

INDEX

- 1.** VOLTAGE FR
- 2.** VOLTAGE FR TOOL SET
- 3.** TWINLOC
- 4.** CR 1 2010
- 5.** LTD/RC BIKES
- 6.** GENIUS
- 7.** SPARK
- 8.** NUDE TC MY
- 9.** SCALE
- 10.** RANSOM
- 11.** SCOTT SHOX SERVICE
- 12.** ASPECT
- 13.** VOLTAGE
- 14.** GAMBLER
- 15.** CONTESSA/CONTESSA GENIUS/CONTESSA SPARK
- 16.** ADDICT
- 17.** SPEEDSTER 2010
- 18.** PLASMA 2
- 19.** CONTESSA RACE
- 20.** SUB
- 21.** SPORTSTER
- 22.** URBAN KIT
- 23.** CYCLOCROSS
- 24.** KIDS BIKES
- 25.** SCOTT SHORT NAMES
- 26.** CARBON FIBRE REPAIR INFO
- 27.** WARRANTY CLAIMS OF BIKES OF MODEL YEAR 2005 OR OLDER
- 28.** ONLINE WARRANTY PROGRAM FOR BIKE FRAMES
- 29.** AGREEMENT WITH SUPPLIERS ABOUT DIRECT WARRANTY SUPPORT TO DEALERS/NATIONAL SCOTT DISTRIBUTORS
- 30.** REPLACEABLE DROP OUTS SINCE 1995
- 31.** REPLACEMENT PARTS
- 32.** TECHNICAL DATA/ GEOMETRIES
- 33.** SCOTT HELMETS
- 34.** SCOTT BIKE SHOES
- 35.** SCOTT TECH ACCESSORIES
- 36.** DT SWISS
- 37.** FOX
- 38.** FORMULA
- 39.** SR SUNTOUR
- 40.** SRAM
- 41.** SHIMANO

VOLTAGE FR

1

VOLTAGE FR



Voltage FR 10

In MY 2010 Scott is offering a new bike model called Voltage FR.

The Voltage FR should be seen as the link between Ransom as an All Mountain Bike and the Gambler which is by his construction and dimensions to be seen as a "big bike" mainly for DH and Freeride.

Voltage FR is one of the most versatile and durable FR and slopestyle bikes available on the market, but still easy in set-up and maintenance.

Scott's focus was not only on lightweight but also on a durable and sturdy frame with an optimized kinematics of the rear swingarm.

Frameweight is 3.4kgs/7.48 lbs for the frame without shock.

Voltage FR was designed for riders looking for a dual suspended FR bike or a slopestyle bike offering rear wheel travel between 135 and 180 mm.

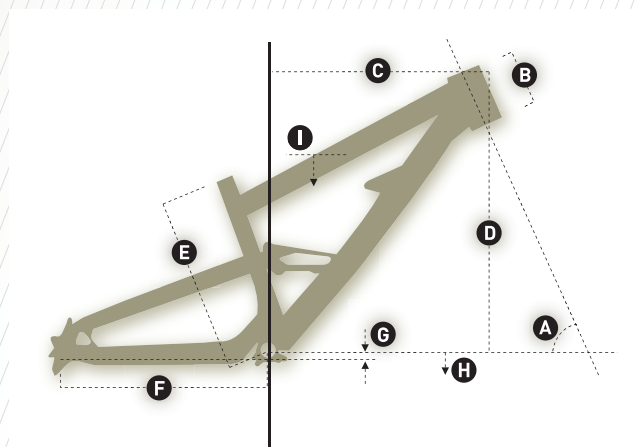
The Voltage FR Concept is based on a new low-leverage ratio multi-pivot technology.

In combination with the linear coil-over shock characteristics the kinematics guarantees a progressive suspension, adapted to smooth riding (beginning of travel) as well as extreme jumps (end of travel).

In addition with the help of different shock mounts the kinematics of the rear end can also be adjusted to the use of air-shox.

VOLTAGE FR

GEOMETRY/ TECHNICAL DATA VOLTAGE FR



	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Reach	Stack	BB center to top of seat tube	Chainstay length	BB offset	BB height	Standover height	Wheel base	Stem length
	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm

VOLTAGE FR WITH 160MM FORK

short	66.0°	118	4.6	394	15.5	567	22.3	402	15.8	425	16.7	13	0.5	358	14.1	763	30.0	1131	44.5	40
long	66.0°	118	4.6	419	16.5	567	22.3	402	15.8	425	16.7	13	0.5	358	14.1	763	30.0	1150	45.3	40

VOLTAGE FR WITH 180MM FORK

short	65.0°	118	4.6	383	15.1	575	22.6	402	15.8	425	16.7	13	0.5	366	14.4	777	30.6	1135	44.7	40
long	65.0°	118	4.6	408	16.1	575	22.6	402	15.8	425	16.7	13	0.5	366	14.4	777	30.6	1155	45.5	40

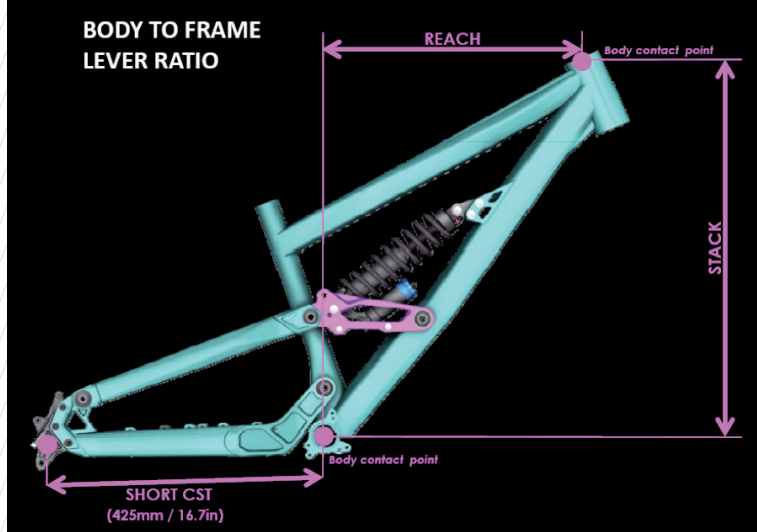
VOLTAGE FR

REACH AND STACK

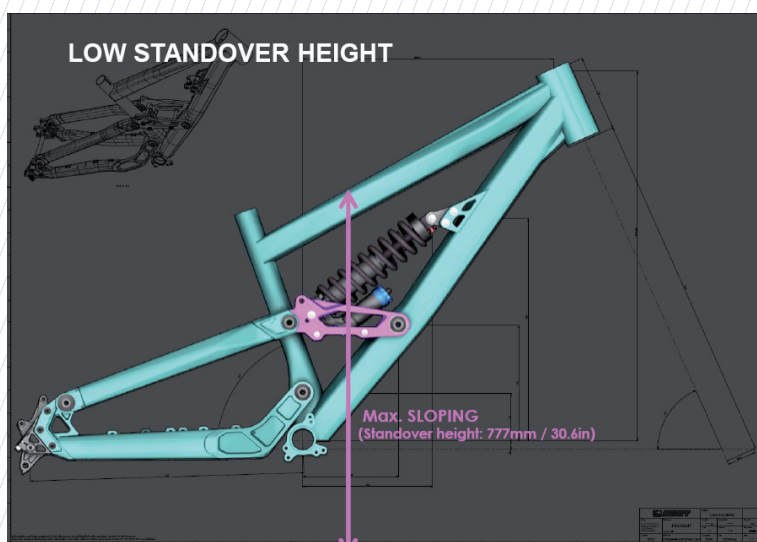
As many DH or FR/Slopestyle-bikes do not use anymore regular frame geometries it is quite difficult to work on those bikes with the standard dimension indications of seattube length and top tube length.

Therefore REACH and STACK are used from several brands already to define those two frame dimensions and to allow a comparison between the different geometries.

GEOMETRY



STANDOVER HEIGHT



VOLTAGE FR

TECHNICAL DATA VOLTAGE FR

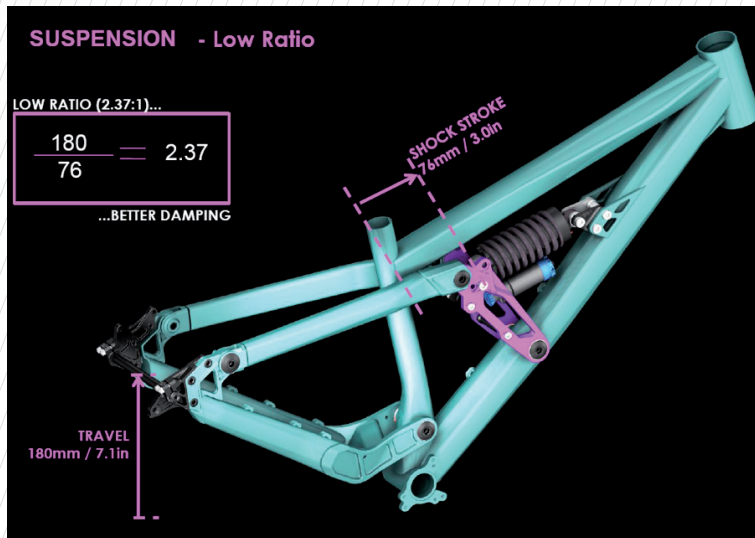
	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
VOLTAGE FR 30	138	73	31.6	259/260	259/260	FR-32 26X32	NONE
VOLTAGE FR 20	138	73	31.6	259/260	259/260	FR-32 26X32	NONE
VOLTAGE FR 10	138	73	31.6	258/259	258/259	FR-600 26X32H	NONE

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
VOLTAGE FR 30	222	M8 X22.2	40MM	71	170
VOLTAGE FR 20	242	M8 X22.2	40MM	71	170
VOLTAGE FR 10	241.4	M8 X22.2	40MM	75	170

VOLTAGE FR

SUSPENSION RATIO

On Voltage FR it was possible to reduce the ratio between rear wheel travel and piston stroke down to 2.1 which results in a better control of the oil flow and improved damping performance during shock absorption.



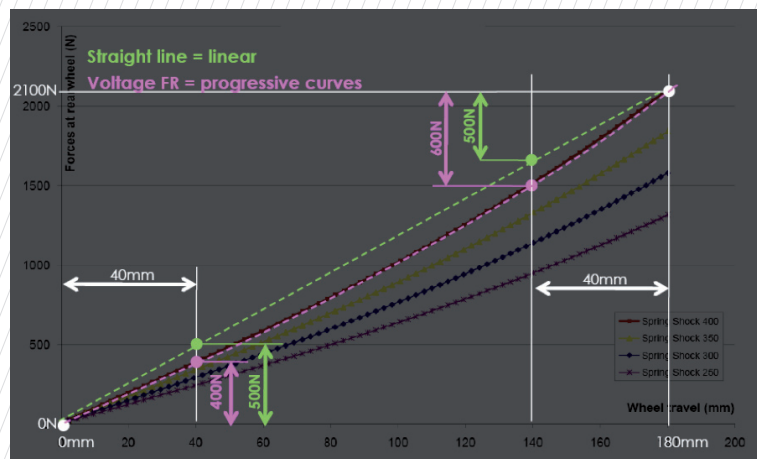
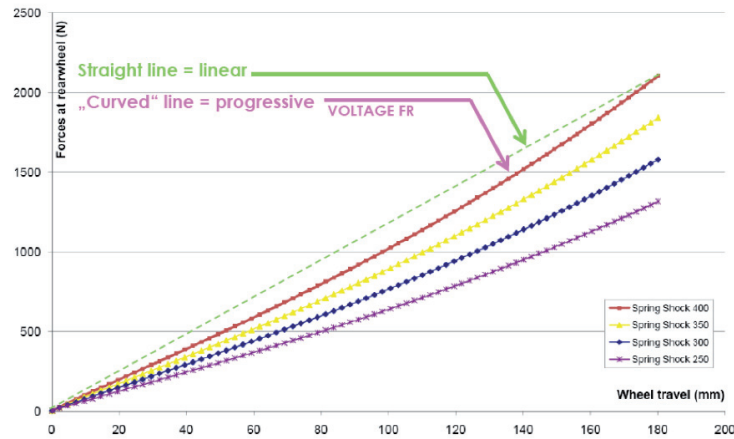
Please note that a low suspension ratio depends on a bigger oil-volume and bigger shock dimensions in general which result also in higher weight of the damping unit.

Therefore a use of this technology will not be helpful on e.g. XC dual suspended bikes as here the focus is on lightweight and also the travel is shorter than on Slopestyle, Freeride and DH-use intended bikes.

VOLTAGE FR

PROGRESSIVE SPRING RATE

The Voltage FR offers a progressive spring rate which helps to prevent a "bottom-out" in the end of the travel after a hard landing but keeps a plush and smooth function during the rest of the travel.



VOLTAGE FR

ADJUSTABLE REAR TRAVEL

Depending on the different models of Voltage FR you'll find different shock mounts that will help to match the different shox (different eye-to-eye length) to the frames without changing seat/headtube-angles or riding position on the bike.

In case you want to change the originally mounted shock model on the bike/ frame set to another model, please make sure that you always use the matching shock mount.

Those shock mounts are available as a set at Scott.

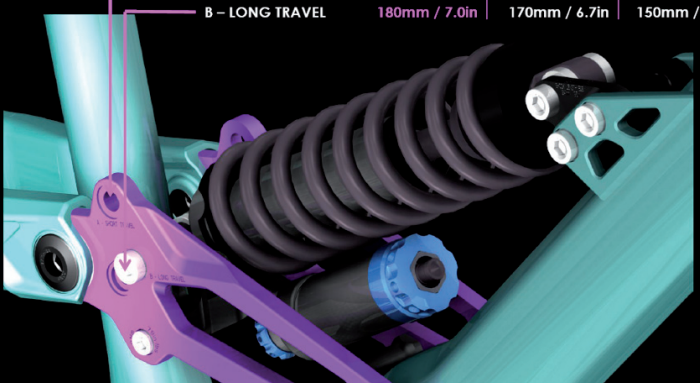
SHOCKMOUNT Set (Ref. 216038)

Shockmount 241  Delivered with: Voltage FR (frame only, no shock) Voltage FR10 Voltage FR20	Shockmount 222  Delivered with: Voltage FR30	Shockmount 215 (SLOPESTYLE)  Delivered with: Voltage FR (frame only, air shock: Fox RP23)
--	---	---

Shockmount	Shocklength E2E	A: Short travel	B: Long travel
215	215mm / 8.5in	140mm / 5.3in	150mm / 5.9in
222	222mm / 8.75in	150mm / 5.9in	170mm / 6.7in
241	241mm / 9.5in	160mm / 6.3in	180mm / 7.0in

SUSPENSION - Travel adjustment

	Voltage FR (Frame only) Voltage FR10 Voltage FR20	Voltage FR30	Voltage FR (Frame only)
SHOCK STROKE	76mm / 3.0in	70mm / 2.75in	63.5mm / 2.5in
A – SHORT TRAVEL	160mm / 6.3in	150mm / 5.9in	135mm / 5.3in
B – LONG TRAVEL	180mm / 7.0in	170mm / 6.7in	150mm / 5.9in



Important:
After a dismantlement of the rear shock, both fixing bolts should be tightened with a tightening torque of 35Nm/308in-lbs.
If this is not done correctly the rear shock can be damaged.

In addition we strongly recommend using a tightening torque key with a 6mm allen key insert.

VOLTAGE FR

RECOMMENDED TOOLS FOR THE SET-UP

Please read this manual and the manual of the rear shock manufacturer carefully before you start the set-up procedure.

In addition we strongly recommend using a tightening torque key with a 6mm allen key insert.

To simplify the check of the SAG (= negative travel) of the rear shock please use the "SAG-Boy" printed as a color-beam on the cover of this manual.

SET-UP VOLTAGE FR

The Set-Up of the rear shock can be easily done within a few minutes.

Please take this time to avoid dangerous riding performance and to get the best out of your Voltage FR.

Please make sure that the coil spring on the shock matches to your riding weight (including your riding gear).

We recommend following coil springs:

A - Short Travel:

50-60 kgs	150x3.25
60-70 kgs	200x3.25
70-80 kgs	250x3.25
80-90 kgs	300x3.25

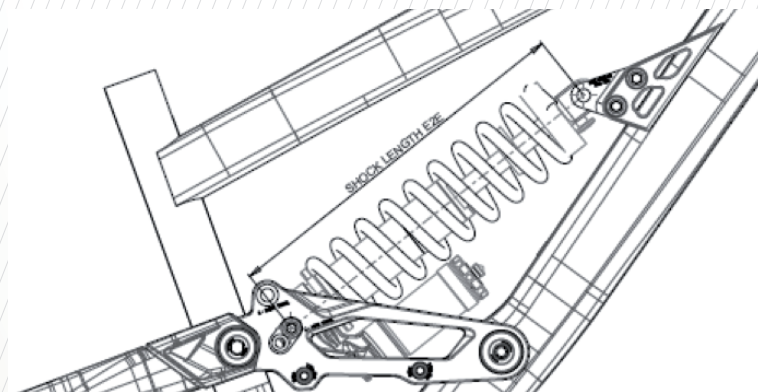
B - Long Travel:

50-60 kgs	200x3.25
60-70 kgs	250x3.25
70-80 kgs	300x3.25
80-90 kgs	350x3.25

For fine tuning the SAG and the corresponding eye-to-eye distance of the shock bolts you can tighten or release the pretension of the coil spring but please respect the maximum and minimum spring indications of the shock manufacturer.

The eye-to-eye distance between the shock bolts should be in basic set up with 40% SAG.

This length is also indicated on the cover of this manual by the colored beam of the SAG-Boy.



Important:

After a dismantlement of the rear shock, both fixing bolts should be tightened with a tightening torque of 35Nm/308in-lbs.

If this is not done correctly the rear shock can be damaged.

VOLTAGE FR

SET-UP OF OTHER SHOCK MODELS:

Scott strongly recommends using only the originally specified shock with the Voltage FR bike, as we have chosen carefully both parts for a perfect matching combination.

If you want to use a different rear shock model than the one originally on the bike, please make sure that the shock will not in any position hit the frame and cause a damage to the frame.

Please follow the instruction below:

Please make sure that the rear shock or its accessory parts do not touch the frame when mounting or suspending.

For doing so release the air/remove the coil, install the shock and compress the shock completely.

If the shock touches the frame while doing so, do not use this shock in order to avoid damage to frame, swingarm or shock.

IDS DROP OUT SYSTEM

The Voltage FR offers the possibility not only to change drop out hanger in case of damage, you also can choose between different several different drop outs of the Scott IDS (Interchangeable Drop-Out System):

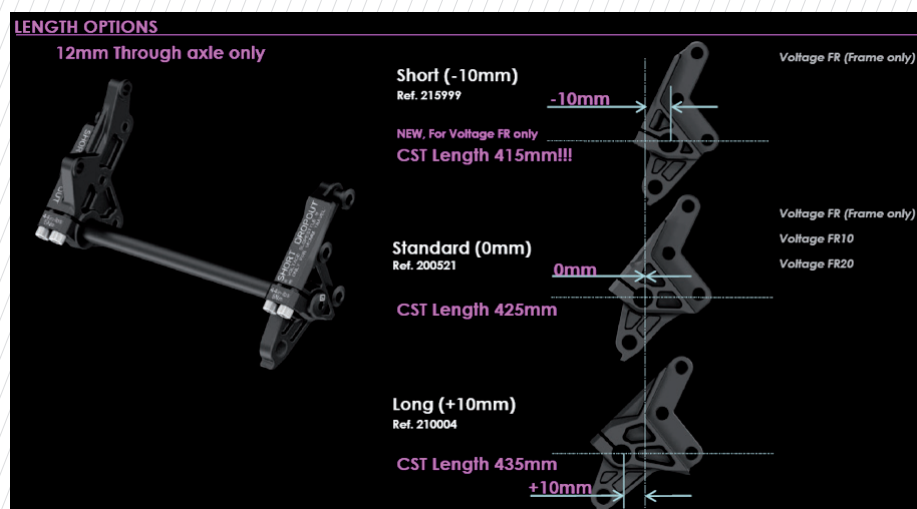


VOLTAGE FR

Inline you will find on Voltage FR 10/20 a 12mm through axle system, on FR 30 a standard axle system.



12mm Through axle with 3 different length options:



Please contact Scott for supply of those parts in case you want to re-fit your bike with one of those versions.

FRONT FORK SET-UP/CHANGE OF FRONT FORK:

For the set up of the front fork please use the fork specific manual attached to the bike.

We recommend using front forks with distance of 525mm to 571mm between mid of axle to top of crown, as this will not influence the geometry and alter handling of the bike.

VOLTAGE FR

SPECIAL PARTS

216231	Front Triangle Voltage FR 10 2010 Short / Long
216232	Seatstays Voltage FR 10 2010
216233	Chainstays Voltage FR 10 2010
216234	Front Triangle Voltage FR 20 2010 Short / Long
216235	Seatstays Voltage FR 20 2010
216236	Chainstays Voltage FR 20 2010
216237	Front Triangle Voltage FR 30 2010 Short / Long
216238	Seatstays Voltage FR 30 2010
216239	Chainstays Voltage FR 30 2010
216240	Linkage Bars Voltage FR MY 2010 white
216310	Hub rep set Formula DH 91 front
216311	Chainguide E-13 LG 1 ISCG05 w/Taco
216313	Chainguide E-13 LS 1 ISCG05
216340	Seatpost Scott DJ Zero offset
210713	Seat Clamp / QR black 34.9
216348	Swingarm repair kit Voltage FR
216356	Rear hub repair set DHL 135
200521	Dropout IDS 12MM Standard 0mm No axle
210004	Dropout IDS 12mm Long +10mm No axle
202780	Dropout Right IDS 12MM Thr.axle
202781	12mm Axle 135mm swing.width
215999	Dropout IDS 12mm Short -10mm No axle
216038	Shock Mount Set Voltage FR 2010

VOLTAGE FR TOOL SET

2

VOLTAGE FR TOOL SET

To repair or replace the bearings of the pivot points of Voltage FR we offer following articles:

216341	Tool set swingarm Voltage FR
216348	Swingarm repair kit Voltage FR

The tool set will contain, beside all tools in stainless steel quality, a CD showing all steps of the bearing disassembly and assembly as well as all needed technical data as e.g. tightening torques etc.



The Swingarm Rep Set will contain beside the bearings all nuts and bolts to replace all moving parts or parts of wear and tear of a Voltage FR bike.

