position in which your wrists are relaxed and not turned outwards too much **(e)**.

Release the Allen bolt(s) at the bottom or front side of the stem.

Turn the handlebars to the desired position. Make sure the handlebars are accurately centred in the stem.

Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width **(f)**.



Tighten the bolts evenly and in a cross pattern, i.e. alternately and gradually, to the lower value of the recommended torque values using a torque wrench.

Try rotating the handlebars once clamped in the stem **(a)** and tighten the bolt a little more, if necessary **(b)**. Use a torque wrench and never exceed the maximum torque values! You find them directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD. If the handlebars are not tight with the prescribed torque value, use carbon assembly paste.

After adjusting the handlebars you need to adjust the brake lever/shifter units. Release the Allen bolt at either unit. Turn the levers relative to the handlebars. Sit in the saddle and place your fingers on the brake levers.

Check whether the back of your hand forms a straight line with the line of your forearm **(c)**. Retighten the units with a torque wrench and do a twist test! The brake levers need not be absolutely tight. In case of a fall it is an advantage when the brake levers can be turned.

DANGER!

⚡ Tighten the bolts at the stem until the clamping slots between the stem body and the faceplate are parallel and identical in width at the top and at the bottom. Tighten the bolts evenly and in a cross pattern **(d)**, i.e. alternately and gradually, by using a torque wrench to the lower value of the recommended torque values.

DANGER!

⚡ Note that the bolted connections of the stem, handlebars, bar ends and brakes have to be turned to their prescribed torque values. Use a torque wrench and never exceed the maximum torque values! The torque values are given in the chapter "Recommended torque settings for your SCOTT bike" in this SCOTT short manual as well as in your detailed SCOTT owner's manual, directly on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

Bar ends

Bar ends and multi-position handlebars give you additional ways of gripping the handlebars.

The bar ends are mounted with a slight upward inclination. Never fix bar ends in vertical position or with their ends pointing rearwards as this would increase the risk of injury in the event of an accident.

DANGER!

⚡ Be aware that the distance you need to stop your bike increases, when you are riding with your hands on bar ends **(e)** or on multi-position handlebars. The brake levers are not always within easy reach.

CAUTION!

! If you want to mount multi-position handlebars or bar ends to the aluminium or carbon handlebars of your SCOTT bike, inform yourself in advance whether these components are permitted on your SCOTT bike. If necessary, contact your SCOTT dealer before mounting.

SUSPENSION ON SCOTT BIKES

FRONT SUSPENSION

Lots of SCOTT bikes, in particular SCOTT mountain bikes, SCOTT cross and SCOTT trekking bikes have suspension forks **(f)**. This feature gives you better control of your SCOTT bike when riding cross-country or on rough road surfaces and ensures more ground contact for the tyre. The (shock) loads on you and your SCOTT bike are noticeably reduced. Suspension forks differ in their types of spring elements and damping. Suspension forks normally work with air spring elements or with coil springs.



Damping is usually done by oil. To work perfectly, the fork has to be adjusted to the weight of the rider, the sitting posture and the intended use **(a)**. Be sure to have this adjustment carried out by your SCOTT dealer at the time of delivery. For more information see the chapter “Front suspension” in your detailed SCOTT owner’s manual as well as in the manuals of the suspension fork manufacturer on the enclosed SCOTT info CD.

DANGER!

⚡ The suspension fork should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases **(b)**. A spring rate which is too soft (air pressure is too low) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will sustain damage over time, and so will the frame.

DANGER!

⚡ A too strong damping of the suspension fork can result in a sluggish rebound movement with a suspension fork that will not recover when exposed to a quick series of impacts. Risk of falling!

DANGER!

⚡ Do not turn any bolt on your suspension fork, particularly not with tools, in the vague hope of adjusting it somehow. You could be loosening the fastening mechanism, thus provoking an accident. All manufacturers normally mark adjustment devices with a scale or with “+” (for stronger damping/harder suspension) and “-” signs.

DANGER!

⚡ Suspension forks are designed to absorb shocks. If the fork is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. This could damage the suspension fork itself as well as the frame. If your suspension fork has a lockout mechanism **(c)**, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).

NOTE!

i More information on adjusting and maintenance is available on the internet at www.srsuntour-cycling.com www.foxracingshox.de
www.rockshox.com www.rst.com.tw/en/

**NOTE!**

i Suspension fork manufacturers normally include manuals with their deliveries. You find these manuals on the enclosed SCOTT info CD. Read these carefully before changing any settings or doing any maintenance work on your suspension fork.

REAR SUSPENSION

Full suspension SCOTT bikes are not only equipped with a suspension fork but also with movable rear stays **(d)** which are sprung and damped by a rear shock. This feature gives you better control of your SCOTT bike when riding cross-country or on rough road surfaces. The (shock) loads on you and your SCOTT bike are noticeably reduced. The rear shock normally works with an air spring element or – less frequently – with coil springs. Damping is usually done by oil.

To work perfectly, the rear shock has to be adjusted to the weight of the rider, the sitting posture and the intended use **(e)**. Be sure to have this adjustment carried out by your SCOTT dealer at the time of delivery.

For more information see the chapter “Rear suspension” in your detailed SCOTT owner’s manual as well as in the manuals of the rear shock manufacturer on the enclosed SCOTT info CD.

DANGER!

⚡ Full suspension frames are designed to absorb shocks. If the rear shock is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. This could damage the rear shock itself as well as the frame. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).

DANGER!