Pls have a look at following pics giving you an overview about all needed steps and please make sure to use Loctite BLUE (still removable) on all screws:

Voltage FR

Bearings replacement note

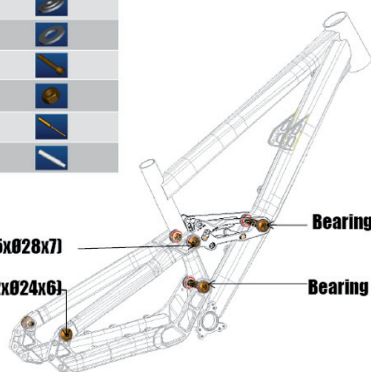
PART NAME	QTY	PICTURE
S1 : 6902 bearing guide	1	
S2 : 6902 bearing plate	1	
S3 : 6901 bearing guide	1	
S4 : 6901 bearing plate	1	
S5 : M8 washer	1	
S6 : Screw M8x40	1	
S7 : Nut M8	1	
S8 : Eject bearing tool	1	
S9 : Eject pivot axle tool	1	

Bearing 2 : ref 6902 (Ø15xØ28x7)

Bearing 3 : ref 6901 (Ø12xØ24x6)

Bearing 1 : ref 6902 (Ø15xØ28x7)

Bearing 4 : ref 6902 (Ø15xØ28x7)

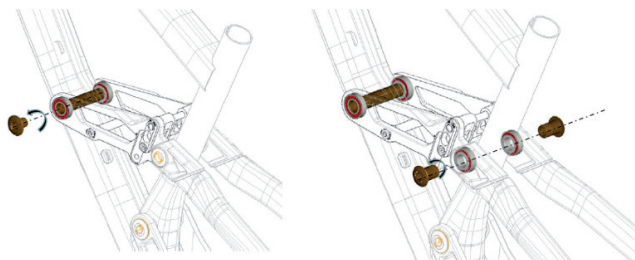


VOLTAGE FR TOOL SET

Voltage FR

Bearings replacement note

BEARINGS 1&2 / TAKE OFF



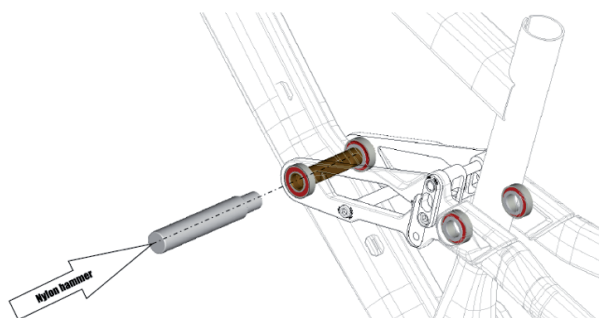
TOOLS	QTY
ALLEN KEY (n°6)	2



Voltage FR

Bearings replacement note

BEARINGS 1&2 / TAKE OFF



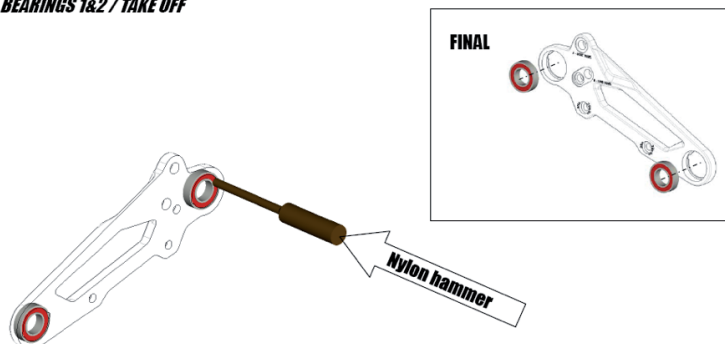
TOOLS	QTY
NYLON HAMMER	1



Voltage FR

Bearings replacement note

BEARINGS 1&2 / TAKE OFF



TOOLS	QTY
NYLON HAMMER	1

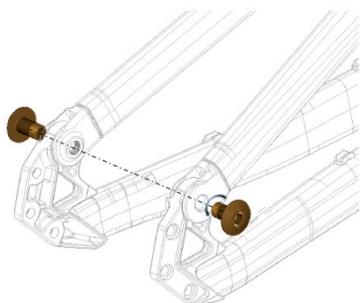


VOLTAGE FR TOOL SET

Voltage FR

Bearings replacement note

BEARING 3 / TAKE OFF



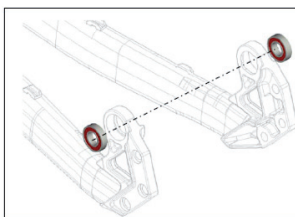
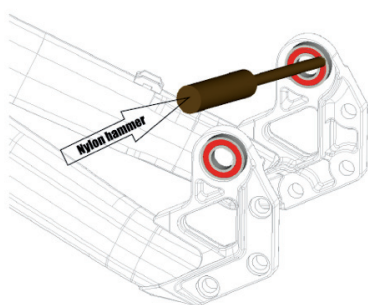
TOOLS	QTY
ALLEN KEY (n°6)	1



Voltage FR

Bearings replacement note

BEARING 3 / TAKE OFF



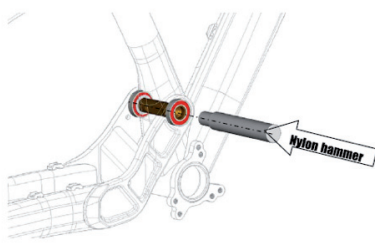
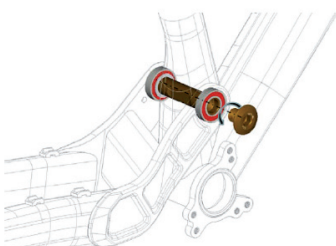
TOOLS	QTY
NYLON HAMMER	1



Voltage FR

Bearings replacement note

BEARING 4 / TAKE OFF



TOOLS	QTY
ALLEN KEY (n°6)	1
NYLON HAMMER	1

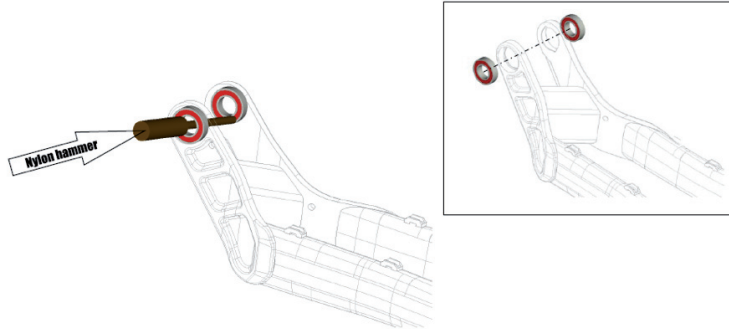


VOLTAGE FR TOOL SET

Voltage FR

Bearings replacement note

BEARING 4 / TAKE OFF



TOOLS	QTY
NYLON HAMMER	1

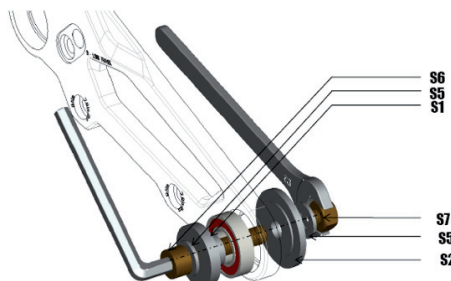


VOLTAGE FR TOOL SET

Voltage FR

Bearings replacement note

BEARINGS 1&2 / MOUNT



TOOLS	QTY
ALLEN KEY (n°6)	1
SPANNER (n°13)	1

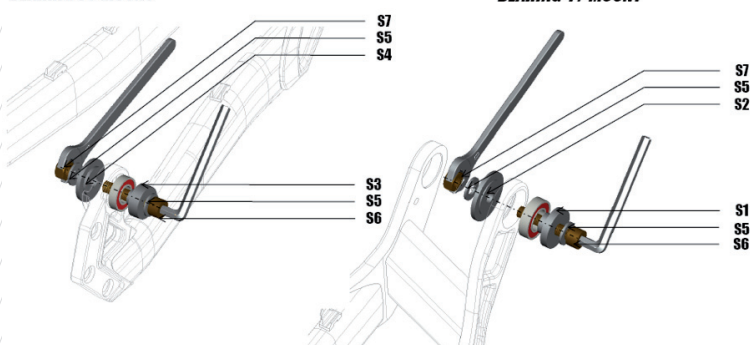


Voltage FR

Bearings replacement note

BEARING 3 / MOUNT

BEARING 4 / MOUNT



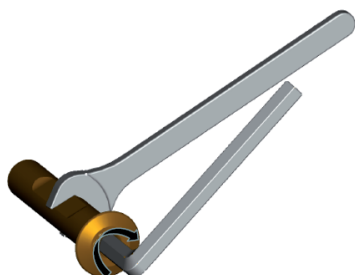
TOOLS	QTY
ALLEN KEY (n°6)	1
SPANNER (n°13)	1



Voltage FR

Bearings replacement note

PIVOT AXLES / PRE-ASSEMBLY



x2

TOOLS	QTY
ALLEN KEY (n°6)	1
SPANNER (n°12)	1

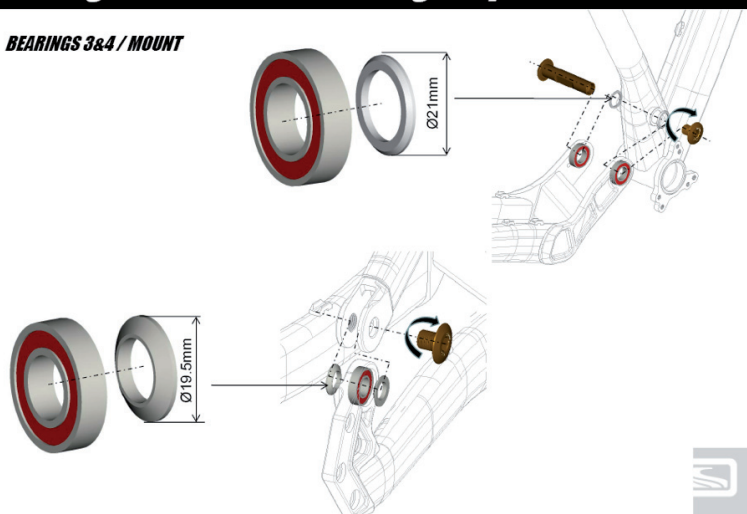


VOLTAGE FR TOOL SET

Voltage FR

Bearings replacement note

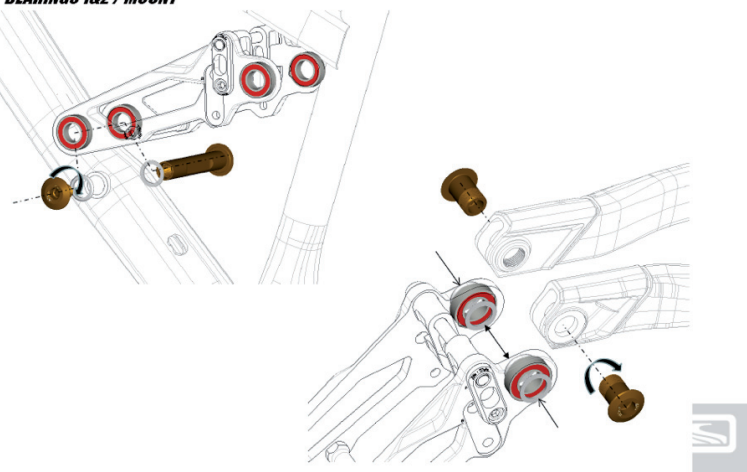
BEARINGS 3&4 / MOUNT



Voltage FR

Bearings replacement note

BEARINGS 1&2 / MOUNT



The bearings are standard size and can also be ordered in local hardware stores, in case customers do not want to replace all parts.

One frame needs following bearings:
 2 x 61901 (24x12xT6)
 6 x 61902 (28x15xT7)

TWINLOC

3

TWINLOC

The TWINLOC remote control lever is the evolution of the already outstanding TRACLOC system of Scott.

While TRACLOC allows the change on the Scott rear shocks Nude TC and Equalizer 2 between the Scott patented Lock-out, traction and full-mode on the fly from the handlebar, the TWINLOC now allows also the remote control of the front fork to shift between lock-out and open mode at the same time when you change the modes on the Scott rear shox.

The 3 modes on the lever and suspension units are:

- Full Travel Mode: full travel rear, full travel front
- Traction Mode: traction mode rear, full travel front
- Lock-out Mode : lock-out rear, lock-out front

Therefore Scott offers 3 different TWINLOC levers with following fork/rear shock combinations:

- Equalizer 2 with adapters for SRAM /RockShox fork and FOX fork/DT Swiss fork

216350	Twinloc Lever for Equalizer 2
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- Nude TC with adapters for SRAM /RockShox fork and FOX fork/DT Swiss fork

216351	Twinloc Lever for Nude TC
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- DT M210 with adapters for SRAM /RockShox fork and FOX fork/DT Swiss fork

216352	Twinloc Lever for DT M 210
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Please note that the DT Swiss M210 rear shock does not offer a traction mode, but only lock-out and full-mode.

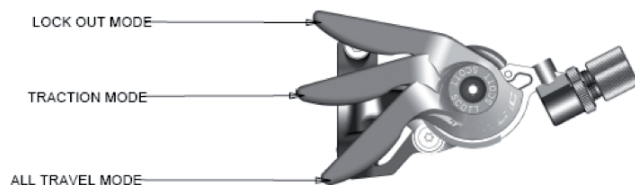
Important: you can only assemble the TWINLOC remote lever in "left side upward position" on the handlebar.

You have 3 positions of the TWINLOC remote lever:

- most forward position: lock-out rear, lock-out front
- middle position: traction mode rear, full travel front
- most backward position: full travel rear, full travel front

Important

Please also note that none of the Twinloc levers is compatible to shox Genius TC, LC, LC-R or Equalizer (of Ransom)

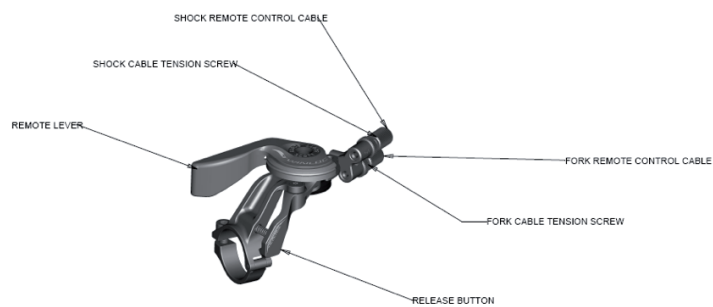


TWINLOC

Change the modes by pushing the lever with your fingers frontward and release them by tapping the release button (one mode per push/release)



For the different parts of the TWINLOC lever mentioned in the following instruction please refer to the drawing with parts names below:



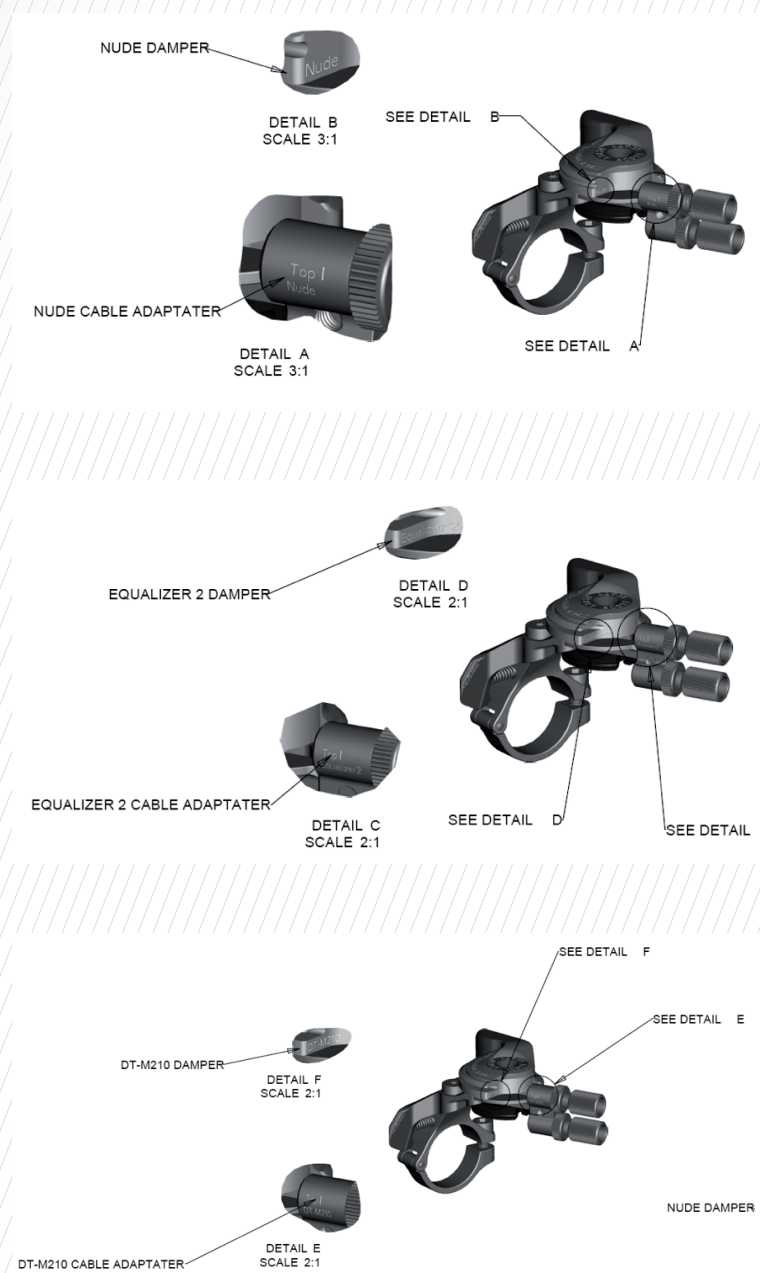
Regarding the installation and adjustment of the rear shock remote cable please follow the instructions of the different shox attached to your bike.

Please note that the cable for the rear shock is **ALWAYS** the upper cable on the lever as shown in drawing below. There are 3 different versions for different rear shock models.



TWINLOC

Please make sure that your lever fits to the rear shock of the bike.

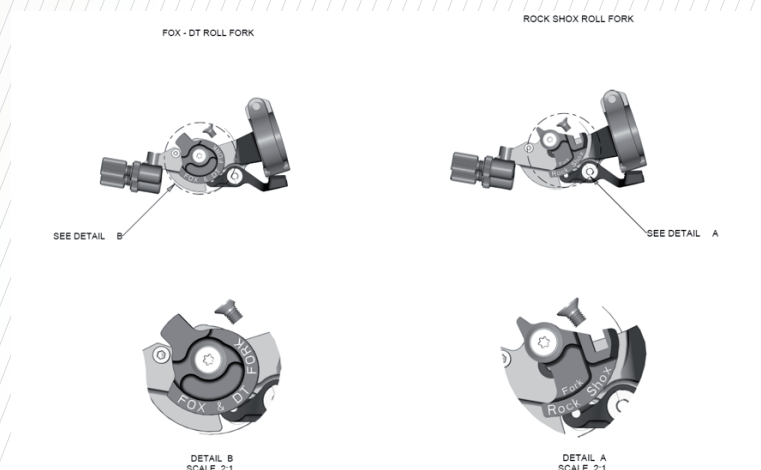


TWINLOC

For the assembly of the remote control of the front fork lock-out 2 different cable systems are existing.

The different roll for the pull of the fork remote cable can be changed within few minutes to adapt the lever to your fork model/brand.

You will see on the downside of the roll the indication of fork brand.

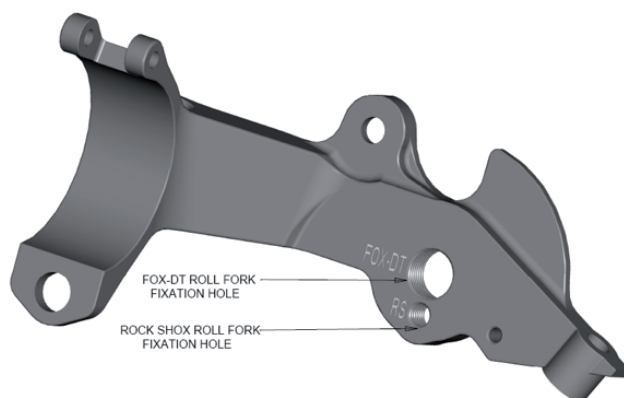


To change the rolls to match another fork brand pls follow the drawings below:

Disassembly:

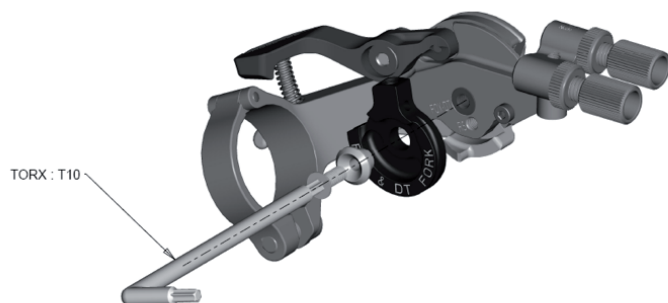


Please note that the 2 different rolls must be assembled in the indicated locations as shown below:



TWINLOC

Assembly:



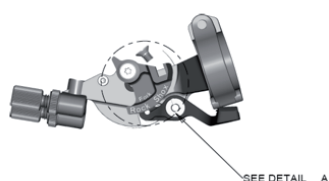
ASSEMBLY OF THE REMOTE CABLE:

1. SRAM/ROCKSHOX FORKS:

Important: Please make sure the lockout of SRAM/RockShox fork is activated after transport correctly. Therefore please compress fork 5-10 times before following the manual on remote cable installation and adjustment.

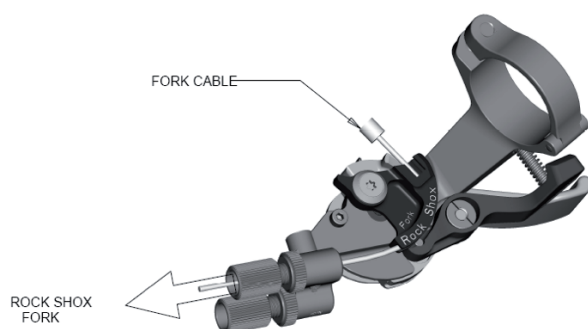
The lever should show on the downside of the cable roll follow indication:

ROCK SHOX ROLL FORK



DETAIL A
SCALE 2:1

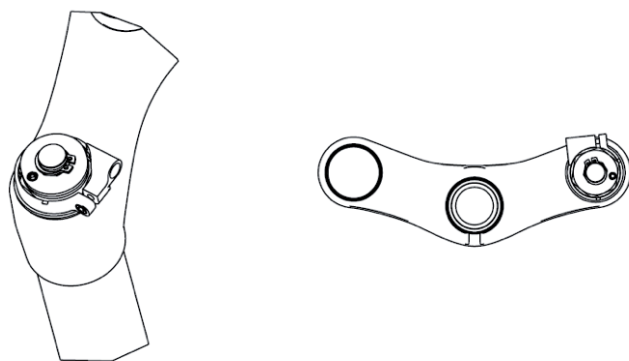
To assemble the cable please bring the lever into the All Travel Mode, push the cable into the lever-eyelet as shown on drawing below, push it through the pre-cut cable housing and fix it at the assembly unit on top of the right side of the fork crown.



TWINLOC

Fix the cable with the 2mm allen screw on the barrel adjuster on the fork crown with a tightening torque of 0.9Nm/8 lb/in, cut the cable and secure it with a cable end-cap.

Please refer for this action also to the manual of SRAM/RockShox attached to the bike.

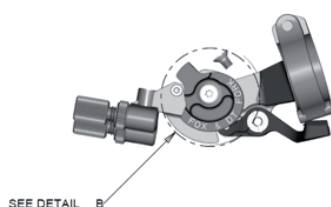


2. FOX-DT SWISS FORKS:

Important: Please make sure the lockout of FOX/DT fork is activated after transport correctly. Therefore please compress fork 5-10 times before following the manual on remote cable installation and adjustment.

The lever should show on the downside of the cable roll follow indication:

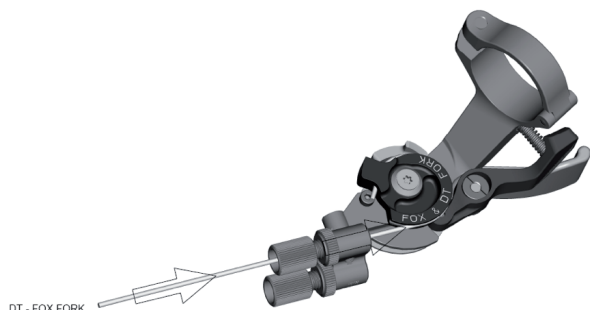
FOX - DT ROLL FORK



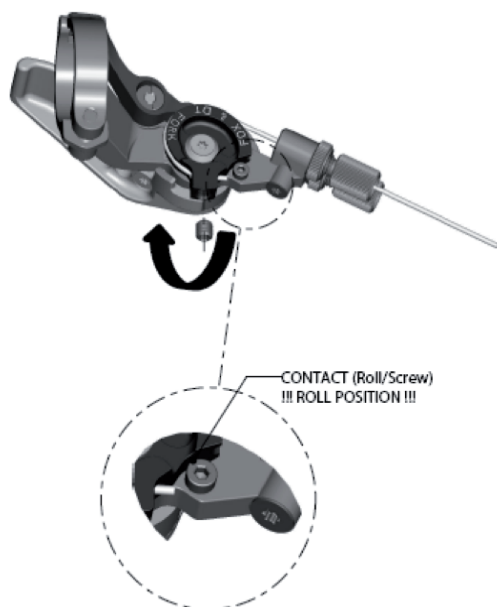
DETAIL B
SCALE 2:1

TWINLOC

To assemble the cable please bring the lever into the Full (Travel) Mode, push the pre-cut cable through the pre-cut cable housing into the lever as shown on drawing below



and secure the cable by fixing the 2mm allen screw with a tightening torque of 0.9Nm/8 lb/in as shown on the drawing below on the roll.



Cut the cable 5mm behind the roll and secure it with a cable end-cap. Please refer for this action also to the manual of FOX or DT Swiss attached to the bike.

In case you need to remove the remote cable completely from the forks of FOX or DT Swiss please follow the instructions of the related fork manuals of the fork manufacturers or contact a fork service center / your local dealer to do so.

TIP:

To check for accurate cable tension, please try to move the plastic end cap of the cable housing at the barrel adjuster on the remote lever. There should be "no-play" between cap and barrel adjuster.

In case of "play" please turn the barrel adjuster clockwise until "no-play".

TIP:

Magura remote forks match with the Twinloc lever made for the RockShox/DT forks.

For Marzocchi remote forks please check for the cable pull ratio with Marzocchi distribution.

CR1 2010

4

CR 1



CR 1 SL

In MY 2010 Scott presents the completely new developed CR1 frame.

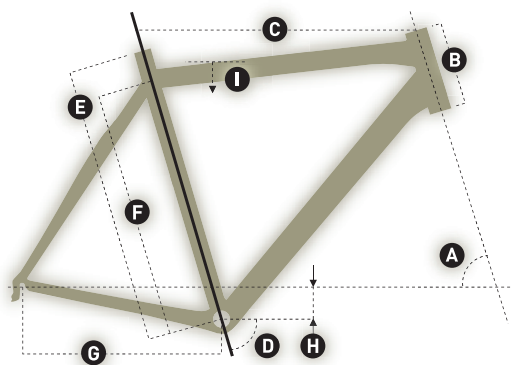
The main targets in creating a new CR1 were lightweight and comfort/shock absorption

The CR 1 SL frame made from HMX NET fibre has a weight of 860 grams/1.89 lbs and the fork 330 grams/0.73 lbs.
Frames made from HMF NET are at 980 grams/2.16lbs and the fork at 490 grams/1.08 lbs.

In comparison to CR1 of MY 04-09 the new CR 1 has a 10mm longer headtube for a more upright seatposition.

CR 1

GEOMETRY/ TECHNICAL DATA CR 1



	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

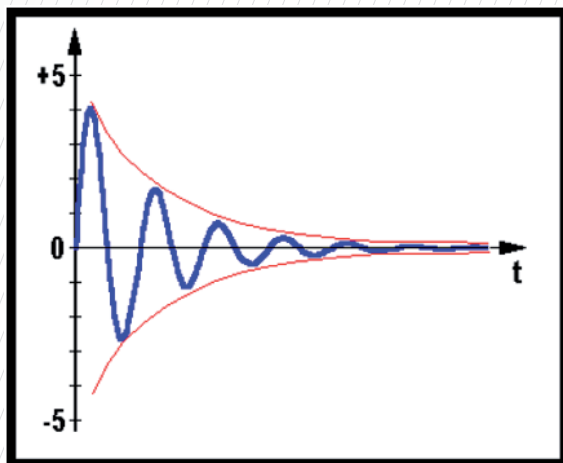
CR1																	
XXS	70.5°	115	3.9	505	19.9	75.0°	470	18.5	410	16.1	405	15.9	-67	-2.6	723	28.5	90
XS	71.0°	120	4.7	515	20.3	75.0°	490	19.3	430	16.9	405	15.9	-67	-2.6	737	29.0	100
S	73.0°	140	5.5	530	20.9	74.5°	520	20.5	460	18.1	405	15.9	-67	-2.6	765	30.1	110
M	73.0°	160	6.3	545	21.5	74.0°	540	21.3	480	18.9	405	15.9	-67	-2.6	784	30.9	110
L	73.0°	180	7.1	560	22.0	73.5°	560	22.0	500	19.7	405	15.9	-67	-2.6	803	31.6	110
XL	73.0°	200	7.9	575	22.6	73.3°	580	22.8	520	20.5	405	15.9	-67	-2.6	823	32.4	120
XXL	73.0°	220	8.7	595	23.4	73.3°	610	24.0	550	21.7	405	15.9	-67	-2.6	847	33.3	130

CR 1

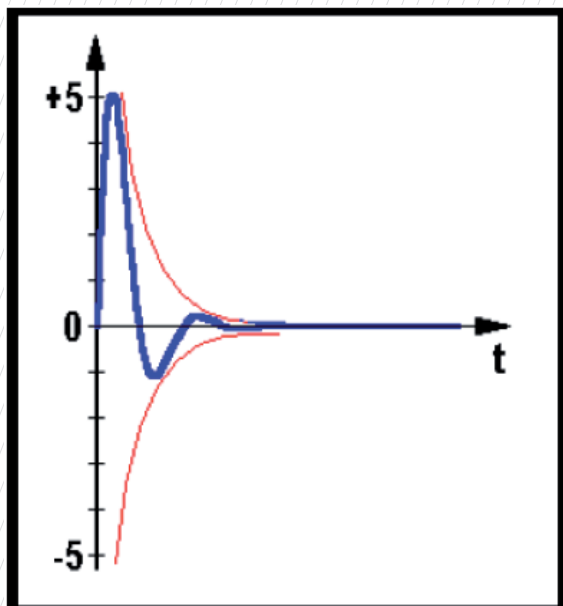
Biggest change on CR 1 MY 2010 in comparison to its forerunners is the new SDS system which helps to absorb impacts from the road and reduce muscle fatigue during the ride.

If a structure is too stiff it will not be able to reduce within short time the impact and the related vibration.

Stiff structure:



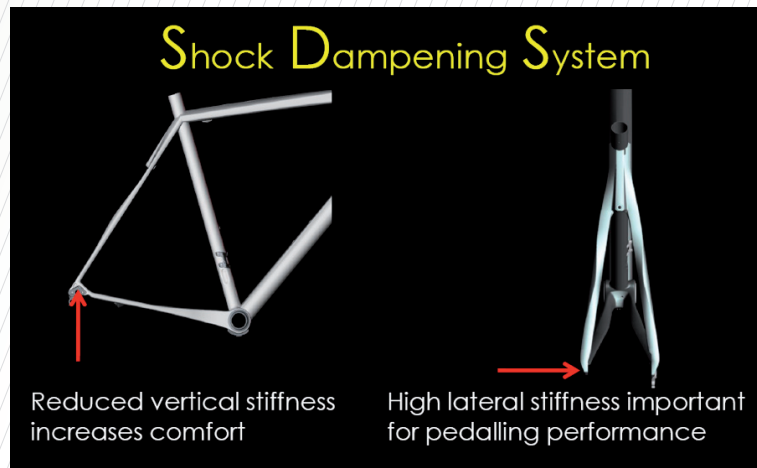
Compliant structure:



CR 1

The target is to have a frame that can absorb impacts from the road for comfort but offers perfect riding performance as lateral stiffness and torsion rigidity.

At Scott it is called SDS (Shock Dampening System)

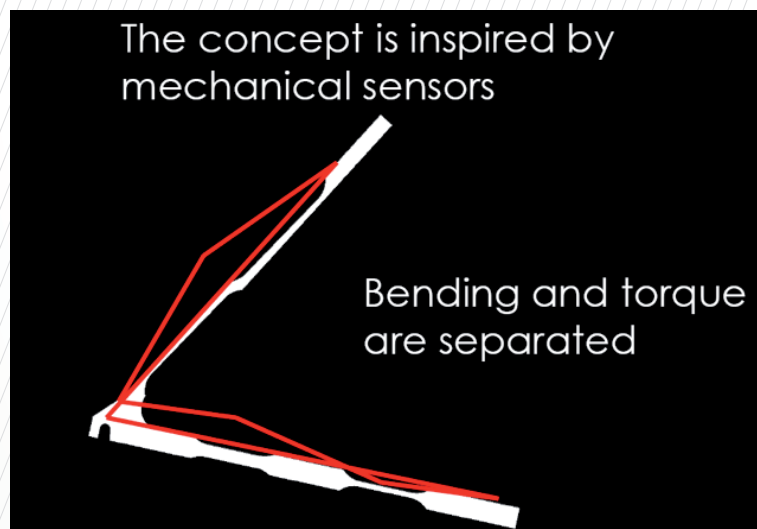


Many brands claim to offer comfort by using very thin seattube/seatpost diameters, but this kind of flex only will help to absorb impacts for your body when sitting on the saddle, but a frame also should offer comfort when standing on the pedals and with the constructional way done on CR1 we can achieve this better.

The wheel should be with a better contact on the ground, so a flex in the seattube/seatpost area combined with a "too" stiff rear part of the frame will not offer best possible riding performance and handling.

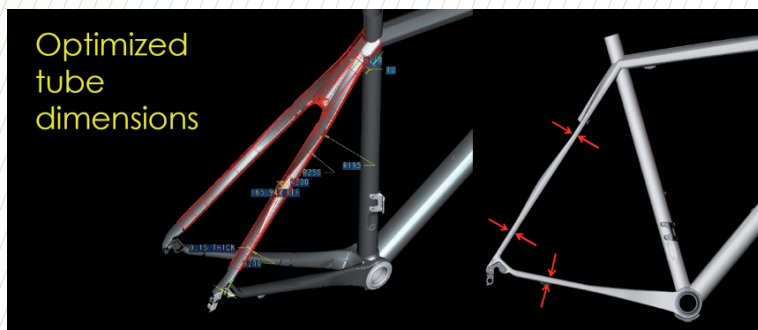
In addition a flexing seatpost will create a loss of power when you sit on a saddle riding uphill and push your body backward on the saddle for best power transfer.

For Scott the idea is on CR1 to separate bending of the frame from torque.

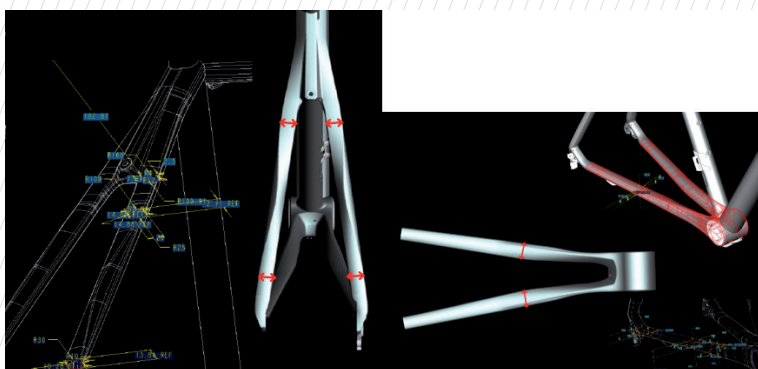


CR 1

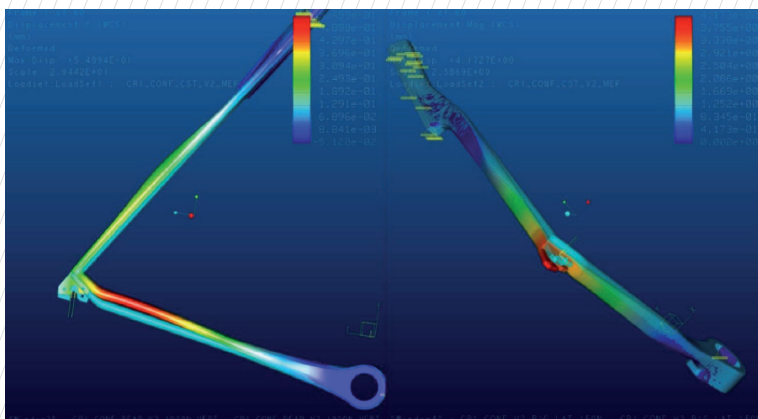
On CR1 countless engineering hours were spent to optimize the shape of the tubes and the fibre lay-up and fibre blend to get vertical comfort (an Addict is 2 times stiffer in vertical direction than a CR1)



but also optimize the lateral rigidity (here the CR1 doubles the lateral rigidity of the Addict) to have perfect power transfer on the CR1 while pedalling.

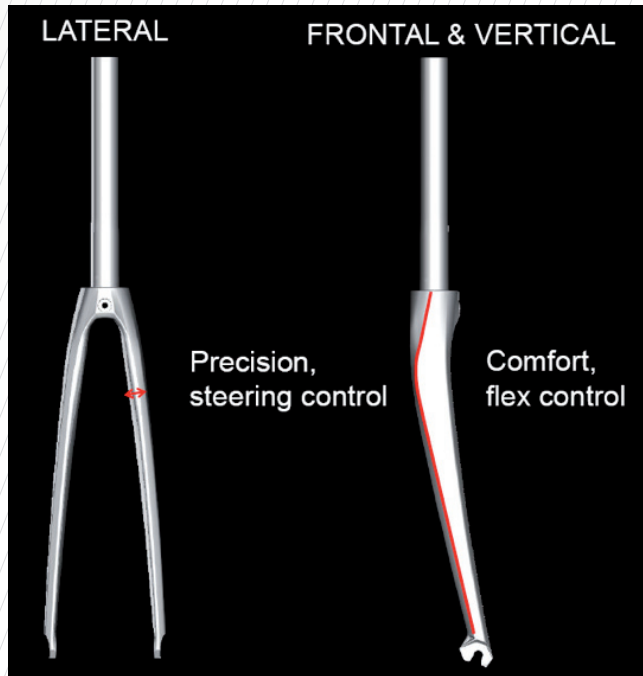


The result is a frame that offers same riding performance (power transfer as an Addict) but offering comfort to the rider at the same time in vertical direction.



CR 1

The same idea and technology used on the rear part of the CR1 was implemented in the front fork of the new CR1.



CR 1

TECHNICAL DATA CR1

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
CR1 Comp	FC-4500 W/BB	FC-4500 W/BB	31.6	WH-R500 WHEEL SET	WH-R500 WHEEL SET	WH-R500 WHEEL SET	BRAZED ON
CR1 Team	FC5600 W/BB	FC5600 W/BB	31.6	NONE	BRAZED ON	NONE	BRAZED ON
CR1 Elite CD RIVA	RIVAL OCT C2.2TM W/BB	RIVAL OCT C2.2TM W/BB	31.6	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	BRAZED ON
CR1 Pro	FC6600 W/BB	FC6600 W/BB	31.6	BRAZED ON	BRAZED ON	BRAZED ON	BRAZED ON
CR1 SL	FC7900 W/BB	FC7900 W/BB	31.6	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	BRAZED ON

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
CR1 Comp	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
CR1 Team	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
CR1 Elite CD RIVA	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
CR1 Pro	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
CR1 SL	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)

Headset	1 1/8" integr., 40mm cartridges
BB housing	68mm or PF 86
Seatpost diameter	31.6mm
Front derailleur	Braze on, downroute

As we have in the regular frame set program only the CR1 Pro with Std BB we also offer for warranty support (no sales of this frame, as for this way we have CR1 SL in our regular sales program)

217090	Frame Set CR1 Pro ssp/ibb
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with an integrated BB in order to cover warranties of CR1 bikes MY 2010 with integrated BB specs.

Frames of CR1 of MY 06 - 09 to be replaced on warranty will be replaced with following articles:

- 215772 frame set CR1 Pro MY 2010 for all frames/bikes of CR1 Team and Pro of MY 06, 07, 08, 09
- 215771 frame set CR1 SL MY 2010 for all frames/bikes of CR1 LTD, Team Issue and SL of MY 06, 07

Please note that we will not accept other replacements on those frames.

CR 1

SPECIAL PARTS CR 1

216188	Fork CR 1 Comp 2010
216189	Fork CR 1 Team 2010
216190	Fork CR1 Pro 2010
216191	Fork CR1 Contessa Race 2010
206472	Dropout Scott Addict / CR1 10'
1518364040000	Seatclamp 34.4mm w/bolt f/Cr1&scandium
208364	Shimano int.BB ISMFC7800P
208362	Antichainsuck clamp 34.9
217237	Chainstay protector CR1 alloy 2010
1518603350910	Shifting adjuster road bike 10-Pak

LTD/RC BIKES MY 2010

5

LTD/RC BIKES 2010

The frames of LTD Bikes on MY 2010 are not available as frame sets for retail sales as it is our goal to keep those bikes really limited and not as a sales article made by frame sets.

For Spark and Genius (and Ransom of MY 08 and older) you will find each frame part (front triangle, seatstay, chainstay) in the list in the chapter XX showing all spare parts article numbers.

For Scale and Addict we have a certain quantity blocked on Scott warranty account to serve in case a customer has a warranty problem on his MY 09 Scale or Addict LTD bike. For MY 08 and MY 09 Scale and Addict we still have frames on stock, also blocked on Scott warranty account.

In case you need such a frame, pls contact Patrick Bochud or Holger Kliner for unblocking such a frame in our warehouse for you.

216219	Frameset Scale LTD 2010 S
216219	Frameset Scale LTD 2010 M
216219	Frameset Scale LTD 2010 L
216219	Frameset Scale LTD 2010 XL
216220	Frame Addict RC f/DI2 XXS47
216220	Frame Addict RC f/DI2 XS49
216220	Frame Addict RC f/DI2 S52
216220	Frame Addict RC f/DI2 M54
216220	Frame Addict RC f/DI2 L56
216220	Frame Addict RC f/DI2 XL58
216220	Frame Addict RC f/DI2 2XL61

In addition we opened additionally to the framesets of Scale RC and Spark RC which are shown in the workbook with standard BB also new article numbers for frames ready to go with PF BB 30 BB system.

217078	Frameset Scale RC PF BB 30 2010 S
217078	Frameset Scale RC PF BB 30 2010 M
217078	Frameset Scale RC PF BB 30 2010 L
217078	Frameset Scale RC PF BB 30 2010 XL
217077	Frameset Spark RC PF BB 30 S
217077	Frameset Spark RC PF BB 30 M
217077	Frameset Spark RC PF BB 30 L
217077	Frameset Spark RC PF BB 30 XL

Please also note that for Spark RC for sure we also have front triangles with PF BB 30 BB, seatstays and chainstays as single items in the regular service stock,

In addition we can offer you a set of the red anodized screws that can be found on Scale, Spark and Genius LTD:

216346	Red screw set Spark/Scale/Genius LTD
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GENIUS MY 2010

6

GENIUS 2010



Genius 10

The frames of Genius Carbon and Alloy bikes of MY 2010 remain unchanged.

New on all Genius bikes is the TWINLOC lever which is explained in detail in chapter 3 of this Tech Folder MY 2010.

For After Sales Service Scott recommends following parts:

To repair or replace the bearings of the pivot points of Genius we offer following articles:

212744	TOOL- SWINGARM GENIUS 09 1size
212749	SWINGARM-Rep. Set GENIUS 09 1size

The tool set contains, beside all tools in stainless steel quality, a CD showing all steps of the bearing disassembly and assembly as well as all needed technical data as e.g. tightening torques etc.

The Swingarm Rep Set contains beside the bearings all nuts and bolts to replace all moving parts or parts of wear and tear of a Spark bike.

The bearings are standard size and can also be ordered in local hardware stores, in case customers do not want to replace all parts.

One frame needs following bearings:

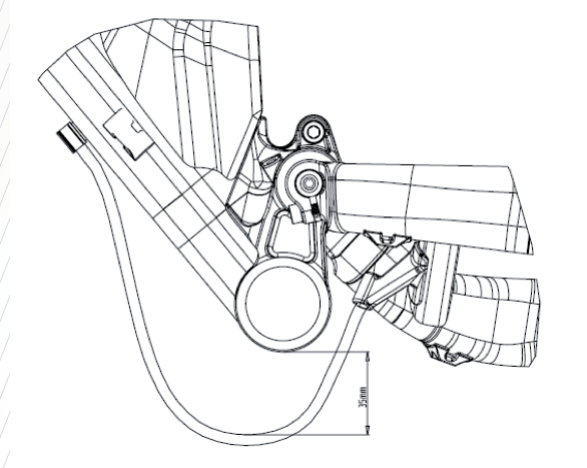
2 x 61900-2RS (Ø22xØ10x6)

6 x 61800-2RS (Ø19xØ10x5)

GENIUS 2010

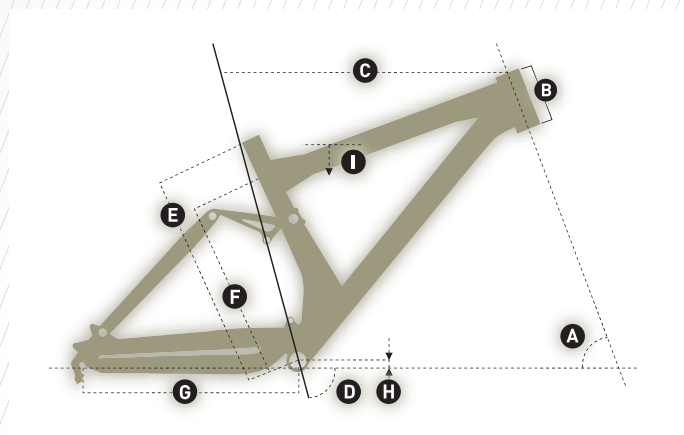
IMPORTANT

In order to avoid damages on the frame/derailleur and/or "ghost-shifting" which could result in dangerous riding please note that under the BB housing the distance between the cable housing and the BB shell should be minimum 35mm.



GENIUS 2010

GEOMETRY/ TECHNICAL DATA GENIUS



	A	B	C		E	F	G	H	I		
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length	Crank arm length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm	mm

GENIUS CARBON

S	68.3°	100	3.9	555	21.9	73.5°	440	17.3	337	13.3	428	16.9	10	0.4	771	30.4	80	170
M	68.5°	115	4.5	585	23.0	73.5°	450	17.7	358	14.1	428	16.9	10	0.4	786	30.9	80	175
L	68.7°	135	5.3	610	24.0	73.5°	475	18.7	384	15.1	428	16.9	10	0.4	807	31.8	90	175
XL	68.9°	160	6.3	640	25.2	73.5°	500	19.7	410	16.1	428	16.9	10	0.4	830	32.7	100	175

GENIUS ALLOY

S	68.5°	110	4.3	555	21.9	73.5°	440	17.3	336	13.2	428	16.9	10	0.4	778	30.6	80	170
M	68.5°	120	4.7	585	23.0	73.5°	450	17.7	358	14.1	428	16.9	10	0.4	791	31.1	80	175
L	68.5°	135	5.3	610	24.0	73.5°	475	18.7	384	15.1	428	16.9	10	0.4	810	31.9	90	175
XL	68.5°	160	6.3	640	25.2	73.5°	500	19.7	410	16.1	428	16.9	10	0.4	833	32.8	100	175

Travel	150 / 95 / 0
Suspension Ratio	3
Piston stroke	50 mm
Shock length (E to E)	165mm
Hardware Mainframe	14mm x 6mm
Hardware Swingarm	14mm x 6mm
Seatpost diameter	34,9mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	140-150mm
Fork length	518-525mm
BB housing	73mm
Front derailleur	E-type, direct mount, down pull
Bearings	61900-2RS (Ø22xØ10x6) / 61800-2RS (Ø19xØ10x5)

GENIUS 2010

TECHNICAL DATA GENIUS

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Genius 60	FC-M590 W/BB	FC-M590 W/BB	34.9	264/261	260/262	XC-55 DISC 26X32H	E TYPE 66-69
Genius 50	FC-M542 W/BB	FC-M542 W/BB	34.9	261/262	261/262	XC-55 DISC 26X32H	E TYPE 66-69
Genius 40	FC-M770 W/BB	FC-M770 W/BB	34.9	260/263	261/262	465D 26X32H DISC	E TYPE 66-69
Genius 30	FC-M660 W/BB	FC-M660 W/BB	34.9	XR-35 WHEEL SET	XR-35 WHEEL SET	XR-35 WHEEL SET	E TYPE 66-69
Genius 20 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-25 WHEEL SET	XR-25 WHEEL SET	XR-25 WHEEL SET	E TYPE 66-69
Genius 10 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-15 WHEEL SET	XR-15 WHEEL SET	XR-15 WHEEL SET	E TYPE 66-69
Genius LTD Carbon	NOIR MTB 3.3 XC W/BB	NOIR MTB 3.3 XC W/BB	34.9	XRC WHEEL SET	XRC WHEEL SET	XRC WHEEL SET	E TYPE 66-69

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Genius 60	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius 50	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius 40	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius 30	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius 20 Carbon	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius 10 Carbon	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)
Genius LTD Carbon	165	M6X 14	80MM(S-M); 90MM(L); 100MM(XL)	66	170(S); 175(M-XL)

GENIUS 2010

SPECIAL PARTS GENIUS

216268	Linkage Bar Set Genius 2010 white
212684	Linkage Bar Set Genius 09 Bk
212744	Tool- Swingarm Genius 09
212749	Swingarm-Rep. Set Genius 09
212750	Cable Fixing Set Genius '09
212751	Golden Screw Set Spark/Scale/Genius
216346	Red screw set Spark/Scale/Genius LTD
212752	Equalizer 2 Shock
1518364010000	Seatclamp 38.4mm w/Quick Release JD-MC
1518364020000	Seatclamp 38.4mm w/bolt JD-RC
206473	Dropout Spark/Genius 09' 2-PAK
213014	CS Neopren Tpu Scott Genius
216350	Twinloc Lever for Equalizer 2
200511	Shock Pump Scott Pro 600

SPARK MY 2010

7

SPARK 2010



Spark RC

The frames of Spark Carbon got different versions of the BB shells as shown below, the Spark alloy bikes received re-inforced chainstays.