⚡ The rear shock should be set up and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases **(f)**. A spring rate which is too soft (air pressure is too low) can usually be heard or felt as a “clunk” type noise. This noise is caused by the sudden complete compression of the suspension strut as it reaches bottom out. If the suspension strut frequently reaches bottom out, it will sustain damage over time, and so will the frame.

DANGER!

⚡ A too strong damping of the rear frame can result in a sluggish rebound movement with a suspension strut that will not recover when exposed to a quick series of impacts. Risk of falling!

DANGER!

⚡ Do not turn any bolt on your suspension fork, particularly not with tools, in the vague hope of adjusting it somehow. You could be loosening the fastening mechanism, thus provoking an accident. All manufacturers normally mark adjustment devices with a scale or with “+” (for stronger damping/harder suspension) and “-“ signs (a).

NOTE!

i Rear shock manufacturers normally include manuals with their deliveries. You find these manuals on the enclosed SCOTT info CD. Read these carefully before changing any settings or doing any maintenance work on your rear shock.

NOTE!

i More information on adjusting and maintenance is available on the internet at www.foxracingshox.de www.xfusionshox.com

BRAKES

Brakes (b+c) are used for adjusting one’s speed to the surrounding terrain and traffic. In an emergency situation, the brakes must bring your SCOTT bike to a halt as quickly as possible.

In the event of such emergency brakings, the rider’s weight shifts forward abruptly, thus reducing the load on the rear wheel. The rate of deceleration is primarily limited by the danger of the rear wheel losing contact with the ground, resulting in an overturning of the SCOTT bike and, secondly, by the grip of the tyres on the road (d). Such a problem becomes particularly acute when riding downhill. Therefore, in case of an emergency braking you should try to shift your weight towards the rear and the ground as far as possible.



Actuate both brakes simultaneously (e) and bear in mind that, due to the weight transfer, the front brakes can generate a far better braking effect on a surface with good grip.

The braking conditions on unpaved surfaces and when it is wet or dirty differ, i.e. overbraking the front wheel can make the wheel slip away.

Make yourself familiar with the operation before you set off for the first time. Practice braking on different kinds of surfaces in an area free of traffic.

For more information see the chapter “Brakes” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

DANGER!

⚡ The assignment of brake lever to brake calliper can vary, e.g. left lever acts on front brake. Have a look at the SCOTT bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your SCOTT dealer to switch the brake levers before you set off for the first time.

DANGER!

⚡ Be careful while getting used to the brakes. Practice emergency stops in a place clear of traffic until you are comfortable controlling your SCOTT bike. This can save you from having accidents in road traffic.

DANGER!

⚡ Wet weather reduces the braking effect and the road grip of the tyres. Be aware of longer stopping distances when riding in the rain, reduce your speed and actuate the brakes carefully.

DANGER!

⚡ Ensure that the braking surfaces and brake pads are absolutely free of wax, grease and oil (f). Risk of accident!

CAUTION!

! When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your SCOTT dealer will be pleased to help you.

NOTE!

i Read in any case the chapter “Brakes” in your detailed SCOTT owner’s manual as well as in the manuals of the brake manufacturer on the enclosed SCOTT info CD before you start to readjust or to service the brake or before doing any work whatsoever.

GEARS

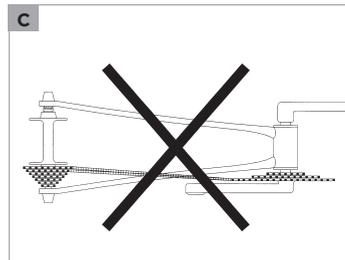
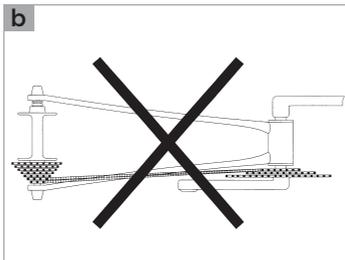
The gears of your SCOTT bike serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

In the case of **derailleur gears (a)** a low gear where the chain runs on the small chainring and on a large sprocket allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace or higher frequency. High gears (large chainring, small sprocket) are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed.

Continue pedalling during gear shifting, however, at clearly reduced pedalling force. In particular when shifting through the chainrings continue pedalling slowly and without force.

Modern SCOTT bikes can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. The chain runs unfavourably when the smallest chainring is used with one of the two or three outermost (smallest) sprockets **(b)** or when the largest chainring is used with one of the innermost (largest) sprockets **(c)**.

In the case of **multi-speed hubs (d)** and **gearbox shift systems** “1” stands for the first, lowest gear. The gears are shifted through one after the other, if possible without turning the pedals, at least, however, at reduced pedal pressure. The highest number stands for the highest gear.



The pedalling force is transmitted from the crank to the rear wheel either by a chain or by a belt.

For more information see the chapter “Gears” in your detailed SCOTT owner’s manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD.

CAUTION!

! Before you set off for the first time practice shifting gears in a place free of traffic until you are familiar with the functioning of the levers or twist grips of your SCOTT bike.

CAUTION!

! Always make sure changing gears makes as little noise as possible and is absolutely jerk-free.

NOTE!

i Read in any case the chapter “Gears” in your detailed SCOTT owner’s manual as well as in the manuals of the gear manufacturer on the enclosed SCOTT info CD before you start to readjust or to service the gears or before doing any work whatsoever.

TESTS AFTER AN ACCIDENT

1. Check whether the wheels are still firmly fixed in the drop-outs **(e)** and whether the rims are still centred with respect to the frame or fork. Spin the wheels and observe the gap either between brake pads and rim sides **(f)** or between frame and tyre. If you have rim brakes and the width of the gap changes markedly and you have no way to true the rim where you are, you need to open the brakes a little with the special device so that the rim can run between the brake pads without touching them. Please note that in this case the brakes may not act as powerfully as you are used to.

No matter whether you have rim or disc brakes, have the wheels trued by your SCOTT dealer immediately after you are back home. For more information see the chapters “Brakes”, “Using quick-releases and thru axles” and “Wheels and tyres” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

2. Check that handlebars and stem are neither turned nor bent nor broken and that they are level and upright **(a)**. Check whether the stem is firmly fixed in the fork by trying to turn the handlebars relative to the front wheel. Briefly lean on the brake levers to make sure the handlebars are firmly fixed in the stem.

Realign the components, if necessary, and gently tighten the bolts to ensure a reliable clamping of the components **(b)**. The maximum torque values are printed directly on the components or specified in the manuals of the component manufacturers on the enclosed SCOTT info CD.

For more information see the chapters “Adjusting the SCOTT bike to the rider” and “Headset” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

3. Check whether the chain still runs on the chainrings and the sprockets. If your SCOTT bike fell over to the chain side, verify the proper functioning of the gears. Ask somebody to lift your SCOTT bike by the saddle and carefully shift through all the gears. Pay particular attention when switching to the small gears, making sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets **(c+d)**.

If the rear derailleur or the drop-outs/derailleur hanger is bent, the rear derailleur may collide with the spokes. This in turn can destroy the rear derailleur, the rear wheel or the frame.

Check the function of the front derailleur, as a displaced front derailleur can throw off the chain, thus interrupting the drive of your SCOTT bike. Risk of falling!

For more information see the chapter “Gears” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

4. Make sure the saddle is not out of alignment using the top tube **(a)** or the bottom bracket shell as a reference. If necessary, open the clamping, realign the saddle and retighten the clamping.

For more information see the chapters “Adjusting the SCOTT bike to the rider” and “Using quick-releases and thru axles” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.

5. Let your SCOTT bike bounce on the ground from a small height **(e)**. If there is any rattling, see where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.
6. Finally, take a good look at the whole SCOTT bike to detect any deformations, colour changes or cracks **(f)**. Ride back very carefully by taking the shortest route possible.

DANGER!

 Ride back very carefully, even if your SCOTT bike went through this check without any problems. Do not accelerate or brake hard and do not ride your bike out of the saddle. If you are in doubt about the performance of your SCOTT bike, have yourself picked up by car, instead of taking any risk.

DANGER!

 Back home you need to check your SCOTT bike thoroughly. Damaged parts must be repaired or replaced. Ask your SCOTT dealer for advice. For more information on carbon components see the chapter “Carbon – a particular material” in this SCOTT short manual as well as in your detailed SCOTT owner’s manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.



DANGER!

⚡ Deformed components, especially components made of aluminium, can break without previous warning. They must not be repaired, i.e. straightened, as this will not reduce the imminent risk of breakage. This applies in particular to the fork, the handlebars, the stem, the cranks, the seat post and the pedals. When in doubt, it is for your safety always the better choice to have these parts replaced. Ask your SCOTT dealer for advice.

DANGER!

⚡ If your SCOTT bike is assembled with carbon components (a), it is imperative that you have it checked by your SCOTT dealer after an accident or similar incident. Carbon is extremely strong and durable with very low weight, making it perfect for the production of high-performance parts. However, one of the inherent properties of carbon is that possible overstress may compromise the inner carbon-fibre structure without showing any visible deformation, as is the case with steel or aluminium. A damaged component can fail without previous warning. Risk of falling!

CAUTION!

! Make it a rule to check the functioning and in particular the limit stop of the rear derailleur after a fall or if your SCOTT bike has toppled over.

CARBON – A PARTICULAR MATERIAL

Special characteristics of components made of carbon-fibre-reinforced plastics, also referred to as carbon or CRP, need to be taken into account. Carbon (b) is an extremely strong material which combines high resistance with low weight.

After overstress, however, carbon components, unlike metal parts, do not necessarily show durable or visible deformation even though some of the fibres may be damaged. It is very dangerous to continue using the carbon component after an impact or undue stress, as it may fail without previous warning thereby causing an accident with unforeseeable consequences. For this reason we recommend that you have the component, or to be certain, the entire SCOTT bike checked by your SCOTT dealer after every incident, such as e.g. a crash.

Replace a damaged component (c) at once! Prevent further use by taking appropriate measures, i.e. saw the component into pieces. Damaged carbon frames can possibly be repaired. Contact your SCOTT dealer.

Carbon components must not be exposed to excessive heat. Therefore, never have a carbon component enamelled or powder-coated. The temperatures required for enamelling or powder-coating could destroy the component. Do not leave carbon fibre components near a source of heat or in your car during hot or sunny weather.

In addition, carbon is sensitive to pressure. Therefore, do not mount your SCOTT frame on a mounting carrier with inappropriate clamps (d).