The single available chainstays of MY 09 are also re-inforced

The alloy Spark models are equipped in MY 2010 with the DT M210 remote rear shock linked to the Twinloc lever.
Service for those shox is made by the DT Swiss Service Centers as explained in chapter 36 of this Tech Folder.

New on all Spark bikes is the TWINLOC lever which is explained in detail in chapter 3 of this Tech Folder MY 2010.

All models share the same geometry and kinematics.

For After Sales Service Scott recommends following parts:

206941	TOOL - SWINGARM SPARK 1size
206950	SWINGARM-REP. SET SPARK 1size

The tool set contains, beside all tools in stainless steel quality, a CD showing all steps of the bearing disassembly and assembly as well as all needed technical data as e.g. tightening torques etc.

The Swingarm Rep Set contains beside the bearings all nuts and bolts to replace all moving parts or parts of wear and tear of a Spark bike.

The bearings are standard size and can also be ordered in local hardware stores, in case customers do not want to replace all parts.

One frame needs following bearings:
2 x 61900 (22x10xT6)
6 x 63800 (19x10xT7)

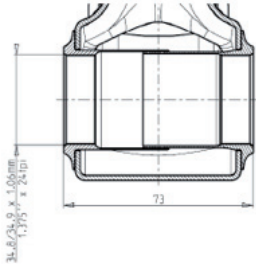
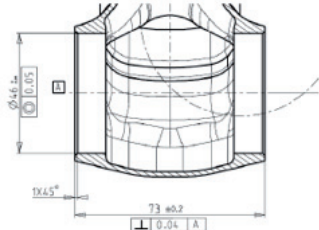
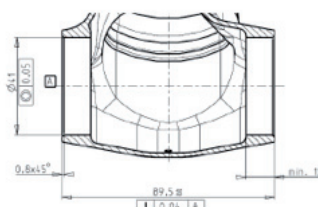
SPARK 2010

Important

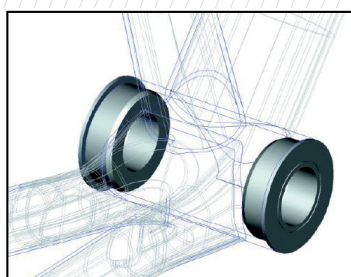
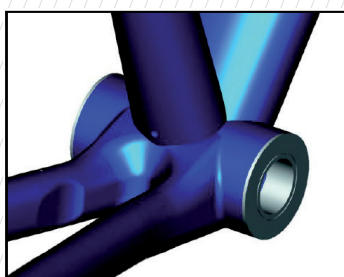
Some frames of Spark are available with regular threaded BB housings as well as with BB shells of PF 92 or PF BB 30 standard.

Please note the different BB standards on Spark

MTB BB-STANDARDS

	BB STANDARD	BB SRAM PRESS FIT 30	BB SHIMANO PRESS FIT 92 BB SRAM PRESS FIT 92
Description: (Order form, workbook)	-	INT. BB SRAM PF30	INT. BB PF92
BB-Specification:	All Shimano threaded All SRAM threaded	- SRAM XX	Shimano SM-FC7800-P SRAM press fit GXP
Dimensions: (Frame)	Thread 1.375" x 24tpi Lentgh 73mm	Diameter 46mm Lentgh 73mm	Diameter 41mm Lentgh 89.5mm
			

A weight saving of approximately 40 grams can be achieved in comparison to threaded versions (depending also on each model/component brand)



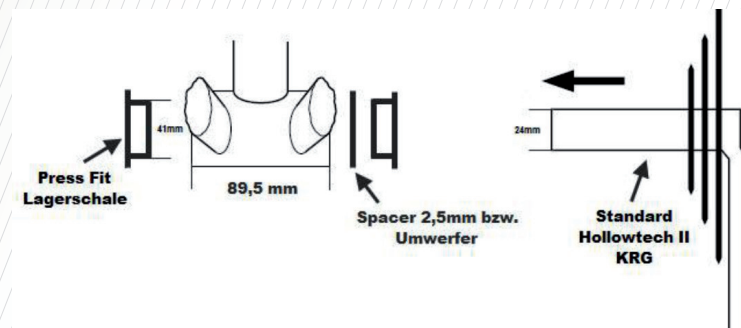
Please make sure not to press the cups into the frame by touching the inner part of the bearings. In addition we strongly recommend the use of Scott Carbon grease for assembly between cups and frame surface.

Shimano and SRAM offer parts to match their groupsets with those frames. To purchase those parts please contact your national distributor of the related component brand.

SPARK 2010

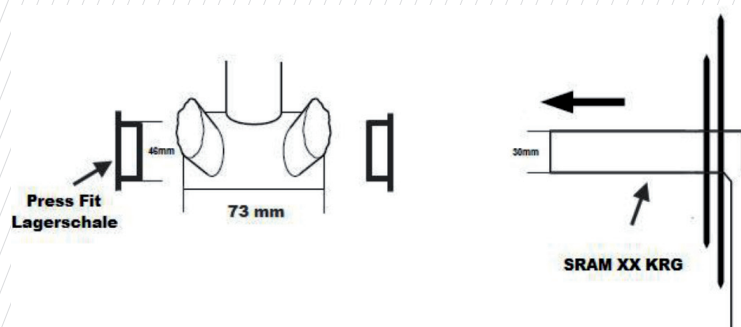
PRESSFIT BB92

on Spark LTD/10/20 - Mod 2010



PRESSFIT PF30

on Spark RC



SHIMANO

For Shimano Scott also stocks the BB cups, they can be ordered with:

208634

SHIMANO int. BB ISMFC7800P



Please note that Shimano requests the use of the specific tools as shown below.

TL-BB12



TL-BB13



Those tools can be ordered at your national Shimano distribution.

SPARK 2010

SRAM

Press Fit GXP BB



Pressfit Cups

SRAM GXP MTB	Art. Nr. 00.6415.033.020
SRAM GXP MTB, keramisch	Art. Nr. 00.6415.033.030
Sram XX Press Fit 30	Art. Nr. 00.6415.041.000
Sram XX Press Fit 30 keramisch	Art. Nr. 00.6415.041.010

SPARK 2010

COMPATIBILITY

PressFit GXP ROAD Bottom Bracket: enables the use of SRAM and Truvativ GXP road double cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 68.5 mm width, and 41 mm diameter.

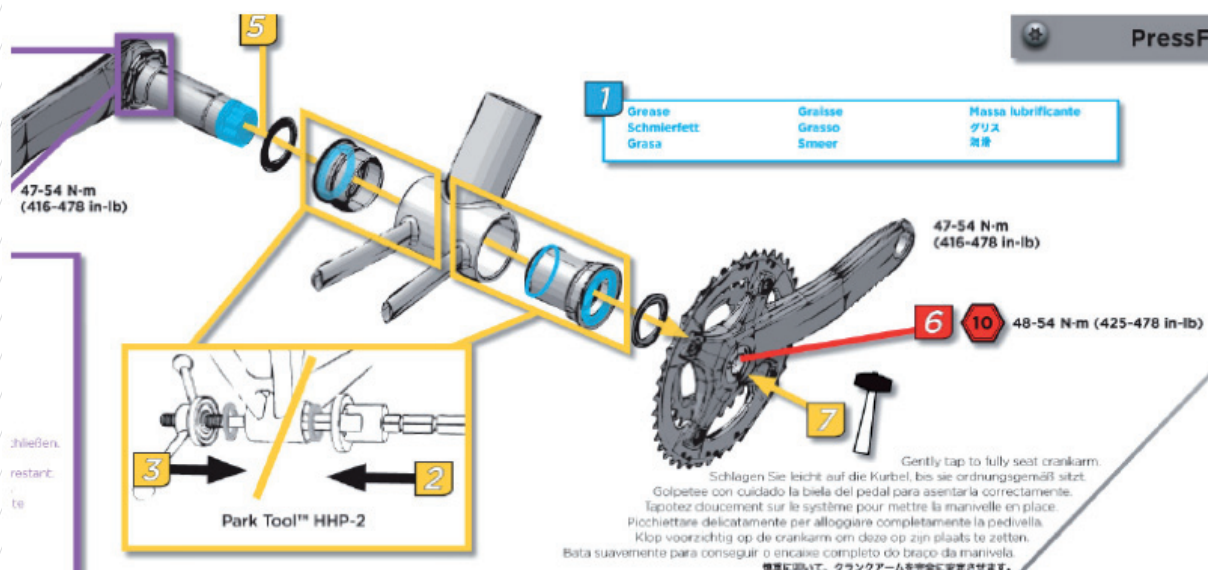
PressFit GXP MTB Bottom Bracket: enables the use of SRAM and Truvativ GXP MTB triple cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 89.5 mm or 92 mm width, and 41 mm diameter.

TOOLS

Installation

- Safety glasses
- 8 mm, 16 mm (5/8") hex
- Torque wrench
- Headset Press (Park Tool™ HHP-2 or equivalent)
- Grease
- Pick

Press Fit BB 30



SRAM XX COMPONENTS COMPATIBILITY FOR SPARK BIKES OF MY 07 - 09

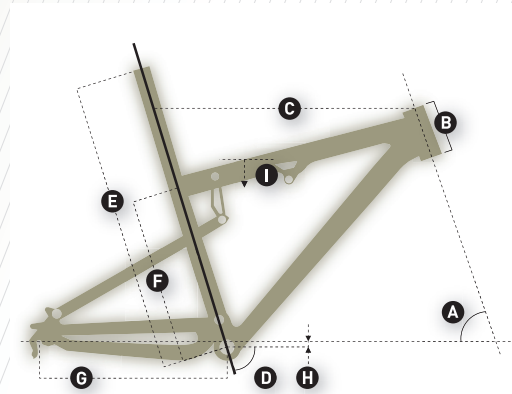
FD XX HIGH CLAMP BOTTOM PULL Ø34.9

For BB assembly pls note that for all models of MY 09 or older only the GXP version for BSA 73mm housing will match

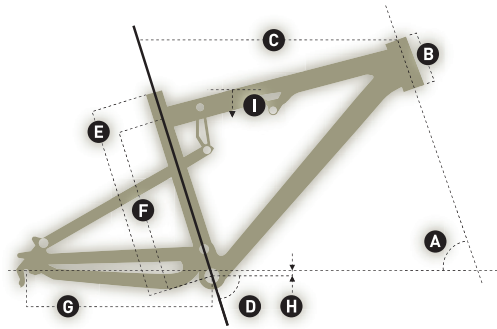
Please use only the crankset version with 164mm Q-factor otherwise you will have some clearance problems.

SPARK 2010

GEOMETRY/TECHNICAL DATA SPARK



integrated seatpost



standard seatpost

	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seattube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length	Crank arm length
	°	mm	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm	mm

SPARK CARBON (RC - INTEGRATED SEATPOST)

S	69.5°	110	4.3	555	21.9	73.5°	680	26.8	337	13.3	422	16.6	-10	-0.4	727	28.6	90	170
M	69.8°	120	4.7	585	23.0	73.5°	730	28.7	387	15.2	422	16.6	-10	-0.4	758	29.8	90	175
L	70.0°	140	5.5	610	24.0	73.5°	780	30.7	429	16.9	422	16.6	-10	-0.4	789	31.1	100	175
XL	70.0°	160	6.3	640	25.2	73.5°	830	32.7	479	18.9	422	16.6	-10	-0.4	825	32.5	110	175

SPARK CARBON (STANDARD SEATPOST)

S	69.5°	110	4.3	555	21.9	73.5°	400	15.7	337	13.3	422	16.6	-10	-0.4	727	28.6	90	170
M	69.8°	120	4.7	585	23.0	73.5°	450	17.7	387	15.2	422	16.6	-10	-0.4	758	29.8	90	175
L	70.0°	140	5.5	610	24.0	73.5°	490	19.3	429	16.9	422	16.6	-10	-0.4	789	31.1	100	175
XL	70.0°	160	6.3	640	25.2	73.5°	540	21.3	479	18.9	422	16.6	-10	-0.4	825	32.5	110	175

SPARK ALLOY (STANDARD SEATPOST)

S	69.0°	110	4.3	555	21.9	73.5°	400	15.7	337	13.3	422	16.6	-7	-0.3	727	28.6	90	170
M	69.0°	120	4.7	585	23.0	73.5°	450	17.7	387	15.2	422	16.6	-7	-0.3	758	29.8	90	175
L	69.0°	140	5.5	610	24.0	73.5°	490	19.3	429	16.9	422	16.6	-7	-0.3	789	31.1	100	175
XL	69.0°	160	6.3	640	25.2	73.5°	540	21.3	479	18.9	422	16.6	-7	-0.3	825	32.5	110	175

SPARK 2010

GEOMETRY/TECHNICAL DATA SPARK

Travel	110/70/0mm
Suspension Ratio	2.97
Piston stroke	37mm
Shock length (E to E)	165mm
Hardware Mainframe	22.2mm x 6mm
Hardware Swingarm	22.2mm x 6mm
Seatpost diameter	34,9mm, some models with integrated seatpost
Headset	1 1/8"semi integr. with 44.0mm cups
Fork travel	120mm
Fork length	471mm
BB housing	73mm
Front derailleur	Downswing 34.9mm Downpull
Bearings	2x61900 (Ø22xØ10xT6) / 6x63800 (Ø19xØ10xT7)

SPARK 2010

TECHNICAL DATA SPARK

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Spark 60	121	68	31.6	262/263	264/263	XC-44 DISC 26X32H	34.9
Spark 50	FC-M542 W/BB	FC-M542 W/BB	31.6	264.5/262	261/262	XC-44 DISC 26X32H	34.9
Spark 40	FC-M770 W/BB	FC-M770 W/BB	31.6	261/262	261/262	445D 26X32H DISC	34.9
Spark 35 Carbon	FC-M542 W/BB	FC-M542 W/BB	34.9	263/260	261/262	445D 26X32H DISC	34.9
Spark 30 Carbon	FC-M7660 W/BB	FC-M7660 W/BB	34.9	XR-30 WHEEL SET	XR-30 WHEEL SET	XR-30 WHEEL SET	34.9
Spark 20 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-20 WHEEL SET	XR-20 WHEEL SET	XR-20 WHEEL SET	34.9
Spark 10 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-10 WHEEL SET	XR-10 WHEEL SET	XR-10 WHEEL SET	34.9
Spark RC Carbon	FC-XX W/BB	FC-XX W/BB	NONE (INTEG.)	260/262	261/262	MTN WCS DISC OCR 26X32H	38.2
Spark LTD Carbon	NOIR XC 3.3 W/BB	NOIR XC 3.3 W/BB	34.9	XRC WHEEL SET	XRC WHEEL SET	XRC WHEEL SET	34.9

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Spark 60 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark 50 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark 40 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	62	170(S); 175(M-XL)
Spark 35 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark 30 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark 20 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark 10 Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	64	170(S); 175(M-XL)
Spark RC Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	62	170(S); 175(M-XL)
Spark LTD Carbon	165	M6X 22.2	90(S-M); 100(L); 110(XL)	60	170(S); 175(M-XL)

SPARK 2010

SPECIAL PARTS SPARK

Please note that beside the 4 different sizes of the front triangle (S/M/L/XL) also the seatstays and linkage bars are specific for each frame size.

These parts are not interchangeable between the sizes!

216291	Linkage Bar Set Spark 2010 white S/M/L/XL
206908	Linkage Bar Set Spark 07 Bk S/M/L/XL
206951	Cable fixing set Spark
212742	Seatclamp Ritchey Stubby MTB 8mm backdr.
206936	Seatclamp Stubby Spark Long
208359	Seatclamp w/QR Spark 38.25
210713	Seatclamp / QR black 34.9
208916	Cutting tool seattube Spark
206375	Dropout+Screw all MTB since'97 5-PAK
206473	Dropout Spark/Genius'09 2-PAK
206941	Tool-swingarm Spark
206950	Swingarm-Rep. Set Spark
206952	Seatstay protector Spark
206469	CS Neopren Tpu Scott Spark
216346	Red screw set Spark/Scale/Genius LTD
212751	Golden screw set Spark/Scale/Genius
216346	Red screw set Spark/Scale/Genius LTD
216352	Twinloc Lever for DT M 210
216351	Twinloc Lever for Nude TC

NUDE TC MY 2010

8

NUDE TC 2010

The Nude TC Shock of MY 2010 keeps the same features and dimensions of MY 09.

The Nude shock is compatible to following levers:

212754	Tracloc Lever Nude TC alloy 09 1size
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This Nude Tracloc lever is compatible to the Nude TC shox of MY 07/08/09.

216351	Twinloc Lever for Nude TC
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WARRANTY/SERVICE/MAINTENANCE OF NUDE TC SHOX:

DT Swiss is increasing the network of distributors who can help on warranties and service directly.

For an updated list of national DT Swiss Service Centers please refer to chapter 36 of this Tech Folder or visit <http://www.dtswiss.com/>

SCALE MY 2010

9

SCALE 2010



Scale RC

The frames of Scale Carbon got different versions of the BB shells as shown below, the Scale alloy bikes were completely new developed and are made from 6061 T6 alloy.

All models share the same geometry

Important

Some frames of Scale are available with regular threaded BB housings as well as with BB shells of PF 92 or PF BB 30 standard.

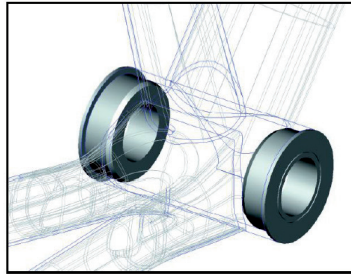
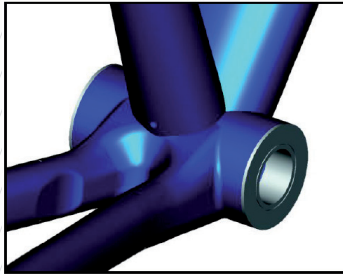
Please note the different BB standards on Scale

MTB BB-STANDARDS

	BB STANDARD	BB SRAM PRESS FIT 30	BB SHIMANO PRESS FIT 92 BB SRAM PRESS FIT 92
Description: (Order form, workbook)	-	INT. BB SRAM PF30	INT. BB PF92
BB-Specification:	All Shimano threaded All SRAM threaded	- SRAM XX	Shimano SM-FC7800-P SRAM press fit GXP
Dimensions: (Frame)	Thread 1.375" x 24tpi Lentgh 73mm	Diameter 46mm Lentgh 73mm	Diameter 41mm Lentgh 89.5mm

SCALE 2010

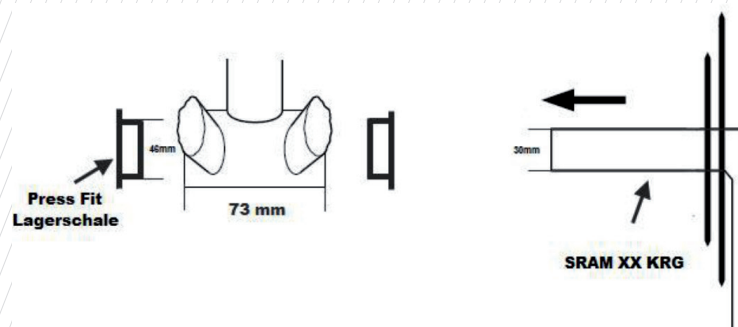
A weight saving of approximately 40 grams can be achieved in comparison to threaded versions (depending also on each model/component brand)



Please make sure not to press the cups into the frame by touching the inner part of the bearings. In addition we strongly recommend the use of Scott Carbon grease for assembly between cups and frame surface.

PRESSFIT PF30

on Scale RC



Shimano and SRAM offer parts to match their groupsets with those frames. To purchase those parts please contact your national distributor of the related component brand.

SHIMANO

For Shimano Scott also stocks the BB cups, they can be ordered with:

208634	SHIMANO int. BB ISMFC7800P
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SCALE 2010

Please note that Shimano requests the use of the specific tools as shown below.

TL-BB12



TL-BB13



Those tools can be ordered at your national Shimano distribution.

SRAM

Press Fit GXP BB



Pressfit Cups

Sram XX Press Fit 30	Art. Nr. 00.6415.041.000
Sram XX Press Fit 30 keramisch	Art. Nr. 00.6415.041.010

SCALE 2010

COMPATIBILITY

PressFit GXP ROAD Bottom Bracket: enables the use of SRAM and Truvativ GXP road double cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 88.5 mm width, and 41 mm diameter.

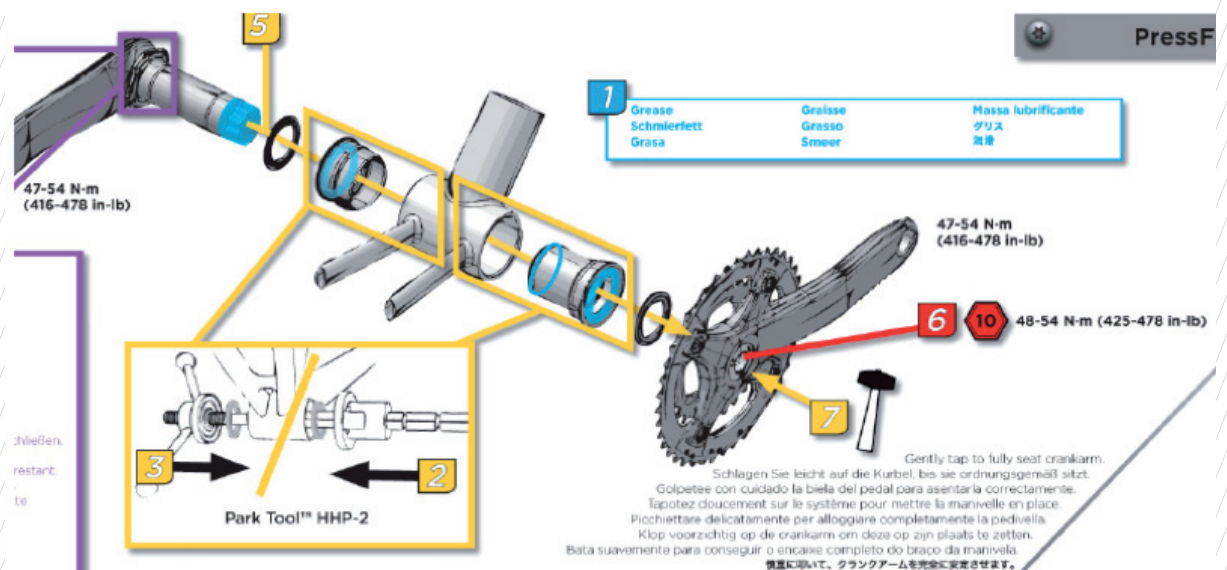
PressFit GXP MTB Bottom Bracket: enables the use of SRAM and Truvativ GXP MTB triple cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 88.5 mm or 92 mm width, and 41 mm diameter.

TOOLS

Installation

- Safety glasses
- 8 mm, 16 mm (5/8") hex
- Torque wrench
- Headset Press (Park Tool™ HHP-2 or equivalent)
- Grease
- Pick

Press Fit BB 30



SRAM XX COMPONENTS COMPATIBILITY FOR SCALE BIKES OF MY 05 - 09

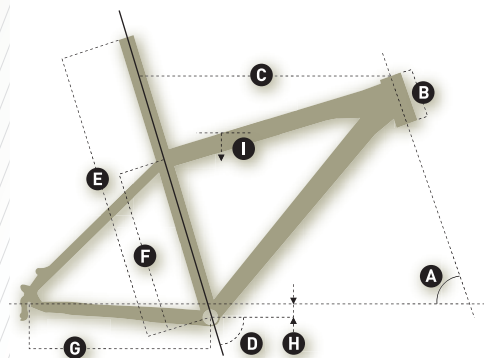
SRAM FD XX HIGH CLAMP TOP PULL Ø38.2

For BB assembly pls note that for all models of MY 09 or older only the GXP version for BSA 73mm housing will match

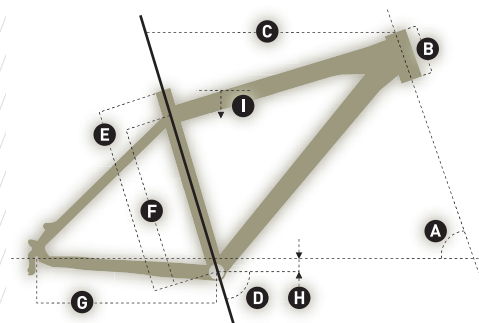
Please use only the crankset version with 164mm Q-factor otherwise you will have some clearance problems.