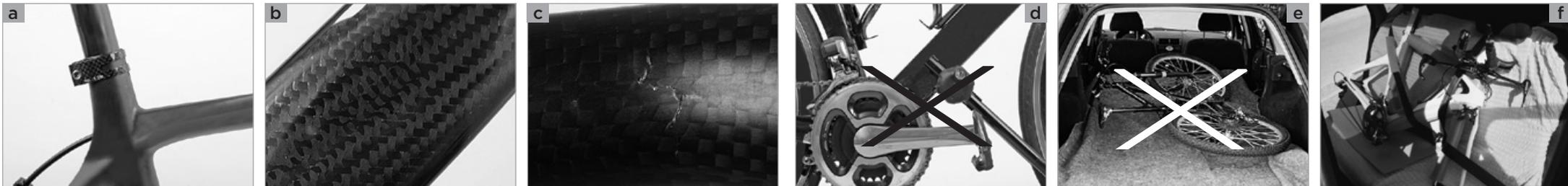
Carbon components have, like all lightweight bike components, a limited service life. For this reason, have the stem and the handlebars checked at regular intervals (e.g. every three years), even if they have not experienced any undue stress, such as an accident.

When you intend to transport your SCOTT bike in the boot of your car (e), be sure to protect the bike or the carbon frame and components. Blankets, foam tubes or the like are a suitable padding to protect the sensitive material from damage (f). Do not place any bags on your SCOTT bike lying in your car.

Always park your SCOTT bike carefully and make sure it does not topple over. Carbon frames and components may already sustain damage by simply toppling over and thereby hitting e.g. a sharp edge.

DANGER!

⚡ If carbon components on your SCOTT bike produce any creaking or cracking noises or show any external sign of damage, such as gouges, cracks, dents, discolorations etc., do not use the SCOTT bike any longer. Contact your SCOTT dealer immediately; he will check the component thoroughly.



DANGER!

⚡ Do not combine carbon handlebars with bar ends or an aero bar, unless they are specifically approved. Do not shorten carbon handlebars or clamp the brake levers and shifters more in the middle than indicated or needed. Risk of breakage!

DANGER!

⚡ Make sure all carbon clamping areas are absolutely free of grease and other lubricants! Grease will penetrate the surface of the carbon material, thereby reducing the coefficient of friction. This will no longer provide reliable clamping within the prescribed torque values. Once greased, carbon components may never again ensure reliable clamping! Use a special carbon assembly paste instead as offered by various manufacturers.

CAUTION!

! Most clamps of bike carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames can fail during use without previous warning. Suitable, special-purpose models are, however, available in the car accessory trade **(a)**. Inform yourself there or ask your SCOTT dealer for advice.

CAUTION!

! Do not clamp a carbon frame or seat post in the holding jaws of a workstand **(b)**! The components may sustain damage. Mount a sturdy (aluminium) seat post instead and use it to clamp the frame, or choose a work stand that holds the frame at three points inside the frame triangle or which clamps the fork and bottom bracket shell.

NOTE!

i Protect the exposed areas of your carbon frame (e.g. the head tube and the underside of the down tube) against rubbing cables or stone chips with special pads **(c)** your SCOTT dealer keeps for sale.

GENERAL NOTES ON CARE AND SERVICING**MAINTENANCE AND SERVICING YOUR SCOTT BIKE**

Your SCOTT dealer will have assembled and adjusted your SCOTT bike ready for use when you come to collect it. Nevertheless, your SCOTT bike needs regular servicing **(d)**. Have your local SCOTT dealer do the scheduled maintenance work. This is the only way to ensure that all components function safely and reliably for many kilometres.

The bike will be due for its first service after 100 to 300 kilometres, 5 to 15 hours of initial use or four to six weeks, at the latest however after three months. The bedding-in phase typically involves spokes slightly losing tension or gears coming out of adjustment, so there is every reason to have your SCOTT dealer service the SCOTT bike at this stage. This bedding-in process is unavoidable. Therefore, remember to make an appointment with your SCOTT dealer to have your new SCOTT bike inspected. This first service is very important for both functioning and durability of your SCOTT bike.

It is advisable to have your SCOTT bike serviced regularly by your SCOTT dealer after the bedding-in phase, i.e. according to the SCOTT service and maintenance schedule. If you ride a great deal on poor road surfaces or off-road, it will require correspondingly shorter service periods (see SCOTT service plan). The off-season during the winter months is a very good time to take your SCOTT bike to your SCOTT dealer for the annual inspection, as they will have plenty of time for you and for servicing.

The intended use of your SCOTT bike includes regular servicing and the replacement of worn out parts in time, e.g. chains, brake pads **(e)** or bowden and brake cables **(f)**. This will ensure the safe functioning and therefore has an influence on the liability for material defects and the warranty.

For more information see the chapter "SCOTT service and maintenance schedule" in this SCOTT short manual as well as in your detailed SCOTT owner's manual and in the manuals of the component manufacturers on the enclosed SCOTT info CD.



DANGER!

⚡ Servicing and repairs are jobs best left to your SCOTT dealer. If you have your bike serviced by anyone else than an expert, you run the risk that parts of your SCOTT bike will fail. Risk of accident! When working on your SCOTT bike; restrict yourself to jobs for which you have the suitable tools, e.g. a torque wrench (a), and the necessary knowledge.

CAUTION!

! If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical dimension, may render your SCOTT bike unsafe. Risk of accident!

CLEANING AND CARING FOR YOUR SCOTT BIKE

Dried sweat, dirt and salt from riding during the winter or in sea air can harm your SCOTT bike. You should therefore make it a habit of cleaning all components at regular intervals.

Avoid cleaning your bike with a high-pressure cleaner. The high-pressure jet is likely to enter bearings by passing through the seals and dilute the lubricants hereby increasing the friction. This destroys and impairs the functioning of the bearing races in the long term. High-pressure jets are also likely to remove frame and rim stickers.

A much more gentle way of cleaning your bike is with a low-pressure water jet or a bucket of water and a sponge or a large brush. Cleaning your bike by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage.

After cleaning and drying you should check the chain for wear (b) and apply lubricant agent (c) (see the chapter "Bicycle chain" in your detailed SCOTT owner's manual as well as in the manuals of the component manufacturers on the enclosed SCOTT info CD).

Wipe dry the sliding surfaces of the suspension fork (d) and the rear shock and apply special spray approved by the manufacturer.



Apply a coat of standard hard wax on painted, metal and carbon surfaces (except from brake surfaces and brake discs). Polish the waxed surfaces after drying to give them a nice shine.

DANGER!

⚡ Keep cleaning agents and chain oil clear of the brake pads, brake discs and rim sides (braking surfaces). Otherwise the brake could fail. Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebars, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!

DANGER!

⚡ While cleaning, watch out for cracks (e), scratches (f), dents as well as deformed or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your SCOTT dealer.

CAUTION!

! Only use petroleum-based solvents for cleaning tough oil or grease stains from paint and carbon surfaces. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!

CAUTION!

! Do not clean your SCOTT bike with a high-pressure cleaner or a water jet and if you do, be sure to keep it at a distance. Do not aim at the bearings.

SHELTERING AND STORING YOUR SCOTT BIKE

If you regularly look after your SCOTT bike during the season, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. Store your bike in a dry, well aerated place.

If you want to store your SCOTT bike for a longer period of time, e.g. over the winter months, please observe the following things: Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your SCOTT bike is left standing on flat tyres for an extended period, this can cause damage to the structure of the tyres. It is therefore better to hang the wheels or the entire SCOTT bike **(a)** or to check the tyre pressure regularly **(b)**. Clean your SCOTT bike and protect it against corrosion. Your SCOTT dealer has special maintenance products, e.g. spray wax **(c)**.

Dismount the seat post and let dry away possibly penetrated humidity. Spray a little finely atomized oil into the metal seat tube. However, do not apply oil in a carbon seat tube. Shift the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and the springs.

CAUTION!

! Do not hang your SCOTT bike on carbon rims. Mount instead at least one aluminium wheel.

NOTE!

i There are hardly any waiting times at your SCOTT dealer during the winter months. In addition, many of the SCOTT dealers offer an annual check-up at a special price. Benefit from the idle time and ask your SCOTT dealer to do the scheduled maintenance work!



SCOTT SERVICE AND MAINTENANCE SCHEDULE

It is advisable to have your SCOTT bike serviced regularly after the bedding-in phase. The schedule given in the table below is a rough guide for cyclists who ride their bike between 1,000 and 2,000 km or 50 to 100 hours of use a year.

If you consistently ride more or if you ride a great deal on poor road surfaces, the maintenance periods of the SCOTT service plan will shorten accordingly.

| Component | What to do | Before every ride | Monthly | Annually | Other intervals |
|---------------------------------|---|-------------------|---------|----------|---|
| Lighting | Check | ▪ | | | |
| Tyres | Check pressure Check tread and side walls | ▪ | ▪ | | |
| Brakes (rim brakes) | Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary | ▪ | | | |
| Brakes (hydraulic rim brakes) | Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary | ▪ | | | |
| Brakes (mechanic disc brakes) | Check lever travel, wear of brake pads and test brakes in stationary | ▪ | | | |
| Brakes (drum/roller) | Lever travel, test brakes in stationary | ▪ | | | |
| Brakes, brake pads (rim brakes) | Clean | | ▪ | | |
| Brake cables/pads/lines | Visual inspection | | ▪ | | |
| Brakes (disc brakes) | Lever travel, brake pads, seals, test brakes in stationary Replace liquid (DOT-liquids) | ▪ | | ○ | |
| Suspension forks | Check and retighten bolts, if necessary All-inclusive service (change oil) | | | ○ | |
| Rear shock | All-inclusive service | | | ○ | |
| Rims (of rim brakes) | Check thickness, replace if necessary | | | | ○ after 2nd set of brake pads at the latest |
| Fork (rigid) | Check and replace, if necessary | | | | ○ at least every two years |
| Bottom bracket | Check for bearing play Dismount and regrease (cups) | | ▪ | ○ | |
| Chain | Check and grease, if necessary Check wear, replace, if necessary, derailleur gears | ▪ | | | ○ after 1,000 km or 50 hours of use |
| Telescopic seat post | Service | | | ▪ | |
| Crank | Check and retighten, if necessary | | ▪ | | |

| Component | What to do | Before every ride | Monthly | Annually | Other intervals |
|---|---|-------------------|---------|----------|-------------------------------|
| Painted/anodized/carbon surfaces | Polish | | | | ▪ every 6 months at least |
| Wheels/spokes | Check for trueness and tension True or retighten | | ▪ | | ○ if necessary |
| Handlebars and stem (aluminium and carbon) | Check and replace, if necessary | | | | ○ every 2 years at the latest |
| Headset | Check for bearing play Regrease | | ▪ | | ○ |
| Metal surfaces | Polish (except: rim sides of rim brakes, rotors) | | | | ▪ every 6 months at least |
| Hubs | Check for bearing play Regrease | | ▪ | | ○ |
| Pedals (all) | Check for bearing play | | ▪ | | |
| Pedals (clipless) | Clean and grease locking mechanism | | ▪ | | |
| Seat post/stem | Check bolts Dismount and re-lubricate, carbon: new assembly paste (no grease!) | | ▪ | | ○ |
| Front/rear derailleur | Clean and grease | | ▪ | | |
| Quick-releases/thru axles | Check seat | | ▪ | | |
| Bolts and nuts (Multi-speed hubs, mudguards etc.) | Check and retighten, if necessary | | ▪ | | |
| Valves | Check seat | | ▪ | | |
| Cables gears/brakes | Disassemble and regrease | | | | ○ |

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked ▪ by yourself. If you come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Jobs marked ○ are best left to your SCOTT dealer.