SCALE 2010

GEOMETRY/TECHNICAL DATA SCALE



integrated seatpost



standard seatpost

	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seattube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length	Crankarm length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm	mm

SCALE CARBON (RC - INTEGRATED SEATPOST)

S	70.5°	105	4.1	555	21.9	73.5°	680	26.8	328	12.9	420	16.5	-30	-1.2	710	28.0	90	170
M	71.0°	115	4.5	580	22.8	73.5°	730	28.7	378	14.9	420	16.5	-30	-1.2	745	29.3	100	175
L	71.0°	130	5.1	600	23.6	73.0°	780	30.7	418	16.5	420	16.5	-30	-1.2	775	30.5	110	175
XL	71.5°	150	5.9	620	24.4	73.0°	830	32.7	468	18.4	420	16.5	-30	-1.2	815	32.1	120	175

SCALE CARBON AND ALLOY (STANDARD SEATPOST)

XS	70.2°	100	3.9	540	21.3	73.5°	350	13.8	288	11.3	420	16.5	-30	-1.2	680	26.8	90	170
S	70.5°	105	4.1	555	21.9	73.5°	390	15.4	328	12.9	420	16.5	-30	-1.2	710	28.0	90	170
M	71.0°	115	4.5	580	22.8	73.5°	440	17.3	378	14.9	420	16.5	-30	-1.2	745	29.3	100	175
L	71.0°	130	5.1	600	23.6	73.0°	480	18.9	418	16.5	420	16.5	-30	-1.2	775	30.5	110	175
XL	71.5°	150	5.9	620	24.4	73.0°	530	20.9	468	18.4	420	16.5	-30	-1.2	815	32.1	120	175
XXL	71.5°	160	6.3	640	25.2	73.0°	580	22.8	518	20.4	420	16.5	-30	-1.2	845	33.3	120	175

SCALE 2010

TECHNICAL DATA SCALE

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Scale 80	118	68	31.6	264/263	264/262.5	XC-44 DISC 26X32H	34.9
Scale 70	118	68	31.6	264/263	264/262.5	XC-44 DISC 26X32H	34.9
Scale 60	121	68	31.6	264	264/262.5	XC-44 DISC 26X32H	34.9
Scale 50	FC-M542 W/BB	FC-M542 W/BB	31.6	264/261	261/260	445D 26X32H DISC	34.9
Scale 40	FC-M770 W/BB	FC-M770 W/BB	31.6	261/262	261/260	445D 26X32H DISC	34.9
Scale 35 Carbon	FC-M542 W/BB	FC-M542 W/BB	34.9	260/263	262/261	445D 26X32H DISC	E TYPE 66-69
Scale 30 Carbon	FC-M660 W/BB	FC-M660 W/BB	34.9	XR-30 WHEEL SET	XR-30 WHEEL SET	XR-30 WHEEL SET	E TYPE 66-69
Scale 20 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-20 WHEEL SET	XR-20 WHEEL SET	XR-20 WHEEL SET	E TYPE 66-69
Scale 10 Carbon	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-10 WHEEL SET	XR-10 WHEEL SET	XR-10 WHEEL SET	E TYPE 66-69
Scale RC Carbon	FC-XX W/BB	FC-XX W/BB	NONE (INTEG.)	MTN WCS DISC 26X32H	MTN WCS DISC 26X32H	MTN WCS DISC 26X32H	38.2
Scale LTD Carbon	NOIR XC 3.3 W/BB	NOIR XC 3.3 W/BB	34.9	XRC 26X28H WHEEL SET	XRC 26X28H WHEEL SET	XRC 26X28H WHEEL SET	E TYPE 66-69

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Scale 80	NONE	NONE	90(XS-S); 100(M); 110(L); 120(XL-XXL)	62	170(XS-S); 175(M-XXL)
Scale 70	NONE	NONE	90(XS-S); 100(M); 110(L); 120(XL-XXL)	62	170(XS-S); 175(M-XXL)
Scale 60	NONE	NONE	90(XS-S); 100(M); 110(L); 120(XL-XXL)	62	170(XS-S); 175(M-XXL)
Scale 50	NONE	NONE	90(XS-S); 100(M); 110(L); 120(XL-XXL)	62	170(XS-S); 175(M-XXL)
Scale 40	NONE	NONE	90(XS-S); 100(M); 110(L); 120(XL-XXL)	62	170(XS-S); 175(M-XXL)
Scale 35 Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	62	170(S); 175(M-XL)
Scale 30 Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	62	170(S); 175(M-XL)
Scale 20 Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	62	170(S); 175(M-XL)
Scale 10 Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	62	170(S); 175(M-XL)
Scale RC Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	62	170(S); 175(M-XL)
Scale LTD Carbon	NONE	NONE	90MM(S); 100MM(M); 110MM(L); 120(XL)	60	170(S); 175(M-XL)

SCALE 2010

SPECIAL PARTS SCALE

202863	Dropout Scott Scale Carbon 07 2-PAK
206375	Dropout+Screw all MTB since'97 5-PAK
204648	Repair Set Dropout Scale Carbon 05/06
203931	Cable fixing set Genius/Scale
212742	Seatclamp Ritchey Stubby MTB 8mm backdr.
206936	Seat clamp Stubby Spark Long
1518364010000	Seatclamp 38.4mm w/Quick Release JD-MC
1518364020000	Seatclamp 38.4mm w/bolt JD-RC
210713	Seatclamp / QR black 34.9
216346	Red screw set Spark/Scale/Genius LTD
212751	Golden screw set Spark/Scale/Genius
1558605110000	Chainsuck Protector Scale carbon
216358	Rim Alex XC 44 disc 32H White 26"or 28"
214681	Rim Alex XC 44 disc 32H 26" Bk

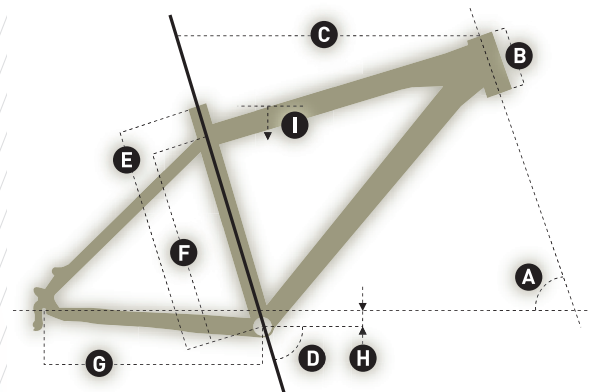
SCALE 2010



Scale 29

In addition to the regular Scale models with 26" wheels Scott also offers now as an SMU Model a Scale 29 with 29" wheels.

GEOMETRY/TECHNICAL DATA SCALE 29"



	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length	Crankarm length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm	mm

SCALE ALLOY 29"

S	69.5°	105	4.1	590	23.2	72.5°	395	15.6	333	13.1	440	17.3	-60	-2.4	753	29.6	80	170
M	69.5°	115	4.5	600	23.6	72.5°	440	17.3	378	14.9	440	17.3	-60	-2.4	785	30.9	90	175
L	69.5°	125	4.9	620	24.4	72.5°	480	18.9	418	16.5	440	17.3	-60	-2.4	811	31.9	100	175
XL	69.5°	140	5.5	640	25.2	72.5°	530	20.9	468	18.4	440	17.3	-60	-2.4	848	33.4	110	175

SCALE 2010

TECHNICAL DATA SCALE 29"

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Scale 29	FC-M542 W/BB	FC-M542 W/BB	31.6	290/294	290/291	485D 29X32H DISC	34.9

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Scale 29	NONE	NONE	75MM(S); 90MM(M); 100MM(L); 110(XL)	64	170(S); 175(M-XL)

SPECIAL PARTS SCALE 29"

216213	Frame Scale 29" 2010 S/M/L/XL
206375	Dropout+Screw all MTB since'97 5-PAK
203931	Cable fixing set Genius/Scale
210713	Seatclamp / QR black 34.9

RANSOM MY 2010

10

RANSOM 2010



Ransom 10

The frames of the Ransom line remain unchanged for MY 2010.

For After Sales Service Scott recommends following parts:

203648	TOOL- SWINGARM RANSOM 1size
200767	SWINGARM-REP. Set RANSOM 1size

The tool set contains, beside all tools in stainless steel quality, a CD showing all steps of the bearing disassembly and assembly as well as all needed technical data as e.g. tightening torques etc.

The Swingarm Rep Set contains beside the bearings all nuts and bolts to replace all moving parts or parts of wear and tear of a Ransom bike.

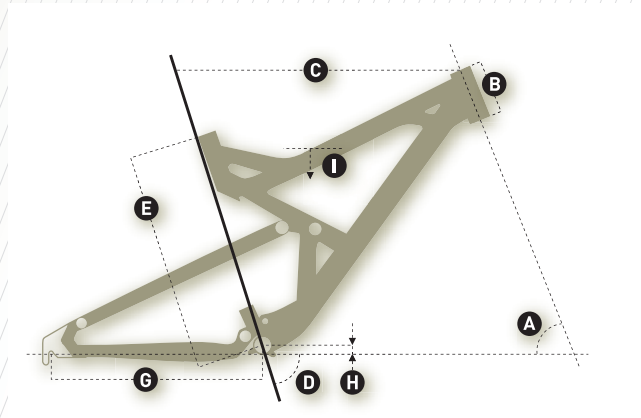
The bearings are standard size and can also be ordered in local hardware stores, in case customers do not want to replace all parts.

One frame needs following bearings:

- 4 x 61900 (22x10xT6),
- 4 x 63800 (19x10xT7),
- 2 x 605 (14x5xT5)

RANSOM 2010

GEOMETRY/TECHNICAL DATA RANSOM



	A	B	C	D	E	G	H	I		
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	Chainstay length	BB offset	Standover height	Stem length	Crankarm length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm	mm

RANSOM																
S	67.0°	115	4.5	560	22.0	73.5°	440	17.3	430	16.9	16	0.6	760	29.9	60	170
M	67.0°	120	4.7	585	23.0	73.5°	460	18.1	430	16.9	16	0.6	770	30.3	60	175
L	67.0°	125	4.9	610	24.0	73.5°	480	18.9	430	16.9	16	0.6	780	30.7	70	175
XL	67.0°	130	5.1	635	25.0	73.5°	510	20.1	430	16.9	16	0.6	790	31.1	70	175

Travel	165 / 100 / 0
Suspension Ratio	3.30
Shock length (E to E)	190mm
Hardware Mainframe	18.0mm x 6mm
Hardware Swingarm	22.2mm x 6mm
Seatpost diameter	34,9mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	145mm - 160mm
Fork length	540mm
BB housing	73mm
Front derailleur	Topswing 31,8mm downpull
Chaignuard	ISCG Standard
Bearings	4 x 61900 (22x10xT6), 4 x 63800 (19x10xT7), 2 x 605 (14x5xT5)

RANSOM 2010

TECHNICAL DATA RANSOM

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Ransom 20 Carbon	FIREX 2.0 W/BB	FIREX 2.0 W/BB	31.6 WITH SHIM (31.9/35.1)	261/262	260/262	EN321 26X32H	31.8
Ransom 10 Carbon	HAMMERSCHMIDT W/BB	HAMMERSCHMIDT W/BB	34.9	261/262	261/262	SX-44 26X32H	HAMMERSCHMIDT

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Ransom 20 Carbon	190	M6 X 18mm (REAR); M6X 22.2 (FRONT)	60(S-M); 70(L-XL)	69	170(S); 175(M-XL)
Ransom 10 Carbon	190	M6 X 18mm (REAR); M6X 22.2 (FRONT)	60(S-M); 70(L-XL)	69	170(S); 175(M-XL)

SPECIAL PARTS RANSOM

206953	Seatstay protector Ransom
204875	Remote control lever Equalizer
204876	Mud guard Equalizer
204877	Shock mount/bushing set Equalizer
203648	Tool-swingarm Ransom
203932	Cable fixing set Reflex FX/Ransom
200520	Dropout IDS QR no axle
200521	Dropout IDS 12MM Standard 0mm No axle
202779	Dopout right IDS std axle
202780	Dropout Right IDS 12MM Thr.axle
202781	12mm Axle 135mm swing.width
206796	Dropout IDS RockShox Maxle 12x135mm
206819	Drop Out right IDS for Maxle
210004	Dropout IDS 12mm Long +10mm No axle
206939	Seatpost shim f. Maverick Speedball
1518364010000	Seatclamp 38.4mm w/Quick Release JD-MC
1518364020000	Seatclamp 38.4mm w/bolt JD-RC
212725	Rim Alex SX 44 disc 32H Bk
216310	Hub rep set Formula DH 91 front
200511	Shock Pump Scott Pro 600

SCOTT SHOX SERVICE 2010

11

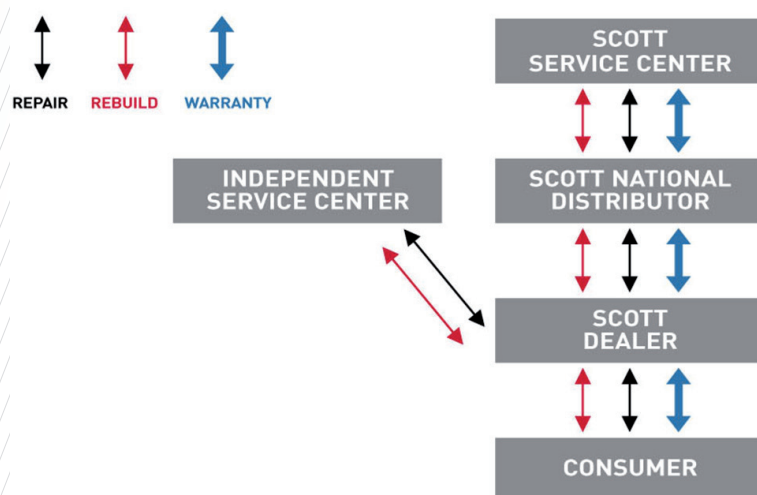
SCOTT SHOX SERVICE 2010

For the recommended annual maintenance of Scott Shox we will have info shown below on our web site to guide the consumers and dealers.

SCOTT SHOCKS SERVICE/ WARRANTIES

For the maintenance of Scott Shocks please follow the service indications as shown below:

SCHEMATIC FOR SERVICE PROCEDURE



The annual maintenance of the Scott Shock is obligatory to keep the 2 years of warranty period as otherwise the shock will suffer from wear and tear which is not included in warranty.

Please check for details your Scott Shock Owners Manual.

For the annual maintenance pls contact your national Scott Shock Service Center as shown in the list below via your authorized Scott dealer.

ANNUAL MAINTENANCE

- > new oil
- > all seals of moving parts
- > all sliders
- > all O-rings
- > new decals

Recommended retail price at your Scott Dealer:

Genius TC: 95 €
 Equalizer OTS: 95 €
 Scott LC: 90 €
 Scott LC-R: 90 €

plus additional freight costs.

This price is recommended in case the shock was given to a Scott Service Center by your local Scott dealer.

SCOTT SHOX SERVICE 2010

AUTHORIZED INDEPENDENT SHOCK SERVICE CENTER

Bike Suspension Center - Italy

Via Monte Leone 4
Cermes (BZ) Italy
39010
Phone: +39 0473 56 3107
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info@pepi.it
www.bikesuspension.com

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info@sabma.com
www.sabma.com

Koehn/Reset - Germany/Austria

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info@reset-racing.de
www.reset-racing.de

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suspension.center@bluewin.ch
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Matjaz Bogataz
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Slovenia
luc@prolocotrade.si

Please note:

All warranties on Scott Shocks must always be given via your local Scott dealer (and the national Scott distributor) only to Scott Service Centers as shown in the diagram above.



ASPECT MY 2010

12

ASPECT 2010

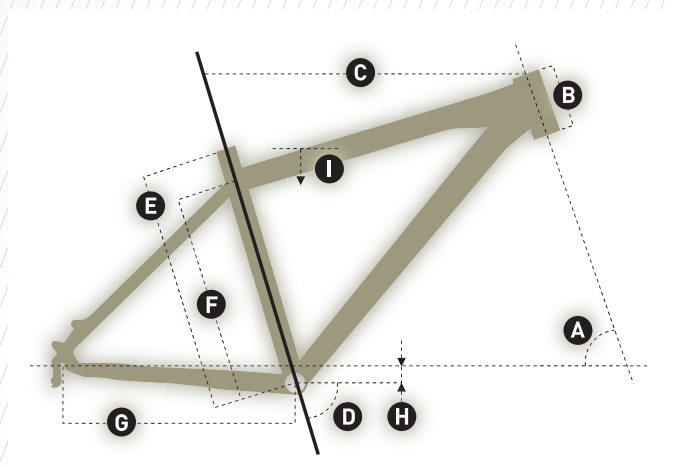


Aspect 10

Aspect MY 2010 got a new developed alloy frame which is approx. 100 grams lighter than in 09.
Geometry remains same as in MY 09.

ASPECT 2010

GEOMETRY/TECHNICAL DATA ASPECT



	A	B	C	D	E	F	G	H	I	J
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

ASPECT																	
XS	69.5°	105	4.1	545	21.5	74.5°	350	13.8	296	11.7	427	16.8	-32	-1.3	739	29.1	60
S	70.0°	115	4.5	555	21.9	74.0°	390	15.4	336	13.2	427	16.8	-32	-1.3	758	29.8	75
M	70.5°	130	5.1	570	22.4	73.5°	440	17.3	386	15.2	427	16.8	-32	-1.3	778	30.6	90
L	70.5°	145	5.7	585	23.0	73.5°	500	19.7	446	17.6	427	16.8	-32	-1.3	799	31.5	100
XL	71.0°	160	6.3	600	23.6	73.0°	570	22.4	516	20.3	427	16.8	-32	-1.3	817	32.2	115
XXL	71.0°	175	6.9	620	24.4	73.0°	600	23.6	546	21.5	427	16.8	-32	-1.3	837	33.0	115

Seatpost diameter 10 - 30	31.6mm
Seatpost diameter 40 - 60	26.8mm
Headset	1 1/8" semi-integrated ahd, 44.0mm cups
BB housing	68mm

ASPECT 2010

TECHNICAL DATA ASPECT

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Aspect 60	122	68	26.8	265	263/264	RIM ARAYA GP-710 26" 32H BK/CNC FV	31.8
Aspect 55	122.5	68	31.6	263/264	263/265	RIM ARAYA GP-710 26" 32H BK FV	34.9
Aspect 50	122.5	68	31.6	265	263/264	RIM ARAYA GP-710 26" 32H BK/CNC FV	34.9
Aspect 45	122.5	68	31.6	260/262	258/260	RIM ZAC-19 26" BK 32H W/SAFE LN,FV	34.9
Aspect 40	122.5	68	31.6	264	262/263	RIM ZAC-19 26" BK/ CNC 32H W/SAFE LN,FV	34.9
Aspect 35	118	68	31.6	263/264	263/264	RIM ALEX AL-XC44 DISC, 26" WHITE, 32H,	34.9
Aspect 30	118	68	31.6	264	262/264	RIM ALEX AL-ACE24 WHT/CNC 26 32H FV	34.9
Aspect 20 disc	118	68	31.6	264/262.5	264/263	XC-44 DISC 26X32H	34.9
Aspect 10 disc	FC-M542 W/BB	68	31.6	262/265	261/263	XC-44 DISC 26X32H	34.9

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Aspect 60	NONE	NONE	90 (XS/S/M); 100 (L/XL)	62	170
Aspect 55	NONE	NONE	70 (XS/S); 85 (M); 100 (L/XL)	62	170
Aspect 50	NONE	NONE	70 (XS/S); 85 (M); 100 (L/XL)	62	170
Aspect 45	NONE	NONE	70 (XS/S); 85 (M); 100 (L/XL)	62	170(XS/S); 175(M/L/XL)
Aspect 40	NONE	NONE	70 (XS/S); 85 (M); 100 (L/XL)	62	170(XS/S); 175(M/L/XL)
Aspect 35	NONE	NONE	60 (XS); 75 (S); 90 (M); 100 (L); 110 (XL/XXL)	62	170(XS/S); 175(M/L/XL)
Aspect 30	NONE	NONE	60 (XS); 75 (S); 90 (M); 100 (L); 110 (XL/XXL)	62	170(XS/S); 175(M/L/XL)
Aspect 20 disc	NONE	NONE	60MM(XS);75MM(S);90MM(M); 100MM(L);110MM(XL);120(XXL)	62	170MM(XS-S); 175MM(M-XXL)
Aspect 10 disc	NONE	NONE	60MM(XS);75MM(S);90MM(M); 100MM(L);110MM(XL);120(XXL)	62	170MM(XS-S); 175MM(M-XXL)

SPECIAL PARTS ASPECT

216175	Fork Suntour XCR H-LO 100mm Bk or White
216176	Fork Suntour XCM H-LO 100mm Bk or White
216344	Bar JD 11.2
216345	Bar JD 16.2
206375	Dropout+Screw all MTB since'97 5-PAK
216358	Rim Alex XC 44 disc 32H White 26"or 28"
214681	Rim Alex XC 44 disc 32H 26" Bk
210713	Seatclamp / QR black 34.9
215498	Saddle Aspect

VOLTAGE MY 2010

13

VOLTAGE 2010



Voltage YZ LTD

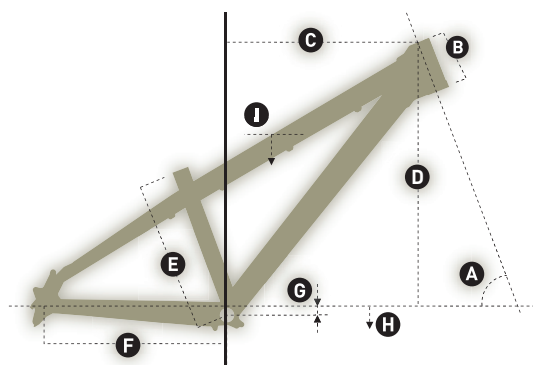
On Voltage MY 2010 Scott implemented several single speed bikes to the Voltage line.

4 different frames (A, B, C and D frame) are in production for MY 2010 Voltage

B and D share the same geometry, so overall there are 3 different geometries as shown in chart below:

VOLTAGE 2010

GEOMETRY/TECHNICAL DATA VOLTAGE



	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Reach	Stack	BB center to top of seat tube	Chainstay length	BB offset	BB height	Standover height	Wheel base	Stem length
	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm

VOLTAGE A FRAME

one size	68.5°	110	4.3	400	15.7	567	22.3	316	12.4	385	15.2	-15	-0.6	325	12.8	702	27.6	1050	41.3	40
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VOLTAGE B AND D FRAME

XS	68.5°	110	4.3	414	16.3	562	22.1	330	13.0	405	15.9	-15	-0.6	325	12.8	707	27.8	1078	42.4	40
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VOLTAGE C FRAME

XS	68.5°	110	4.3	380	15.0	588	23.1	330	13.0	420	16.5	-32	-1.3	308	12.1	684	26.9	1050	41.3	60
S	69.0°	110	4.3	380	15.0	588	23.1	370	14.6	420	16.5	-32	-1.3	308	12.1	715	28.1	1050	41.3	60
M	69.0°	120	4.7					410	16.1	420	16.5	-32	-1.3	308	12.1	746	29.4	1055	41.5	60
L	69.5°	135	5.3					460	18.1	420	16.5	-32	-1.3	308	12.1	786	30.9	1061	41.8	90
XL	69.5°	150	5.9					510	20.1	420	16.5	-32	-1.3	308	12.1	786	30.9	1077	42.4	90

Seatpost diameter LTD-0.3	31.6mm
Seatpost diameter 1-35	26.8mm
BB housing LTD-0.3	73mm
BB housing 1-35	68mm
Headset	1 1/8" standard ahd

VOLTAGE 2010

Please check carefully the technical data sheets when using a MY 2010 frame for replacement of MY 08 and older frames to ensure full compatibility of the components.

Voltage YZ 01 comes with a new dropout of the IDS line.



With the IDS single speed drop-out set you'll get several washers that will help to adjust a perfect chain tension as well as they ensure a perfect positioning of the rear wheel axle in all conditions of rides.