NOTE!

 For your own safety, bring your SCOTT bike to your SCOTT dealer for its first inspection after 100 to 300 kilometres, 5 to 15 hours of initial use or four to six weeks, and at the very latest after three months.

RECOMMENDED TORQUE SETTINGS FOR YOUR SCOTT BIKE

All bolted connections of the bike components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the SCOTT bike. This is best done with a torque wrench that disengages as soon as the desired torque value has been reached or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given start with 2 Nm. Observe the indicated values and observe the values on the components and/or in the manuals of the component manufacturers on the enclosed SCOTT info CD.

| Component | Bolted connections | Shimano ¹ (Nm) | SRAM/Avid ² (Nm) | Tektro ³ (Nm) | TRP ⁴ (Nm) |
|--------------------------|--|------------------------------|--------------------------------|-----------------------------|--------------------------|
| Rear derailleur | Mount (on frame/derailleur hanger) | 8 - 10 | 8 - 10 | | |
| | Cable clamp | 5 - 7 | 4 - 5 | | |
| | Pulley wheels | 3 - 4 | | | |
| Front derailleur | Mount on frame | 5 - 7 | 5 - 7 | | |
| | Cable clamp | 5 - 7 | 5 | | |
| Shifter | Mount on handlebars | 5 | 2.5 - 4 | | |
| | Hole covering | 0.3 - 0.5 | | | |
| Brake lever unit | Mount on handlebars | 6 - 8 | 5 - 7 | 6 - 8 | |
| | Time trial brake lever | | | 5 - 7 | |
| Hub | Quick-release lever | 5 - 7.5 | | | |
| | Lock nut for bearing adjustment | | | | |
| | Of quick-release hubs | 10 - 25 | | | |
| | Sprocket cluster lock ring | 29 - 49 | 40 | | |
| Internal gear hub | Hub axle nut | 30 - 45 | | | |
| Crank | Crank mount (grease-free square-head) | 35 - 50 | | | |
| | Crank mount (Shimano Octalink) | 35 - 50 | | | |
| | Crank mount (Shimano Hollowtech II) | 12 - 15 | | | |
| | Crank mount (Isis) | | | 31 - 34 | |
| | Crank mount (Giga X Pipe) | | | 48 - 54 | |
| Chainwheel mount | | 8 - 11 | 12 - 14 (steel) | | |
| | | | 8 - 9 (alu) | | |
| Sealed cartridge bearing | Shell (square-head) | 49 - 69 | | | |
| | Shell (Shimano Hollowtech II, SRAM Giga X Pipe) | 35 - 50 | | | |
| | Shimano Octalink | 50 - 70 | | 34 - 41 | |
| Pedal | Pedal axle | 35 | | | |
| Shoe | Cleat | 5 - 6 | | | |
| | Spike | 4 | | | |
| Brake (V-brake) | Cable clamp | 6 - 8 | 6 - 8 | 6 - 8 | 6 - 8 |
| | Brake shoe mount | 6 - 8 | 6 - 8 | 6 - 8 | 6 - 8 |
| | Brake pad fixing | 1 - 2 | | | |
| | Brake boss frame/fork | | | 8 - 10 | |

¹ www.shimano.com ² www.sram.com ³ www.tekro.com ⁴ www.trpbrakes.com

RECOMMENDED TORQUE SETTINGS FOR DISC BRAKES AND HYDRAULIC RIM BRAKES ON YOUR SCOTT BIKE

| Component | Shimano ¹ (Nm) | Avid ² (Nm) | Tektro ³ (Nm) | TRP ⁴ (Nm) | Magura HS ⁵ (Nm) |
|--|------------------------------|--|-----------------------------|--------------------------|--------------------------------|
| Brake calliper mount on frame/fork | 6 - 8 | 9 - 10 (IS adapter) 8 - 10 (brake calliper) | 6 - 8 | 6 - 8 | 6 |
| Brake lever unit on handlebars - Single-bolt clamp | 6 - 8 | Discrete Clamp Bolt/ Hinge Clamp Bolt/ XLoc Hinge Clamp Bolt: 5 - 6 Pinch Clamp Bolt: 2.8 - 3.4 Split Clamp Bolts/ Match Maker Bolts: 3 - 4 | 5 - 7 | | 4 |
| - Two-bolt clamp | | 4 - 5 | | | |
| Union screws of cable at grip and normal cable at brake calliper | 5 - 7 | 5 | | | 4 |
| Brake cable connector at brake calliper (disc tube cable) | 5 - 7 | | | | |
| Expansion tank cap | 0.3 - 0.5 | | | | |
| Bleeding device brake calliper | 4 - 6 | | 4 - 6 | | |
| Bleeding device brake lever | | | 2 - 4 | | |
| Brake disc fixing (6-holes) | 4 | 6.2 | 4 - 6 | 6 - 8 | |
| Brake disc fixing (centerlock) | 40 | | | | |
| Hose (union nut) direct connection | | | | | 4 |
| Slave cylinder (bleeder screw) | | | | | 4 |
| Brake pad retainer at brake calliper | | | 3 - 5 | | |
| Cable clamp at brake calliper | | | | 4 - 6 | |

¹ www.shimano.com ² www.sram.com ³ www.tekro.com ⁴ www.trpbrakes.com
⁵ www.magura.com

These values are reference values of the above-mentioned component manufacturers. Observe the values in the manuals of the component manufacturers on the enclosed SCOTT info CD. These values do not apply to the components of other manufacturers.