Please note that all other IDS versions of Scott match also with the Voltage frames of YZ LTD-01

VOLTAGE 2010

TECHNICAL DATA VOLTAGE

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Voltage YZ 0.2	160	73	31.6	260/261	261	FR-30 26X32H	NONE
Voltage YZ 0.3	165	73	31.6	259/261	260/262	Alex DP20 White 26X32H	NONE
Voltage YZ 0.1	BFC-1113 W/BB AXLE	73	31.6	260/261	261	FR-30 26X32H	NONE
Voltage YZ LTD	138	73	31.6	258/259	258/259	MTX31 26X32H	NONE
Voltage YZ 2	122.5	68	26.8	265	263/264	RIM ARAYA GP-710 26" 32H BK/CNC	31.8
Voltage YZ 1	122.5	68	26.8	264	262/263	RIGIDA ZAC-21 BK/CNC 26 32H SCOTT AV	31.8
Voltage YZ 35 Disc	122.5	68	26.8	261/263	261/263	RIM ARAYA GP-710 26" 32H BK	31.8
Voltage YZ 25 Disc	122.5	68	26.8	260/261	260/261	RIGIDA ZAC-21 WHT 26 32H SCOTT AV	31.8
Voltage YZ 15 Disc	122.5	68	26.8	260/261	260/261	RIGIDA ZAC-21 WHT 26 32H SCOTT AV	31.8

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Voltage YZ 0.2	NONE	NONE	40MM	68	175
Voltage YZ 0.3	NONE	NONE	40	68	170
Voltage YZ 0.1	NONE	NONE	40MM	68	175
Voltage YZ LTD	NONE	NONE	40MM	68	175
Voltage YZ 2	NONE	NONE	60 (XS/S/M); 90 (L/XL)	62	170
Voltage YZ 1	NONE	NONE	40 (XS/S/M); 60 (L/XL)	64	170
Voltage YZ 35 Disc	NONE	NONE	60 (XS/S/M); 90 (L/XL)	62	170
Voltage YZ 25 Disc	NONE	NONE	40 (XS/S/M); 60 (L/XL)	64	170
Voltage YZ 15 Disc	NONE	NONE	40 (XS/S/M); 60 (L/XL)	64	170(XS/S); 175(M/L/XL)

SPECIAL PARTS VOLTAGE

200521	Dropout IDS 12MM Standard 0mm No axle
202781	12mm Axle 135mm swing.width
210004	Dropout IDS 12mm Long +10mm No axle
202780	Dropout Right IDS 12MM Thr.axle
215998	Dropout IDS Single Speed
215999	Dropout IDS 12mm Short -10mm No axle
206375	Dropout+Screw all MTB since '97 5-PAK
216343	Stem Voltage 2010 10°
216318	Rim Alex FR 30 disc 32H Bk or White
216319	Rim Alex DP 20 32H
216314	Crankset Samox Cr-Mo 2 pc 28T incl. BB
216313	Chainguide E-13 LS 1 ISCG05
216335	Saddle Voltage Pivot.Atm.dir.mount,Timo
216336	Saddle Voltage Pivot.Atm.dir.mount,Lance
216309	Hub rep set Formula DC 42N
216308	Hub rep set Formula DC 52N
216310	Hub rep set Formula DH 91 front
216177	Fork Suntour XCM 100mm
216180	Fork RST Gila Pro T 100
216208	Fork YZ 0.3 rigid

GAMBLER MY 2010

14

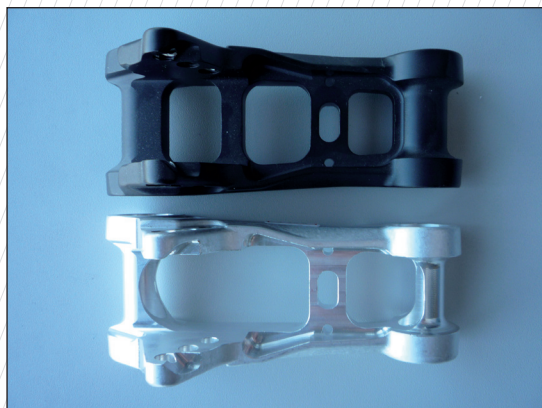
GAMBLER 2010



Gambler DH 10

Gambler MY 2010 remains on geometry/technical data same as MY 09.

Some small details were changed to shave off approx. 200 grams on the linkage parts and shock mounts as well as on some CNC parts of the frame.



GAMBLER 2010

For After Sales Service Scott recommends following parts:

210121	TOOL- Swingarm GAMBLER 1size
210126	SWINGARM-Rep.Set GAMBLER 1size

The tool set contains, beside all tools in stainless steel quality, a CD showing all steps of the bearing disassembly and assembly as well as all needed technical data as e.g. tightening torques etc.

The Swingarm Rep Set contains beside the bearings all nuts and bolts to replace all moving parts or parts of wear and tear of a Gambler bike.

The bearings are standard size and can also be ordered in local hardware stores, in case customers do not want to replace all parts.

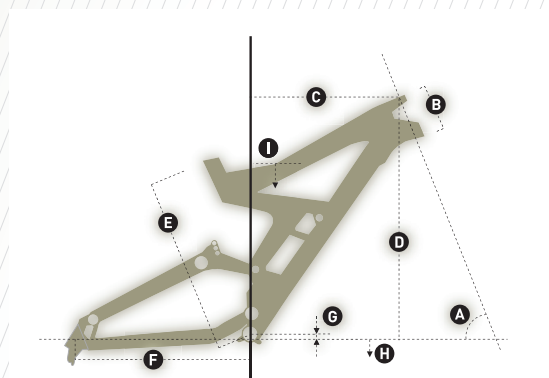
One frame needs following bearings:

2 x 61901 (24x12xT6)

6 x 61902 (28x15xT7)

GAMBLER 2010

GEOMETRY/TECHNICAL DATA GAMBLER



	A	B	C	D	E	F	G	H	I		
Size	Head angle	Head tube length	Reach	Stack	BB center to top of seat tube	Chainstay length	BB offset	BB height	Standover height	Wheel base	Stem length
	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm inches	mm

GAMBLER FR

short	66.0°	115	4.5	375	14.7	586	23.1	424	16.7	430	16.9	25	1.0	370	14.6	790	31.1	1135	44.7	40
long	66.0°	115	4.5	410	16.5	586	23.1	424	16.7	430	16.9	25	1.0	370	14.6	790	31.1	1170	46.1	40

GAMBLER DH

short	64.0°	115	4.5	375	14.7	586	23.1	424	16.7	440	17.3	25	1.0	370	14.6	790	31.1	1135	44.7	50
long	64.0°	115	4.5	410	16.5	586	23.1	424	16.7	440	17.3	25	1.0	370	14.6	790	31.1	1170	46.1	50

Travel	190 / 210 / 230mm
Suspension Ratio	2.5 / 2.75 / 3.0
Piston stroke	76mm
Shock length (E to E)	241mm
Hardware Mainframe	22,2mm x 8mm
Hardware Swingarm	40mm x 8mm
Seatpost diameter	34,9mm
Headset	1 1/8" or 1.5", depending on headtube insert
Fork travel	180 - 200mm
Fork length	568mm
BB housing	83mm
Chainguard	ISCG/ISCG05 tab
Rear Hub Width	150mm
Bearings	2 x 61901 (24x12xT6), 6 x 61902 (28x15xT7)

GAMBLER 2010

TECHNICAL DATA GAMBLER

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Gambler 30	148	83	34.9	260/262	260/262	ALEX AL FR-32	NONE
Gambler 20	148	83	34.9	260/262	260/262	ALEX AL FR-32	NONE
Gambler 10	148	83	34.9	260/262	260	DT EX-500	NONE

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Gambler 30	240	22.2 x M8	60	71	170
Gambler 20	240	22.2 x M8	50	75	170
Gambler 10	240	22.2 x M8	45-50	77.7	165

SPECIAL PARTS GAMBLER

210054	Linkage bar Gambler 08
210119	Seatpost Gambler Zero Offset
216311	Chainguide E-13 LG 1 ISCG05 w/Taco
216312	Chainguide E-13 SS ISCG05 w blk Supercha
210127	Headtube insert Gambler 1 1/8
210128	Headtube insert Gambler 1.5
210117	Seatclamp Gambler
210004	Dropout IDS 12mm Long +10mm No axle
200521	Dropout IDS 12mm Standard 0mm no Axle
202782	12mm Axle 150mm swing.width
216310	Hub rep set Formula DH 91 front
217236	Hub rep set Formula DHL-150 rear

**CONTESSA
SPORT
GENIUS/
SPARK/
HARDTAIL**

15

CONTESSA SPORT 2010

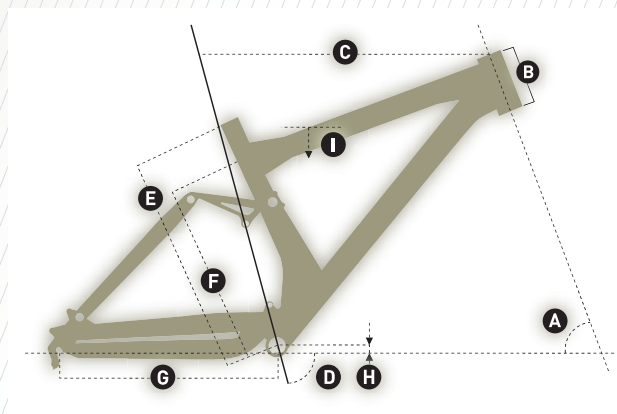
CONTESSA GENIUS



Contessa Genius 15

Contessa Genius MY 2010 remains on geometry/technical data same as MY 09.
For details on the frame please refer to chapter 5.

CONTESSA SPORT 2010



Contessa Genius

	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

CONTESSA GENIUS

S	68.3°	100	3.9	555	21.9	73.5°	440	17.3	337	13.3	428	16.9	10	0.4	771	30.4	70
M	68.5°	115	4.5	585	23.0	73.5°	450	17.7	358	14.1	428	16.9	10	0.4	786	30.9	70
L	68.7°	135	5.3	610	24.0	73.5°	475	18.7	384	15.1	428	16.9	10	0.4	807	31.8	80

Travel	150/95/0mm
Suspension Ratio	3
Piston stroke	50mm
Shock length (E to E)	165mm
Hardware Mainframe	14mm x 6mm
Hardware Swingarm	14mm x 6mm
Seatpost diameter	34,9mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	140-150mm
Fork length	518-525mm
BB housing	73mm
Front derailleur	E-type, direct mount, down pull
Bearings	61900-2RS (Ø22xØ10x6) / 61800-2RS (Ø19xØ10x5)

CONTESSA SPORT 2010

ADDITIONAL PARTS SPECIFIC FOR CONTESSA GENIUS

216268	Linkage Bar Set Genius 2010 white
212744	Tool- Swingarm Genius 09
212749	Swingarm-Rep. Set Genius 09
212750	Cable Fixing Set Genius '09
216350	Twinloc Lever for Equalizer 2
212752	Equalizer 2 Shock
1518364010000	Seatclamp 38.4mm w/Quick Release JD-MC
206473	Dropout Spark/Genius 09' 2-PAK
200511	Shock Pump Scott Pro 600
213014	CS Neopren Tpu Scott Genius

CONTESSA SPORT 2010

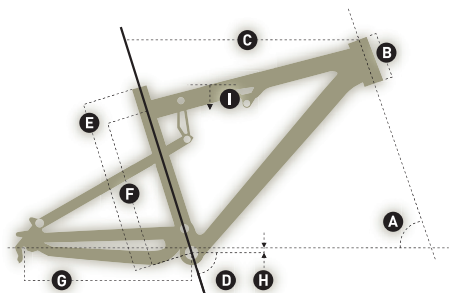
CONTESSA SPARK



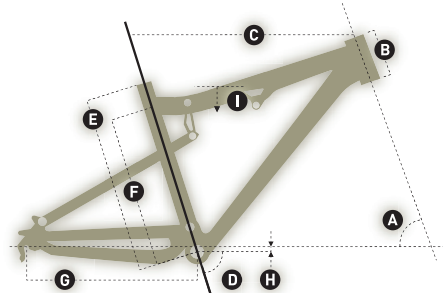
Contessa Spark

Contessa Spark MY 2010 remains on geometry/technical data same as MY 09.
For details on the frame please refer to chapter 7.

CONTESSA SPORT 2010



Contessa Spark carbon



Contessa Spark alloy

	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seattube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

CONTESSA SPARK 25 (CARBON FRAME)

S	69.0°	110	43	555	21.9	73.5°	400	15.7	337	13.3	422	16.6	-7	-0.3	727	28.6	75
M	69.0°	120	4.7	585	23.0	73.5°	450	17.7	387	15.2	422	16.6	-7	-0.3	758	29.8	75
L	69.0°	140	5.5	610	24.0	73.5°	490	19.3	429	16.9	422	16.6	-7	-0.3	789	31.1	90

CONTESSA SPARK 35 (ALLOY FRAME)

S	69.0°	110	43	535	21.1	73.5°	400	15.7	350	13.8	422	16.6	-7	-0.3	727	28.6	75
M	69.0°	120	4.7	565	22.2	73.5°	450	17.7	400	15.7	422	16.6	-7	-0.3	758	29.8	75
L	69.0°	140	5.5	590	23.2	73.5°	490	19.3	440	17.3	422	16.6	-7	-0.3	789	31.1	90

Travel	110/0mm
Suspension Ratio	2.97
Piston stroke	37mm
Shock length (E to E)	165mm
Hardware Mainframe	22.2mm x 6mm
Hardware Swingarm	22.2mm x 6mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	120mm
Fork length	471mm
BB housing	73mm
Front derailleur	Downswing 34.9mm Downpull
Bearings	2x61900 (Ø22xØ10xT6) / 6x63800 (Ø19xØ10xT7)

CONTESSA SPORT 2010

ADDITIONAL PARTS SPECIFIC FOR CONTESSA SPARK

Please note that beside the 3 different sizes of the front triangle (S/M/L) also the seatstays and linkage bars are specific for each frame size.

These parts are not interchangeable between the sizes!

216291	Linkage Bar Set Spark 2010 white S/M/L/XL
206951	Cable fixing set Spark
206473	Dropout Spark/Genius'09 2-PAK
206941	Tool-swingarm Spark
206950	Swingarm-Rep. Set Spark
208359	Seatclamp w/QR Spark 38.25
210713	Seatclamp / QR black 34.9
206952	Seatstay protector Spark
206469	CS Neopren Tpu Scott Spark
216352	Twinloc Lever for DT M 210
216351	Twinloc Lever for Nude TC

CONTESSA SPORT 2010

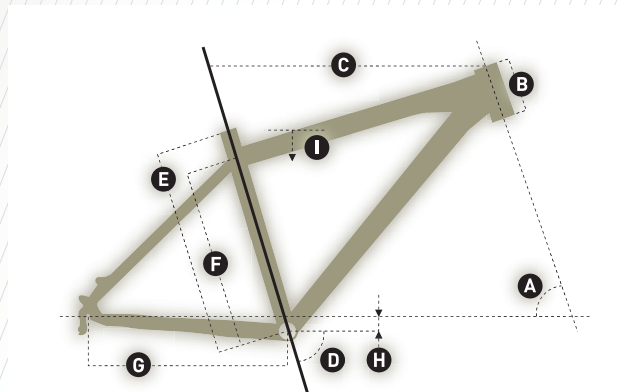
CONTESSA SPORT



Contessa Sport

Contessa Sport MY 2010 remains on geometry/technical data same as MY 09.

CONTESSA SPORT 2010



Contessa Hardtail

	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

CONTESSA HARDTAIL

XS	69.0°	100	3.9	540	21.3	74.0°	330	13.0	280	11.0	430	16.9	-32	-1.3	699	27.5	60
S	69.5°	110	4.3	545	21.5	73.5°	370	14.6	320	12.6	430	16.9	-32	-1.3	718	28.3	75
M	70.0°	120	4.7	555	21.9	73.0°	410	16.1	360	14.2	430	16.9	-32	-1.3	737	29.0	75
L	70.0°	135	5.3	565	22.2	73.0°	460	18.1	410	16.1	430	16.9	-32	-1.3	758	29.8	90
XL	70.5°	150	5.9	575	22.6	73.0°	510	20.1	460	18.1	430	16.9	-32	-1.3	778	30.6	90

Headset	1 1/8" semi-integrated ahd, 44.0mm cups, 1 1/8 std ahd
BB housing	68mm
Seatpost diameter	26.8mm

Please note that only Contessa 10, 20 and 30 are available in XL frame size

ADDITIONAL PARTS SPECIFIC FOR CONTESSA SPORT

206375	Dropout+Screw all MTB since'97 5-PAK
216175	Fork Suntour XCR H-LO 100mm Bk or White
216176	Fork Suntour XCM H-LO 100mm Bk or White
216358	Rim Alex XC 44 disc 32H White 26" or 28"
214681	Rim Alex XC 44 disc 32H 26" Bk
210713	Seatclamp / QR black 34.9

CONTESSA SPORT 2010

TECHNICAL DATA CONTESSA SPORT

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Contessa 55	122.5	68	31.8	261/263	261/263	RIM ARAYA GP-710 26" 32H BK FV	34.9
Contessa 50	122.5	68	31.8	265	263/264	RIM ARAYA GP-710 26" 32H BK/CNC FV	34.9
Contessa 40	122.5	68	31.8	265	262/264	RIM ZAC-19 26" BK/ CNC 32H W/SAFE LN,FV	34.9
Contessa 30	118	68	31.8	263/264	263/264	RIM ALEX AL-XC44 DISC, 26" WHITE, 32H,	34.9
Contessa 20	110	68	31.6	262/266	262/264	ALEX AL XC-44 DISC	34.9
Contessa 10	110	68	31.6	264/266	264/266	ALEX AL XC-44 DISC	34.99
Contessa Spark 35	121	68	31.6	262/263	263/264	XC-44 DISC 26X32H	34.9
Contessa Spark 25	FC-M542 W/BB	FC-M542 W/BB	34.9	260/263	261/262	44SD 26X32H DISC	34.9
Contessa Genius 15	FC-M660 W/BB	FC-M660 W/BB	34.9	XR-35 26X32H	XR-35 26X32H	XR-35 26X32H	E TYPE 66-69

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Contessa 55	NONE	NONE	70 (XS/S); 85 (M/L)	62	170
Contessa 50	NONE	NONE	70 (XS/S); 85 (M/L)	62	170
Contessa 40	NONE	NONE	70 (XS/S); 85 (M/L)	62	170 (XS/S); 175 (M/L)
Contessa 30	NONE	NONE	60 (XS); 75 (S/M); 90 (L/XL)	62	170 (XS/S); 175 (M/L)
Contessa 20	NONE	NONE	60/75/90	62	170/175
Contessa 10	NONE	NONE	60/75/90	62	170/175
Contessa Spark 35	165	M6X 22.2	75MM(S-M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa Spark 25	165	M6X 22.2	75MM(S-M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa Genius 15	165	M6X 14	70(S-M); 80(L)	64	170MM(S);175MM(M-L)

ADDICT MY 2010

16

ADDICT 2010



Addict R1

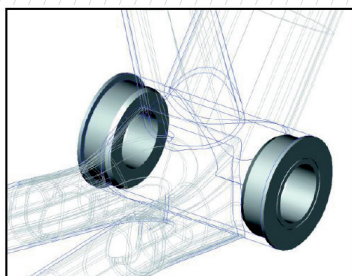
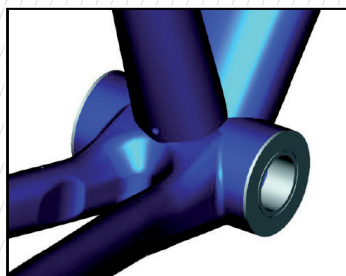
Addict frames remain same as MY 09, new in the line is Addict RC with Di2 shifting system.
This frame is not sold separately but available for warranty support as explained in chapter 6.

Important

Please note that integrated BB-housing cannot match with triple crankset!

Frames of Addict are available with regular threaded BB housings as well as with BB shells of PF 86 standard.

A weight saving of approximately 40 grams can be achieved in comparison to threaded versions (depending also on each model/component brand)

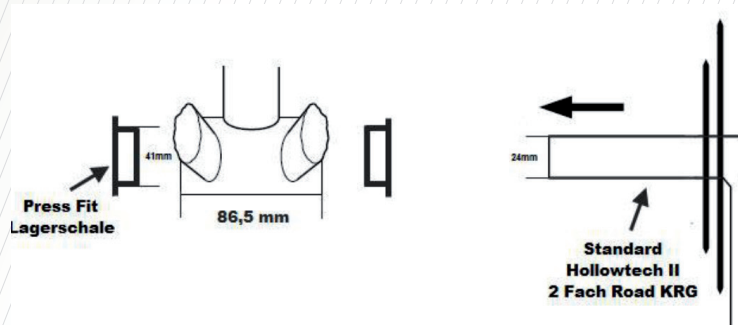


Please make sure not to press the cups into the frame by touching the inner part of the bearings. In addition we strongly recommend the use of Scott Carbon grease for assembly between cups and frame surface.

Campagnolo, Shimano and SRAM offer parts to match their groupsets with those frames.
To purchase those parts please contact your national distributor of the related component brand.

ADDICT 2010

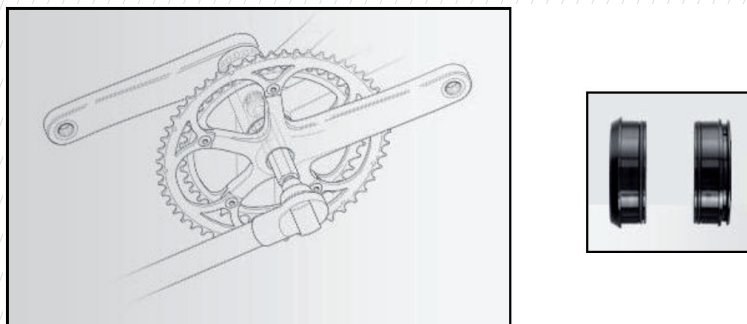
PRESSFIT BB86



CAMPAGNOLO

Campagnolo is now offering also a set of cups matching to the Addict frames, so Addict frames for integrated BB standard can also be equipped with Campagnolo cranks of the Ultra Torque System.

The cup set is available at your national Campagnolo distributor with parts number: IC9-RE41



Pressfit Cups

Campagnolo

Art. Nr. IC9-RE41

Please note that Campagnolo requests for the assembly of the BB cups the Campagnolo tool with article number UT-BB140 which is available at your national Campagnolo distributor.

ADDICT 2010

SHIMANO

For Shimano Scott also stocks the BB cups, they can be ordered with:

208634

SHIMANO int. BB ISMFC7800P

The national distribution of Shimano also can deliver the cups as well as the tools which are strongly recommended to be used as informed by Shimano.



Please note that Shimano requests the use of the specific tools as shown below.

TL-BB12



TL-BB13



Those tools can be ordered at your national Shimano distribution.

ADDICT 2010

SRAM

Press Fit GXP BB



COMPATIBILITY

PressFit GXP ROAD Bottom Bracket: enables the use of SRAM and Truvativ GXP road double cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 86.5 mm width, and 41 mm diameter.

PressFit GXP MTB Bottom Bracket: enables the use of SRAM and Truvativ GXP MTB triple cranksets in frames designed with sleeveless (PressFit) bottom bracket shells of 89.5 mm or 92 mm width, and 41 mm diameter.