NOTE!

 Due to the unmanageable number of components on the market, SCOTT is not in a position to foresee every product that will be replaced or newly assembled by third parties. Therefore SCOTT denies any liability for such kind of additions or modifications with regard to compatibility, torque values etc. Whoever assembles or modifies the SCOTT bike shall ensure that the bike was assembled according to the state-of-the-art in science and technology.

NOTE!

 Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque value! If you are in doubt or if you have any questions, contact your SCOTT dealer.

WARRANTY AND GUARANTEE

Your SCOTT bike was manufactured with great care. Normally it is delivered to you by your SCOTT dealer fully assembled.

As direct purchaser you have full warranty rights within the first two years after purchase. Please contact your SCOTT dealer in the event of defects.

To ensure a smooth handling of your claim, it is necessary to present your receipt, your SCOTT bike card, the SCOTT handover report and the proofs of the service plan. Therefore, be sure to keep these documents in a safe place.

To ensure a long service life and good durability of your SCOTT bike, use it only for its intended purpose (see the chapter "Intended use of your SCOTT bike" and the SCOTT bike card). Please observe the permissible load specifications as specified on the SCOTT bike card. Be sure to follow the mounting instructions of the manufacturers (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in this owner's manual or in any other manuals enclosed with this delivery (see the chapter "SCOTT service and maintenance schedule") as well as any instructions concerning the replacement of safety-relevant components such as handlebars or brakes etc.

DANGER!

 Keep in mind that retrofitted accessories can impair the functioning of your SCOTT bike. If you are in doubt or if you have any questions, contact your SCOTT dealer.

NOTE!

 The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Please inform yourself about the situation in your country.

NOTES ON WEARING PARTS

Some components of your SCOTT bike are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your SCOTT bike (mileage, riding in the rain, dirt, salt etc.). SCOTT bikes that are often left standing in the open may also be subject to increased wear through weathering.

The components below require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on conditions and intensity of use. The following parts which have reached their limit of wear must be replaced:

- Drive chain
- Brake pads
- Brake fluid (DOT)
- Brake discs/rotors
- Brake cables
- Brake cable housings
- Seals of suspension elements
- Rim sides (of rim brakes)
- Incandescent bulbs/LED
- Rubber grips
- Hydraulic oil
- Chainwheels
- Chainstay protection
- Bearings in hubs, joints etc.
- Handlebar tape
- Lamps
- Tyres
- Sprockets
- Saddle covering / saddle
- Pulleys
- Bowden cables
- Bowden cable housings
- Inner tubes
- Lubricants

CAUTION!

 Register your SCOTT bike on www.scott-sports.com. That's the only way for you to benefit from the extended warranty.

DANGER!

 Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about measures to be taken, if necessary.

GUARANTEE ON SCOTT BIKES

What is covered? This warranty covers defects in materials and workmanship at the time of transfer of risks in frames, swingarms and forks (provided it is a fork of SCOTT) on SCOTT branded bikes sold completely assembled by SCOTT or an authorized SCOTT dealer ("Product").

How long does coverage last? This voluntary manufacturer's warranty is limited to five years for frames and swingarms, respectively two years for forks, from the date of purchase of the Product and is limited to the first purchaser of the Product and subject to the prior registration of your SCOTT-bike on www.scott-sports.com within 10 days as of the date of purchase. Transfer of the Product from the first purchaser to another person terminates this limited warranty.

The limited warranty of five years for the frames and swingarms shall only be granted in case once a year a maintenance service has been effected according to maintenance requirements as set forth in the manual. The effected annual maintenance service shall be confirmed by stamp and signature. In case such an annual maintenance service has not been effected the warranty of five years for the frame shall be reduced to three years. Costs for maintenance and service have to be borne by the owner of the Product.

On Gambler, Voltage Fr and Volt-X the warranty period is limited to two years.

Repaired or replaced Products are covered for the remainder of the original warranty period and subject to the conditions outlined in the original warranty, to the extent permitted by law.

Hereby SCOTT grants a worldwide voluntarily manufacturer's warranty. To the extent permitted by law and unless a shorter duration is stipulated by law, any warranties implied by law are limited in duration to maximum five, respectively two years, from the date of purchase of the Product and are limited to the first purchaser of the Product.

What will SCOTT do? SCOTT will replace or repair any defective Product, or will refund your purchase price (as evidenced by your tendered receipt of purchase of the Product), at SCOTT's option. You must pay charges in connection with replacement of any non-defective parts. In such a case, you will be alerted to the advisability of replacing non-defective parts, so you can pre-authorize the costs.

What does this limited warranty not cover? This limited warranty does not cover defects which did not exist before the transfer of risks. This limited warranty does not cover Products used in rental operations. This limited warranty does not cover purchases of not completely assembled bikes. This limited warranty does not cover any defect caused by "wear and tear" (a complete list of all parts of "wear and tear" can be found in the manual), accident, neglect, improper handling, colour fade due to exposure to sunlight, abuse, misuse, an act of God, improper assembly, non-compliance with recommended maintenance and care procedures, improper or incorrectly performed maintenance or repairs performed by someone other than an authorized SCOTT dealer, use of parts or devices not consistent with the Product, and alteration of the Product.