TOOLS

Installation

- Safety glasses
- 8 mm, 16 mm (5/8") hex
- Torque wrench
- Headset Press (Park Tool™ HHP-2 or equivalent)
- Grease
- Pick

Pressfit Cups

SRAM GXP Road	Art. Nr. 00.6415.033.000
SRAM GXP Road, ceramic	Art. Nr. 00.6415.033.010

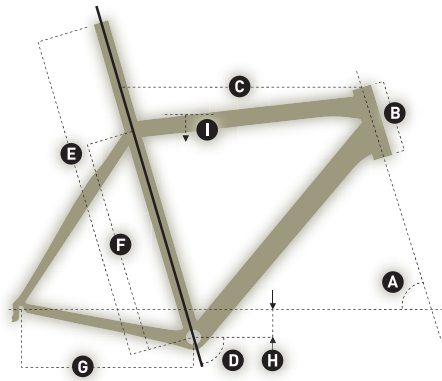
FSA

Pressfit Cups

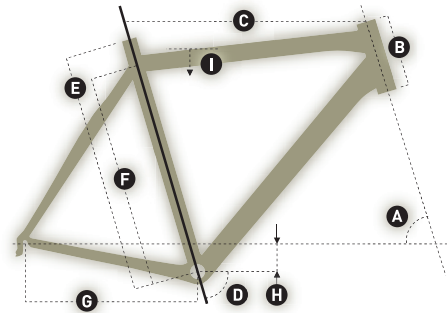
FSA	Art. Nr. 230-6011
FSA, ceramic	Art. Nr. 230-6010

ADDICT 2010

GEOMETRY/TECHNICAL DATA ADDICT



integrated seatpost



standard seatpost

	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

ADDICT (INTEGRATED SEATPOST)

XXS/47	70.5°	100	3.9	510	20.1	74.5°	650	25.6	410	16.1	405	15.9	-67	-2.6	718	28.3	90
XS/49	71.0°	105	4.1	520	20.5	74.5°	680	26.8	430	16.9	405	15.9	-67	-2.6	732	28.8	100
S/52	72.0°	120	4.7	535	21.1	74.0°	710	28.0	460	18.1	405	15.9	-67	-2.6	756	29.8	110
M/54	73.0°	140	5.5	550	21.7	73.3°	740	29.1	480	18.9	405	15.9	-67	-2.6	777	30.6	110
L/56	73.0°	160	6.3	565	22.2	73.3°	770	30.3	500	19.7	405	15.9	-67	-2.6	795	31.3	110
XL/58	73.3°	180	7.1	580	22.8	73.0°	800	31.5	520	20.5	405	15.9	-67	-2.6	815	32.1	120
XXL/61	73.3°	200	7.9	595	23.4	72.5°	830	32.7	550	21.7	405	15.9	-67	-2.6	839	33.0	130

ADDICT (STANDARD SEATPOST)

XXS/47	70.5°	100	3.9	510	20.1	74.5°	470	18.5	410	16.1	405	15.9	-67	-2.6	718	28.3	90
XS/49	71.0°	105	4.1	520	20.5	74.5°	490	19.3	430	16.9	405	15.9	-67	-2.6	732	28.8	100
S/52	72.0°	120	4.7	535	21.1	74.0°	520	20.5	460	18.1	405	15.9	-67	-2.6	756	29.8	110
M/54	73.0°	140	5.5	550	21.7	73.3°	540	21.3	480	18.9	405	15.9	-67	-2.6	777	30.6	110
L/56	73.0°	160	6.3	565	22.2	73.3°	560	22.0	500	19.7	405	15.9	-67	-2.6	795	31.3	110
XL/58	73.3°	180	7.1	580	22.8	73.0°	580	22.8	520	20.5	405	15.9	-67	-2.6	815	32.1	120
XXL/61	73.3°	200	7.9	595	23.4	72.5°	610	24.0	550	21.7	405	15.9	-67	-2.6	839	33.0	130

Headset	1 1/8" semi integr. 44.0mm cups
BB housing	68mm for threaded BB type
Seatpost diameter	31.6mm
Front derailleur	Braze on, downroute

ADDICT 2010

TECHNICAL DATA ADDICT

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Addict R3 CD 20	FC-5650 W/BB	FC-5650 W/BB	31.6	AKSIUM WHEEL SET	AKSIUM WHEEL SET	AKSIUM WHEEL SET	BRAZED ON
Addict R3 30	FC5603 W/BB	FC5603 W/BB	31.6	AKSIUM WHEEL SET	AKSIUM WHEEL SET	AKSIUM WHEEL SET	BRAZED ON
Addict R3 20	FC5600 W/BB	FC5600 W/BB	31.6	AKSIUM WHEEL SET	AKSIUM WHEEL SET	AKSIUM WHEEL SET	BRAZED ON
Addict R2 CD 20	FC-6750 W/BB	FC-6750 W/BB	31.6	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	BRAZED ON
Addict R2 20	FC6700 W/BB	FC6700 W/BB	31.6	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	BRAZED ON
Addict R15 CD	FORCE C2.2TM W/BB	FORCE C2.2TM W/BB	31.6	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	BRAZED ON
Addict R1 20ISP	FC7900 W/BB	FC7900 W/BB	NONE (ISP SEAT POST)	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	BRAZED ON
Addict R1 20	FC7900 W/BB	FC7900 W/BB	31.6	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	KSYRIUM SL WHEEL SET	BRAZED ON
Addict RC 20	FC7900 W/BB	FC7900 W/BB	NONE (ISP SEAT POST)	WH-7850-C50-CL WHEEL SET	WH-7850-C50-CL WHEEL SET	WH-7850-C50-CL WHEEL SET	BRAZED ON

	Rear Shock (ø2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Addict R3 CD 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R3 30	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R3 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R2 CD 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R2 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R15 CD	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R1 20ISP	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict R1 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)
Addict RC 20	NONE	NONE	90MM(47); 100MM(49); 110MM(52-56); 120MM(58); 130MM(61)	38CM(47); 40CM(49); 42CM(52-58); 44CM(61)	165MM(47); 170MM(49); 172.5MM(52-56); 175MM(58-61)

ADDICT 2010

SPECIAL PARTS ADDICT

208363	FD-Fix.bolt+adapt.Addict
208360	Antichainsuck plate Addict
208361	Antichainsuck clamp Addict
208364	Shimano int.BB ISMFC7800P
206472	Dropout Scott Addict/CR1 '10
208915	Cutting tool seattube Addict
208358	Seatclamp Addict 34.9mm
206937	Seat clamp Stubby Addict Std
206938	Seat clamp Stubby Addict Long
213046	Seatclamp Stubby Addict 8mm offset
210331	Seat clamp Stubby f/carbon rails
1518603350910	Shifting adjuster road bike 10-Pak
216194	Fork Addict R1 2010
216195	Fork Addict R15 2010
216196	Fork Addict R2 2010
216197	Fork Addict R3 2010
216198	Fork Addict R4 2010
216193	Fork Addict RC 2010

SPEEDSTER MY 2010

17

SPEEDSTER 2010



Speedster S10

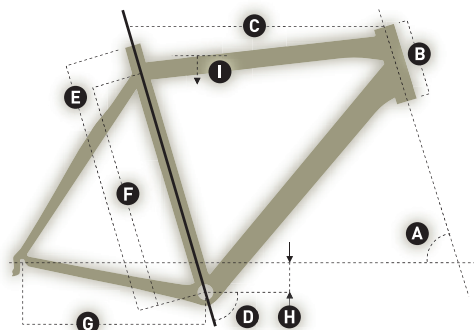
Speedster frames of MY 2010 are completely new developed.
Speedster S10 and S20 share 1 frame version, S30-S50 another version.
In addition S20 and S50 are also available as Flatbar (FB) versions with eyelets
and longer brake callipers for fender assembly.

All Speedster frames are made in MY 2010 from 6061 T6 alloy.

The geometry was also changed and is exactly the same as the geometry of
the new CR1 line.

SPEEDSTER 2010

GEOMETRY/TECHNICAL DATA SPEEDSTER



	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

SPEEDSTER (RACING HANDLEBAR)

XXS	70.5°	115	3.9	505	19.9	75.0°	470	18.5	410	16.1	405	15.9	-67	-2.6	723	28.5	90
XS	71.0°	120	4.7	515	20.3	75.0°	490	19.3	430	16.9	405	15.9	-67	-2.6	737	29.0	100
S	73.0°	140	5.5	530	20.9	74.5°	520	20.5	460	18.1	405	15.9	-67	-2.6	765	30.1	110
M	73.0°	160	6.3	545	21.5	74.0°	540	21.3	480	18.9	405	15.9	-67	-2.6	784	30.9	110
L	73.0°	180	7.1	560	22.0	73.5°	560	22.0	500	19.7	405	15.9	-67	-2.6	803	31.6	110
XL	73.0°	200	7.9	575	22.6	73.3°	580	22.8	520	20.5	405	15.9	-67	-2.6	823	32.4	120
XXL	73.0°	220	8.7	595	23.4	73.3°	610	24.0	550	21.7	405	15.9	-67	-2.6	847	33.3	130

SPEEDSTER (FLAT HANDLEBAR)

XXS	70.5°	115	3.9	505	19.9	75.0°	470	18.5	410	16.1	420	16.5	-67	-2.6	727	28.6	90
XS	71.0°	120	4.7	515	20.3	75.0°	490	19.3	430	16.9	420	16.5	-67	-2.6	741	29.2	100
S	73.0°	140	5.5	530	20.9	74.5°	520	20.5	460	18.1	420	16.5	-67	-2.6	769	30.3	110
M	73.0°	160	6.3	545	21.5	74.0°	540	21.3	480	18.9	420	16.5	-67	-2.6	788	31.0	110
L	73.0°	180	7.1	560	22.0	73.5°	560	22.0	500	19.7	420	16.5	-67	-2.6	807	31.8	110
XL	73.0°	200	7.9	575	22.6	73.3°	580	22.8	520	20.5	420	16.5	-67	-2.6	826	32.5	120
XXL	73.0°	220	8.7	595	23.4	73.3°	610	24.0	550	21.7	420	16.5	-67	-2.6	850	33.5	130

Headset	1 1/8" semi integr. 44.0mm cups
BB housing	68mm
Seatpost diameter	31.6mm
Front derailleur	Braze on, downroute

SPEEDSTER 2010

TECHNICAL DATA SPEEDSTER

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Speedster S50 FB 24S	113	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S50 24S	113	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S40 27S	113	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S40 CD 18S	108	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S30 27S	113	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S30 CD 18S	108	68	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S20 FB 30S	FC-R553 W/BB	FC-R553 W/BB	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S20 CD 20S	FC-4550 W/BB	FC-4550 W/BB	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S20 30S	FC-R553 W/BB	FC-R553 W/BB	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S10 CD 20S	FC-6750 W/BB	FC-6750 W/BB	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON
Speedster S10 20S	FC6700 W/BB	FC6700 W/BB	31.6	276	294/295.5	RACE 28 F20H/R24H	BRAZED ON

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Speedster S50 FB 24S	NONE	NONE	90/100/110/120/130	58	165/170/172.5/175
Speedster S50 24S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S40 27S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S40 CD 18S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S30 27S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S30 CD 18S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S20 FB 30S	NONE	NONE	90/100/110/120/130	58	165/170/172.5/175
Speedster S20 CD 20S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S20 30S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S10 CD 20S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175
Speedster S10 20S	NONE	NONE	90/100/110/120/130	38/40/42/44	165/170/172.5/175

SPECIAL PARTS SPEEDSTER

216186	Fork Addict Team f/Speedster 2010
216187	Fork Addict FB Team f/Speedster 2010
206376	Dropout+Screw AFD 98->02 2-PAK
208362	Antichainsuck clamp 34.9
216320	Rim Alex Race 24 32H
216321	Rim Alex Race 28 20H
216322	Rim Alex Race 28 24H

PLASMA 2 MY 2010

18

PLASMA 2010



Plasma LTD

The frames of Plasma 2 remain unchanged in MY 2010.

Important

HEADSET

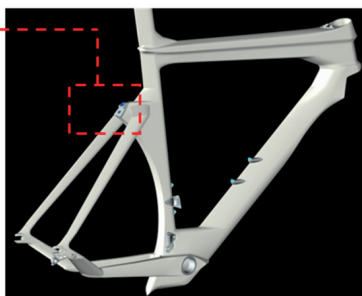
The headset is different from the standard semi-integrated version normally used on Scott bikes.
The part can be ordered via the Ritchey distribution network or at Scott with

212721	1 1/8" semi integr. 44.0mm cups
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REAR BRAKE

The rear brake on Plasma2 is mounted to an adapter which will be fixed together with the rear brake on the monostay of the seatstay section.
The part can be ordered at Scott with

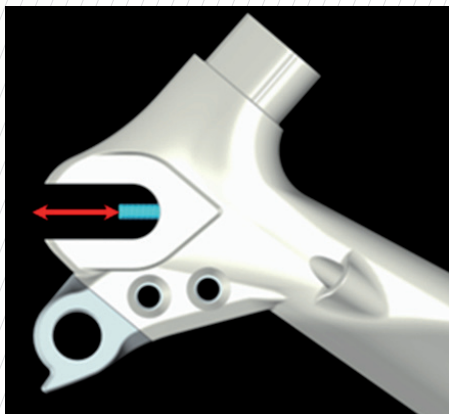
212755	PLASMA 2 rear brake adaptor 1size
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PLASMA 2010

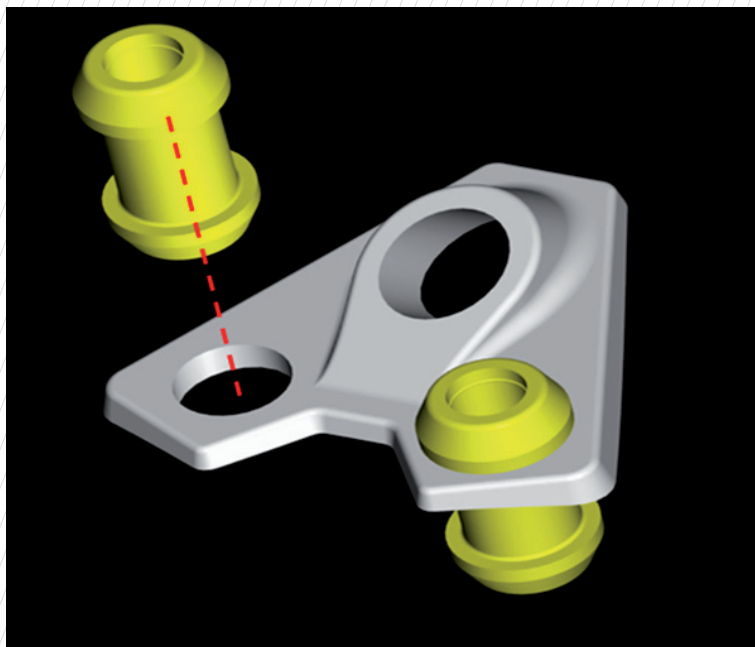
REAR WHEEL FINE TUNING SCREWS

The screws inside the backward opened dropout on Plasma2 are replaceable. In case you need them for service please contact Patrick Bochud or Holger Klintner at Scott Sports SA



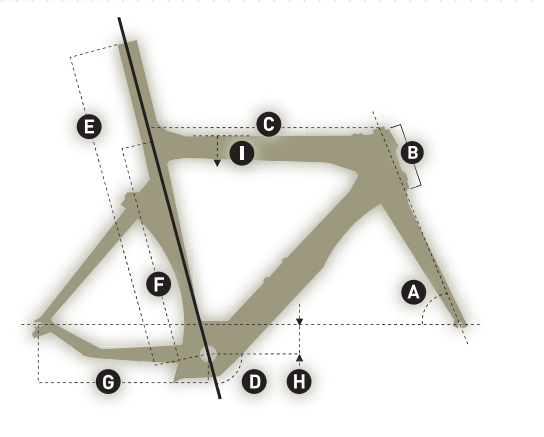
CABLE-INLETS

The cable-inlets are sealed against water and grid with some rubber seals. In case you need them for service please contact Patrick Bochud or Holger Klintner at Scott Sports SA.

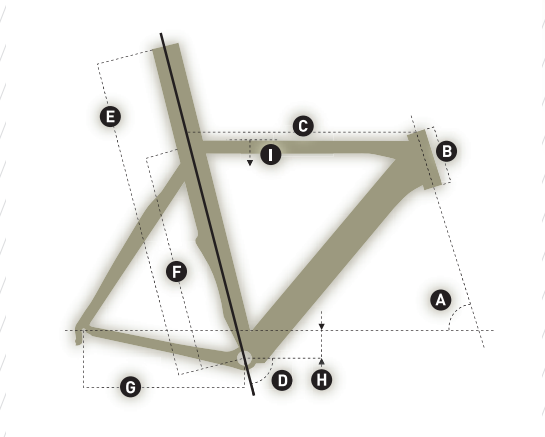


PLASMA 2010

GEOMETRY/TECHNICAL DATA PLASMA



Plasma 2



CR1 Plasma

	A	B		C		D	E				G		H		I		
Size	Head angle	Head tube length		Effective top tube horizontal		Seat angle	BB center to top of seat tube		BB center to top tube center		Chainstay length		BB offset		Standover height		Stem length
	°	mm	inches	mm	inches	°	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm

PLASMA 2																	
XXS/47	71.0°	90	3.5	490	19.3	76.0°	640	25.2	465	18.3	406	16.0	-70	-2.8	720	28.3	80
XS/49	71.5°	100	3.9	505	19.9	76.0°	680	26.8	476	18.7	406	16.0	-70	-2.8	739	29.1	90
S/52	72.0°	110	4.3	520	20.5	76.0°	720	28.3	488	19.2	406	16.0	-70	-2.8	759	29.9	90
M/54	72.5°	120	4.7	535	21.1	76.0°	760	29.9	499	19.6	406	16.0	-70	-2.8	779	30.7	110
L/56	72.5°	140	5.5	552	21.7	76.0°	800	31.5	519	20.4	406	16.0	-70	-2.8	798	31.4	110

Headset	1 1/8" integr, 40mm cartridges
BB housing	68mm
Front derailleur	Braze on, downroute

CR1 PLASMA																	
XS/49	71.0°	100	3.9	505	19.9	76.0°	660	26.0	482	19.0	395	15.6	-67	-2.6	740	29.1	90
S/52	71.5°	110	4.3	520	20.5	76.0°	700	27.6	494	19.4	395	15.6	-67	-2.6	759	29.9	90
M/54	72.0°	120	4.7	535	21.1	76.0°	740	29.1	505	19.9	395	15.6	-67	-2.6	778	30.6	110
L/56	72.5°	140	5.5	552	21.7	76.0°	780	30.7	530	20.9	395	15.6	-67	-2.6	798	31.4	110
XL/58	72.5°	175	6.9	572	22.5	76.0°	820	32.3	561	22.1	395	15.6	-67	-2.6	818	32.2	120

PLASMA 2010

TECHNICAL DATA PLASMA

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
CR-1 Plasma 30	ELITA 2.2 W/BB	ELITA 2.2 W/BB	NONE (ISP SEAT POST)	WH-R500A WHEEL SET	WH-R500A WHEEL SET	WH-R500A WHEEL SET	BRAZED ON
CR-1 Plasma 20	FC6700 W/BB	FC6700 W/BB	NONE (ISP SEAT POST)	WH-RS10-L WHEEL SET	WH-RS10-L WHEEL SET	WH-RS10-L WHEEL SET	BRAZED ON
CR-1 Plasma 10	FC7900 W/BB	FC7900 W/BB	NONE (ISP SEAT POST)	WH-RS10-L WHEEL SET	WH-RS10-L WHEEL SET	WH-RS10-L WHEEL SET	BRAZED ON
CR-1 Plasma LTD	RED CARBON 2.2TM W/BB	RED CARBON 2.2TM W/BB	NONE (ISP SEAT POST)	232	214/216	ZIPP 620 DEEP 700CX18H(F)/20H(R)	BRAZED ON

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
CR-1 Plasma 30	NONE	NONE	80MM(47); 90MM(49-52); 110MM(54-56)	40CM(49-52); 42CM(54-58)	172.5MM(49-52); 175MM(54-58)
CR-1 Plasma 20	NONE	NONE	90MM(49-52); 110MM(54-56); 120MM(58)	40CM(49-52); 42CM(54-58)	170MM(47); 172.5MM(49-52); 175MM(54-56)
CR-1 Plasma 10	NONE	NONE	80MM(47); 90MM(49-52); 110MM(54-56)	40CM(47-52); 42CM(54-56)	170MM(47); 172.5MM(49-52); 175MM(54-56)
CR-1 Plasma LTD	NONE	NONE	80MM(47); 90MM(49-52); 110MM(54-56)	42	170MM(47); 172.5MM(49-52); 175MM(54-56)

SPECIAL PARTS PLASMA

200614	Brake lever set Profile QS2
206817	Brake lever set Profile QSC
206946	Bar Profile T2 Cobra
206947	Bar Profile T2
206948	Bar profile Cobra Wing
206949	Bar pad kit Profile
212745	Cutting Tool Seattube Plasma 2
212743	Seat clamp Stubby Plasma 2 std
213015	Seat clamp Stubby Plasma 2 long version
202652	Seat clamp Plasma Alloy+/-15mm
202776	Seat clamp.Plasma Rep. 50mm
212721	Headset Ritchey WCS f/Plasma 2
212755	Plasma 2 rear brake adaptor
213487	Dropout replacement Plasma2
216200	Fork Plasma 10 2010
216201	Fork Plasma 20 2010
216202	Fork Plasma 30 2010
216199	Fork Plasma LTD 2010

CONTESSA RACE 19 MY 2010

CONTESSA RACE 2010

CONTESSA PLASMA 2

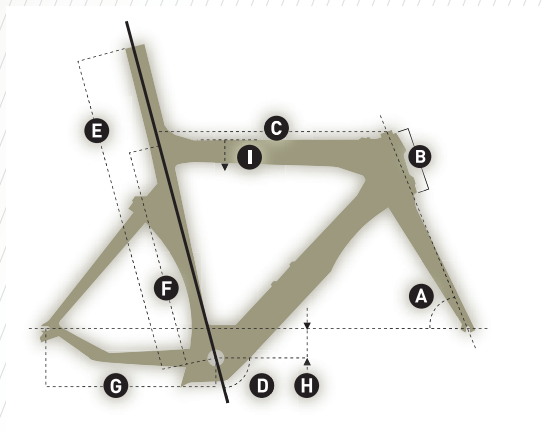


Contessa Plasma

The frame of Contessa Plasma 2 remains unchanged in MY 2010.
For further technical details please refer to chapter 18.

CONTESSA RACE 2010

GEOMETRY/TECHNICAL DATA PLASMA



Plasma 2

	A	B	C	D	E		G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

PLASMA 2																	
XXS/47	71.0°	90	3.5	490	19.3	76.0°	640	25.2	465	18.3	406	16.0	-70	-2.8	720	28.3	80
XS/49	71.5°	100	3.9	505	19.9	76.0°	680	26.8	476	18.7	406	16.0	-70	-2.8	739	29.1	90
S/52	72.0°	110	4.3	520	20.5	76.0°	720	28.3	488	19.2	406	16.0	-70	-2.8	759	29.9	90
M/54	72.5°	120	4.7	535	21.1	76.0°	760	29.9	499	19.6	406	16.0	-70	-2.8	779	30.7	110
L/56	72.5°	140	5.5	552	1.7	76.0°	800	31.5	519	20.4	406	16.0	-70	-2.8	798	31.4	110

Headset	1 1/8" integr, 40mm cartridges
BB housing	68mm
Front derailleur	Braze on, downroute

CONTESSA RACE 2010

SPECIAL PARTS CONTESSA PLASMA

206817	Brake lever set Profile QSC
206946	Bar Profile T2 Cobra
206949	Bar pad kit Profile
212745	Cutting Tool Seattube Plasma 2
212743	Seat clamp Stubby Plasma 2 std
213015	Seat clamp Stubby Plasma 2 long version
202652	Seat clamp Plasma Alloy+/-15mm
202776	Seat clamp.Plasma Rep. 50mm
212721	Headset Ritchey WCS f/Plasma 2
212755	Plasma 2 rear brake adaptor
213487	Dropout replacement Plasma 2
216203	Fork Contessa Plasma 2010

CONTESSA RACE 2010

CONTESSA CR1/ CONTESSA SPEEDSTER

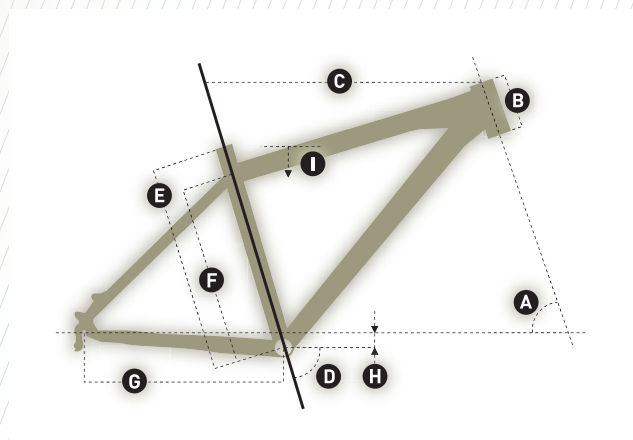


Contessa CR1 Pro

Contessa CR1 and Contessa Speedster frames got the same technical changes as the CR1 frames (Chapter 4 of this booklet) and Speedster frames (chapter 17 of this booklet)

CONTESSA RACE 2010

GEOMETRY/TECHNICAL DATA CONTESSA CR1/ CONTESSA SPEEDSTER



	A	B		D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube		Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	inches	mm inches	mm inches	mm inches	mm

CONTESSA CR1

XXS/47	70.5°	105	4.1	505	19.9	75.0°	470	18.5	410	16.1	405	15.9	-67	-26	710	28.0	70
XS/49	71.0°	110	4.3	515	20.3	75.0°	490	19.3	430	16.9	405	15.9	-67	-26	730	28.7	80
S/52	73.0°	130	5.1	530	20.9	74.5°	520	20.5	460	18.1	405	15.9	-67	-26	750	29.5	90
M/54	73.0°	150	5.9	545	21.5	74.0°	540	21.3	480	18.9	405	15.9	-67	-26	775	30.5	100
L/56	73.0°	170	6.7	560	22.0	73.5°	560	22.0	500	19.7	405	15.9	-67	-26	788	31.0	110

CONTESSA SPEEDSTER

XXS/47	70.5°	105	4.1	505	19.9	75.0°	470	18.5	410	16.1	405	15.9	-67	-26	713	28.1	70
XS/49	71.0°	110	4.3	515	20.3	75.0°	490	19.3	430	16.9	405	15.9	-67	-26	733	28.9	80
S/52	72.5°	130	5.1	530	20.9	74.5°	520	20.5	460	18.1	405	15.9	-67	-26	753	29.6	90
M/54	73.0°	150	5.9	545	21.5	74.0°	540	21.3	480	18.9	405	15.9	-67	-26	778	30.6	100
L/56	73.0°	170	6.7	560	22.0	73.5°	560	22.0	500	19.7	405	15.9	-67	-26	791	31.1	110

Headset	1 1/8" integr., 40mm cartridges
BB housing	68mm
Seatpost diameter	31.6mm
Front derailleur	Braze on, downroute

CONTESSA RACE 2010

SPECIAL PARTS CONTESSA CR1/ CONTESSA SPEEDSTER

206376	Dropout+Screw AFD 98->02 2-PAK
206472	Dropout Scott Addict / CR1 10'
1518364040000	Seatclamp 34.4mm w/bolt f/CR1&scandium
208362	Antichainsuck clamp 34.9
1518603350910	Shifting adjuster road bike 10-Pak
216321	Rim Alex Race 28 20H
216322	Rim Alex Race 28 24H
216192	Fork CR1 Cont. Speedster S25 2010
216191	Fork CR1 Contessa Race 2010

CONTESSA RACE 2010

CONTESSA SPARK RC

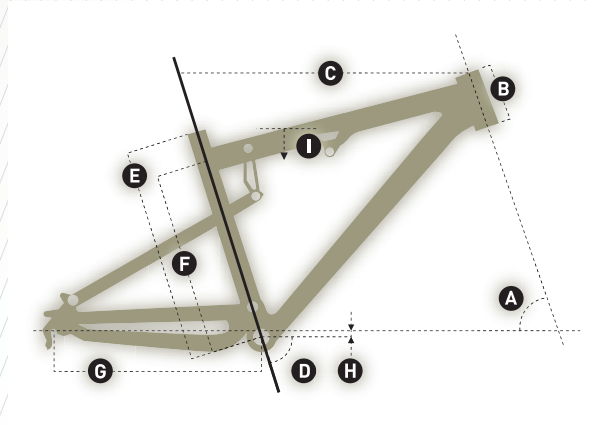


Contessa Spark RC

The frame of Contessa Spark RC remains unchanged in MY 2010.
For further technical details please refer to chapter 8.