All Products come with a manual; please carefully follow the instructions located there or affixed elsewhere to the Product. To the extent permitted by law, consequential and incidental damages are not recoverable under this limited warranty.

How do you make a claim under this limited warranty? To make a claim under this limited warranty, you must notify SCOTT of the claimed defect within the warranty period and timely return the Product to SCOTT at your expense for inspection. Please contact your authorized SCOTT dealer, call SCOTT's customer service or the national SCOTT distributor (dealer locator: www.scott-sports.com). All returned Products must be accompanied by proof of purchase (receipt) from an authorized SCOTT dealer or this limited warranty will not apply. In case of replacement or refund, returned Product becomes the property of SCOTT.

A protocol for the handing over of the Product (which you will find at the end of the manual) will remain in copy at the SCOTT dealer after acceptance and signature of the consumer. It is obligatory to show this protocol of handing over together with the defective part in case of a warranty claim given that it provides evidence of purchase or this limited warranty will not apply.

How do state laws affect your rights under this limited warranty? This limited warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

Recommendation

We strongly recommend that you use only authorized SCOTT dealers for yearly maintenance services and for repairs, as improper or incorrectly performed maintenance or repairs voids this limited warranty. Costs for maintenance service have to be borne by the consumer.

| | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|--------|--------|--------|--------|--------|
| SCOTT Bikes | | | | | |
| Gambler, Voltage FR, Volt-X | | | | | |
| Regular Warranty Period | | | | | |
| Option for prolongation according to maintenance intervals shown in manuals attached to bikes | | | | | |

SCOTT SERVICE PLAN

1st service – After 100 – 300 kilometres or 5 – 15 hours of use or after three months from date of purchase

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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| | |
|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

2nd service – After 2,000 kilometres or 100 hours of use or after one year

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

3rd service – After 4,000 kilometres or 200 hours of use or after two years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

4th service – After 6,000 kilometres or 300 hours of use or after three years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
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5th service – After 8,000 kilometres or 400 hours of use or after four years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

6th service – After 10,000 kilometres or 500 hours of use or after five years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

7th service – After 12,000 kilometres or 600 hours of use or after six years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

8th service – After 14,000 kilometres or 700 hours of use or after seven years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
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9th service – After 16,000 kilometres or 800 hours of use or after eight years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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| | |
|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

10th service – After 18,000 kilometres or 900 hours of use or after nine years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

11th service – After 20,000 kilometres or 1,000 hours of use or after ten years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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| | |
|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

12th service – After 22,000 kilometres or 1,100 hours of use or after eleven years

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

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| | |
|-----------------|--|
| Carried out on: | Stamp and signature of the SCOTT dealer: |
|-----------------|--|

SCOTT BIKE CARD

Model _____

Frame no. _____

Colour _____

Front suspension/rear suspension

- Manufacturer _____ / _____

- Model _____ / _____

- Serial no. _____ / _____

Frame type/size _____

Tyre size _____

Special features/accessories _____

DANGER!

-  Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about measures to be taken, if necessary.

INTENDED USE**Use in accordance with**Category 0 Category 3 Category 1 Category 4 Category 2 Category 5 **Permissible overall load**

SCOTT bike, rider and luggage _____kg

Pannier rack/permissible load no yes _____kgChild carrier allowed no yesTrailer allowed/permissible trailer load no yes _____kg**Brake lever**

Right lever

Left lever

Brake assignment front wheel brake front wheel brake rear wheel brake rear wheel brake**DANGER!**

-  Read at least the chapters “Tests before your first ride” and “Tests before every ride”.

Stamp and signature of the SCOTT dealer

SCOTT HANDOVER REPORT

The above-described SCOTT bike was delivered to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses).

- | | |
|--|---|
| <input type="checkbox"/> Lighting | <input type="checkbox"/> Saddle/seat post (height and position of saddle adjusted to suit customer, bolts checked with torque wrench) |
| <input type="checkbox"/> Brakes front and rear | <input type="checkbox"/> Gears (limit stops! adjustment, function) |
| <input type="checkbox"/> Suspension fork (adjusted to suit customer) | <input type="checkbox"/> Bolted connections of attachment parts (checked with torque wrench) |
| <input type="checkbox"/> Rear shock (adjusted to suit customer) | <input type="checkbox"/> Test ride |
| <input type="checkbox"/> Wheel set (trueness/spoke tension/tyre pressure) | <input type="checkbox"/> Other routines performed |
| <input type="checkbox"/> Handlebars/stem (position/bolts checked with torque wrench) | |
| <input type="checkbox"/> Pedals (adjustment of release force, if necessary) | |

SCOTT dealer

Last name _____

Street _____

City _____

Phone _____

Fax _____

E-mail _____

Handover date, stamp,
signature of the SCOTT dealer _____

The customer confirms with his signature that he received the SCOTT bike in proper condition along with the accompanying documents specified below and that he was instructed on the proper use of the SCOTT bike.

Additional manuals on the enclosed SCOTT info CD

Detailed SCOTT owner's manual, brakes, suspension seat post, pedal system, front/rear suspension, seat post, stem, gears, supplementary manual drives "E-bike/pedelec"

Customer

Last name, first name _____

Street _____

ZIP code/city _____

Phone, fax _____

E-mail _____

Location, date, signature _____



www.scott-sports.com

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