CONTESSA RACE 2010

GEOMETRY/TECHNICAL DATA CONTESSA SPARK RC



	A	B		D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube		Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	inches	mm inches	mm inches	mm inches	mm

CONTESSA SPARK

S	69.5°	110	43	555	21.9	73.5°	400	15.7	13.3	422	16.6	-10	-0.4	727	28.6	70
M	69.8°	120	4.7	585	23.0	73.5°	450	17.7	387	422	16.6	-10	-0.4	758	29.8	80
L	70.0°	140	5.5	610	24.0	73.5°	490	19.3	16.9	422	16.6	-10	-0.4	789	31.1	90

Travel	110/70/0mm
Suspension Ratio	2.97
Piston stroke	37mm
Shock length (E to E)	165mm
Hardware Mainframe	22.2mm x 6mm
Hardware Swingarm	22.2mm x 6mm
Seatpost diameter	34.9mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	100mm
Fork length	471mm
BB housing	73mm
Front derailleur	Downswing 34.9mm Downpull
Bearings	2x61900 (Ø22xØ10xT6) / 6x63800 (Ø19xØ10xT7)

CONTESSA RACE 2010

SPECIAL PARTS CONTESSA SPARK RC

216291	Linkage Bar Set Spark 2010 white S/M/L/XL
206951	Cable fixing set Spark
206473	Dropout Spark/Genius'09 2-PAK
206941	Tool-swingarm Spark
206950	Swingarm-Rep. Set Spark
208359	Seatclamp w/QR Spark 38.25
210713	Seatclamp / QR black 34.9
206952	Seatstay protector Spark
206469	CS Neopren Tpu Scott Spark
216352	Twinloc Lever for DT M 210
216351	Twinloc Lever for Nude TC

CONTESSA RACE 2010

CONTESSA SCALE RC

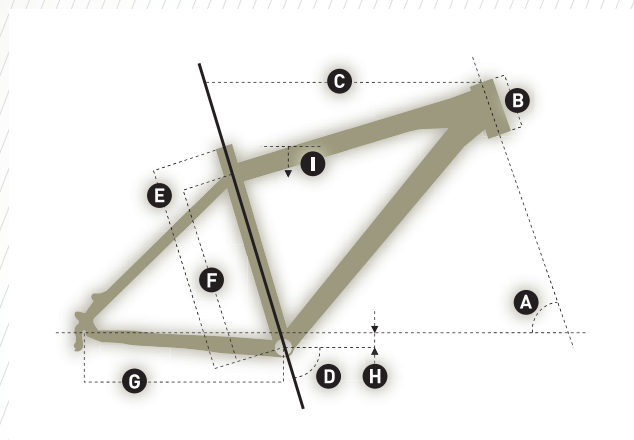


Contessa Scale RC

The frame of Contessa Scale RC remains unchanged in MY 2010.
For further technical details please refer to chapter 8.

CONTESSA RACE 2010

CONTESSA SCALE RC



	A	B		D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube		Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	inches	mm inches	mm inches	mm inches	mm

CONTESSA SCALE

XS	70.2°	100	3.9	540	21.3	73.5°	350	13.8	288	11.3	420	16.5	-30	-1.2	680	26.8	60
S	70.5°		4.1	555	21.9	73.5°	390	15.4	328	12.9	420	16.5	-30	-1.2	710	28.0	
M	71.0°	115	4.5	580	22.8		440	17.3	378	14.9	420	16.5	-30	-1.2	745	29.3	80
L	71.0°	130	5.1	600	23.6	73.0°	480	18.9	418	16.5	420	16.5	-30	-1.2	775	30.5	

Headset	11/8"semi integr. with 44.0mm cups
Seatpost diameter	34,9mm
Fork travel	100mm
Fork length	471mm
BB housing	73mm
Front derailleur	Topswing E-Type Toppull

SPECIAL PARTS CONTESSA SCALE RC

202863	Dropout Scott Scale Carbon 07 2-PAK
203931	Cable fixing set Genius/Scale
1518364010000	Seatclamp 38.4mm w/Quick Release JD-MC
1518364020000	Seatclamp 38.4mm w/bolt JD-RC
1558605110000	Chainsuck Protector Scale carbon

CONTESSA RACE 2010

TECHNICAL DATA CONTESSA RACE

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Contessa Spark 35	121	68	31.6	262/263	263/264	XC-44 DISC 26X32H	34.9
Contessa Spark 25	FC-M542 W/BB	FC-M542 W/BB	34.9	260/263	261/262	445D 26X32H DISC	34.9
Contessa Spark RC	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-20 26X28H	XR-20 26X28H	XR-20 26X28H	34.9
Contessa Genius 15	FC-M660 W/BB	FC-M660 W/BB	34.9	XR-35 26X32H	XR-35 26X32H	XR-35 26X32H	E TYPE 66-69
Contessa Scale RC	FC-M770 W/BB	FC-M770 W/BB	34.9	XR-20 26X28H	XR-20 26X28H	XR-20 26X28H	E TYPE 66-69
Contessa CR1 Pro CD 20	FC-6750 W/BB	FC-6750 W/BB	31.6	WH-6700 WHEEL SET	WH-6700 WHEEL SET	WH-6700 WHEEL SET	BRAZED ON
Contessa Plasma	FC6700 W/BB	FC6700 W/BB	NONE	WH-RS10 WHEEL SET	WH-RS10 WHEEL SET	WH-RS10 WHEEL SET	BRAZED ON

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Contessa Spark 35	165	M6X 22.2	75MM(S-M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa Spark 25	165	M6X 22.2	75MM(S-M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa Spark RC	165	M6X 22.2	70MM(S);80MM(M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa Genius 15	165	M6X 14	70(S-M); 80(L)	64	170MM(S);175MM(M-L)
Contessa Scale RC	NONE	NONE	70MM(S);80MM(M);90MM(L)	62	170MM(S);175MM(M-L)
Contessa CR1 Pro CD 20	NONE	NONE	70MM(47);80MM(49);90MM(52);100MM(54);110MM(56)	36(47);38(49);40 (52-54);42(56)	165MM(47-49); 170MM(52-54); 172.5MM(56)
Contessa Plasma	NONE	NONE	70MM(47-49);80MM(52);90MM(54-56)	40(47-52); 42(54-56)	170MM(47-52); 172.5MM(54); 175MM(56)

**SUB
MY 2010**

20

SUB 2010

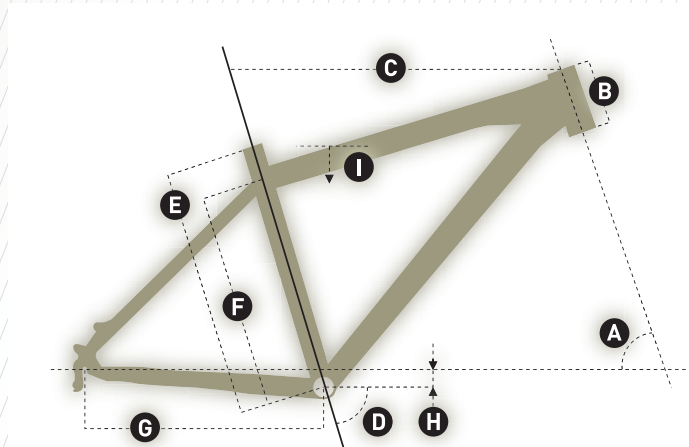


Sub 10

SUB models got for MY 2010 new frames, a split between Men and Solution bikes and a new geometry for better handling and riding performance. In addition all SUB frames got the ports to mount the new Scott Urban Kit within a few minutes. Details on the Urban Kit in chapter 22
All bikes of the SUB line are now 700C

SUB 2010

GEOMETRY/TECHNICAL DATA SUB



	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube		Chainstay length	BB offset		Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	mm

SUB 700 C

XS	69.5°	135	5.3	545	21.5	73.5°	420	16.5	353	13.9	456	18.0	-60	-2.4	718	28.3	90
S	70.5°	145	5.7	555	21.9	73.5°	440	17.3	373	14.7	456	18.0	-60	-2.4	735	28.9	90
M	71.0°	155	6.1	567	22.3	73.0°	480	18.9	414	16.3	456	18.0	-60	-2.4	765	30.0	90
L	71.5°	175	6.9	577	22.7	72.5°	520	20.5	454	17.9	456	18.0	-60	-2.4	795	31.3	100
XL	72.0°	195	7.7	592	23.3	72.5°	550	21.7	484	19.0	456	18.0	-60	-2.4	821	32.3	100

SUB 700C SOLUTION

S	70.0°	155	6.1	540	21.3	73.5°	430	16.9	341	13.4	456	18.0	-60	-2.4	722	28.4	80
M	70.5°	165	6.5	550	21.7	73.5°	470	18.5	363	14.3	456	18.0	-60	-2.4	739	29.1	80
L	71.0°	185	7.3	565	22.2	73.0°	510	20.1	404	15.9	456	18.0	-60	-2.4	771	30.4	90
XL	71.5°	205	8.1	578	22.8	72.5°	540	21.3	434	17.1	456	18.0	-60	-2.4	798	31.4	100

Headset	1 1/8" semi integr. with 44.0mm cups
BB housing	68mm
Seatpost diameter	31.6mm

SUB 2010

TECHNICAL DATA SUB

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
SUB 40	122.5	68	31.6	285	283/284	RIM ALEX SUB 700C WHITE/CNC 32H FV	34.9
SUB 35	110	68	31.6	287	262	SUB 700CX32H	NONE
SUB 30 Solution	126	68	31.6	285	283/284	RIM ALEX SUB 700C WHITE/CNC 32H FV	34.9
SUB 30 Classic	126	68	31.6	285	283/284	RIM ALEX SUB 700C BLACK/CNC 32H FV	34.9
SUB 20	121	68	31.6	284/286	284/286	SUB DISC 700X32H	34.9
SUB 10	FC-S500 W/BB	FC-S500 W/BB	31.6	284/286	261/262	SUB DISC 700X32H	NONE

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
SUB 40	NONE	NONE	70 (XS/S); 85 (M); 105 (L); 115 (XL)	58	170
SUB 35	NONE	NONE	85(XS-S); 100(M); 115(L-XL)	58	170
SUB 30 Solution	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	61	170 (XS/S); 175 (M/L)
SUB 30 Classic	NONE	NONE	70 (XS/S); 85 (M); 105 (L); 115 (XL)	58	170 (XS/S); 175 (M/L)
SUB 20	NONE	NONE	90(XS-S); 100(M); 120(L-XL)	58	170(XS-S); 175(M-XL)
SUB 10	NONE	NONE	90(XS-S); 100(M); 120(L-XL)	58	170(XS-S); 175(M-XL)

SPECIAL PARTS SUB

203931	Cable fixing set Genius/Scale
203932	Cable fixing set Reflex FX/Ransom
216344	Bar JD 11.2
216345	Bar JD 16.2
206375	Dropout+Screw all MTB since'97 5-PAK
206919	RIM ALEX SUB 700C 32H disc Bk or Wh
206921	RIM ALEX SUB 700C 32H cnc Bk or Wh
216342	Stem JD 57
216000	Fender Set 700C
216892	Rear Rack Scott Urban 700C
216184	Fork SUB Pulo TL 316 700C disc only
216185	Fork SUB Pulo TL 316 700C V-Brake

SPORTSTER MY 2010

21

SPORTSTER 2010



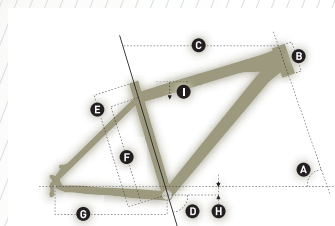
Sportster P1

Sportster models got for MY 2010 new frames, a split between Men, Solution and Lady bikes and a new geometry for better handling and riding performance.

In addition all Sportster frames got the ports to mount the new Scott Urban Kit within a few minutes. Details on the Urban Kit in chapter 22

SPORTSTER 2010

GEOMETRY/TECHNICAL DATA SPORTSTER



	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seat tube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	mm inches	mm inches	mm inches	mm inches	°

SPORTSTER MEN

S	71.0°	105	4.1	567	22.3	73.0°	450	17.7	379	14.9	456	18.0	-56	-2.2	758	29.8	75
M	71.5°	125	4.9	577	22.7	72.5°	480	18.9	409	16.1	456	18.0	-56	-2.2	785	30.9	90
L	72.0°	145	5.7	592	23.3	72.5°	510	20.1	439	17.3	456	18.0	-56	-2.2	811	31.9	100
XL	72.5°	165	6.5	608	23.9	72.0°	550	21.7	479	18.9	456	18.0	-56	-2.2	843	33.2	120
XXL	72.5°	185	7.3	620	24.4	72.0°	590	23.2	519	20.4	456	18.0	-56	-2.2	873	34.4	130

SPORTSTER SOLUTION

S	70.5°	115	4.5	550	21.7	73.5°	420	16.5	320	12.6	456	18.0	-56	-2.2	729	28.7	75
M	71.0°	130	5.1	565	22.2	73.0°	460	18.1	353	13.9	456	18.0	-56	-2.2	755	29.7	90
L	71.5°	155	6.1	575	22.6	72.5°	500	19.7	393	15.5	456	18.0	-56	-2.2	792	31.2	100
XL	72.0°	180	7.1	590	23.2	72.5°	540	21.3	434	17.1	456	18.0	-56	-2.2	826	32.5	120

SPORTSTER LADIES

S	70.5°	115	4.5	550	21.7	73.5°	420	16.5	240	9.4	456	18.0	-56	-2.2	663	26.1	70
M	71.0°	130	5.1	565	22.2	73.0°	460	18.1	240	9.4	456	18.0	-56	-2.2	668	26.3	85
L	71.5°	155	6.1	575	22.6	72.5°	500	19.7	250	9.8	456	18.0	-56	-2.2	688	27.1	105
XL	72.0°	180	7.1	590	23.2	72.5°	540	21.3	250	9.8	456	18.0	-56	-2.2	695	27.4	115

SPORTSTER P6 MEN

S	69.5°	130	5.1	555	21.9	73.5°	440	17.3	383	15.1	456	18.0	-60	-2.4	735	28.9	70
M	70.0°	135	5.3	567	22.3	73.0°	480	18.9	420	16.5	456	18.0	-60	-2.4	762	30.0	85
L	70.5°	155	6.1	577	22.7	72.5°	520	20.5	455	17.9	456	18.0	-60	-2.4	792	31.2	105
XL	71.0°	175	6.9	592	23.3	72.5°	550	21.7	483	19.0	456	18.0	-60	-2.4	817	32.2	115

SPORTSTER P6 LADY

S	69.5°	130	5.1	550	21.7	73.5°	420	16.5	240	9.4	456	18.0	-60	-2.4	644	25.4	70
M	70.0°	130	5.1	565	22.2	73.0°	460	18.1	240	9.4	456	18.0	-60	-2.4	649	25.6	85
L	70.5°	145	5.7	575	22.6	72.5°	500	19.7	250	9.8	456	18.0	-60	-2.4	668	26.3	105

SPORTSTER 2010

TECHNICAL DATA SPORTSTER

Headset	1 1/8"semi integr. with 44.0mm cups
BB housing	68mm
Seatpost diameter	31.6mm

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Sportster P6 Gent	122.5	68	31.6	297	295	RIM RIGIDA CYBER 10 700C BK/CNC 32H,FV	34.9
Sportster P6 Lady	122.5	68	31.6	297	295	RIM RIGIDA CYBER 10 700C BK/CNC 32H,FV	34.9
Sportster P5 Gent	122.5	68	31.6	297	295	RIM RIGIDA CYBER 10 700C BK/CNC 32H,FV	34.9
Sportster P5 Lady	122.5	68	31.6	297	295	RIM RIGIDA CYBER 10 700C BK/CNC 32H,FV	34.9
Sportster P55 Gent	122.5	68	31.6	297/298	297/298	RIM RIGIDA CYBER 10 700C BK 32H,FV	34.9
Sportster P55 Lady	122.5	68	31.6	297/298	297/298	RIM RIGIDA CYBER 10 700C BK 32H,FV	34.9
Sportster P4 Gent	126	68	31.6	297	294/295	RIGIDA ZAC-19 BK/CNC 700 32H FV	34.9
Sportster P4 Lady	126	68	31.6	297	294/295	RIGIDA ZAC-19 BK/CNC 700 32H FV	34.9
Sportster P45 Gent	122.5	68	31.6	294/295	294/295	ZAC-19 700C BK 32H W/SAFETY LINE,FV	34.9
Sportster P45 Lady	122.5	68	31.6	294/295	294/295	ZAC-19 700C BK 32H W/SAFETY LINE,FV	34.9
Sportster P3 Gent	126	68	31.6	295/296	295/296	RIM ALEX AL-XC44 DISC WHITE 700C 32H FV	34.9
Sportster P3 Solution	126	68	31.6	295/296	295/296	RIM ALEX AL-XC44 DISC WHITE 700C 32H FV	34.9
Sportster P 2	FC-M590 W/BB	FC-M590 W/BB	31.6	294.5/296	294.5/296	XC-44 DISC 700CX32H	34.9
Sportster P 1	FC-M660 W/BB	FC-M660	31.6	292/296	293/294	XC-44 DISC 700CX32H	34.9

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Sportster P6 Gent	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	58	170 (S/M/L/XL)
Sportster P6 Lady	NONE	NONE	70 (S); 85 (M); 105 (L)	61	170 (S/M/L)
Sportster P5 Gent	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	58	170 (S/M/L/XL)
Sportster P5 Lady	NONE	NONE	70 (S); 85 (M); 105 (L)	61	170 (S/M/L)
Sportster P55 Gent	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	58	170 (S/M/L/XL)
Sportster P55 Lady	NONE	NONE	70 (S); 85 (M); 105 (L)	61	170 (S/M/L)
Sportster P4 Gent	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL/XXL)	58	170 (S); 175 (M/L/XL/XXL)
Sportster P4 Lady	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	61	170 (S); 175 (M/L/XL)
Sportster P45 Gent	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL/XXL)	58	170 (S); 175 (M/L/XL/XXL)
Sportster P45 Lady	NONE	NONE	70 (S); 85 (M); 105 (L); 115 (XL)	61	170 (S); 175 (M/L/XL)
Sportster P3 Gent	NONE	NONE	75 (S); 90 (M); 100 (L); 110 (XL/XXL)	58	170 (S); 175 (M/L/XL/XXL)
Sportster P3 Solution	NONE	NONE	75 (S); 90 (M); 100 (L); 110 (XL)	61	170 (S); 175 (M/L/XL)
Sportster P 2	NONE	NONE	75MM(XS-S); 90MM(M); 100MM(L); 120MM(XL-XXL)	58(MAN); 61(LADY)	170 (XS-S); 175 (M-XXL)
Sportster P 1	NONE	NONE	75MM(XS-S); 90MM(M); 100MM(L); 120MM(XL-XXL)	58(MAN); 61(LADY)	170 (XS-S); 175 (M-XXL)

SPORTSTER 2010

SPECIAL PARTS SPORTSTER

216178	Fork Suntour NCX-D RL-A 63mm
210015	Fork Suntour NEX 4610 LO 700C
201016	Fork Suntour NEX 4110 700C
216344	Bar JD 11.2
216345	Bar JD 16.2
206375	Dropout+Screw all MTB since'97 5-PAK
216358	Rim Alex XC 44 disc 32H White 26"or 28"
216000	Fender Set 700C
216892	Rear Rack Scott Urban 700C

URBAN KIT 22

URBAN KIT

For MY 2010 Scott developed a new Urban Kit with fender and carrier that will match with SUB and Sportster bikes and can be assembled within a few minutes in contrary to regular parts kits which need a long assembly time.

All frames have the mounting/fixing ports for the fenders at the same position to have a perfect fit for those parts.

Maximum load for this carrier system is 10 kgs.

Please note that this fender/carrier system will NOT fit to SUB or Sportster bikes of MY 09 or older.

Following parts are available:

216000

Urban Fender Kit 700C



216892

Urban Rear Rack



210210

Kickstand

Fits all Scott 26" or 700 C bikes
Easy adjustment



210211

Kickstand

Fits 700 C bikes

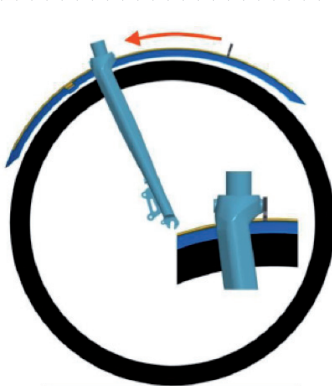
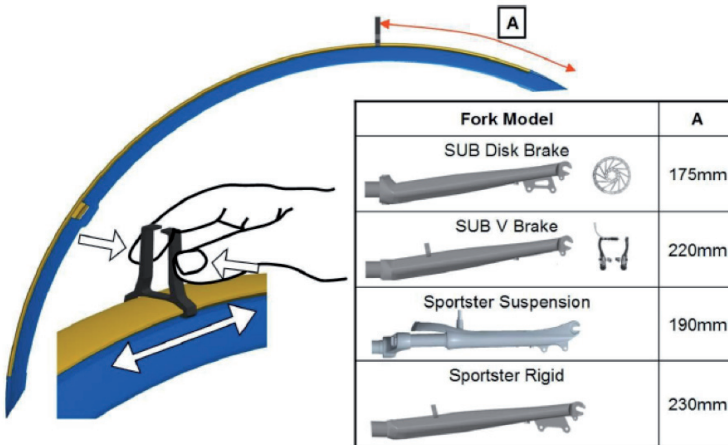
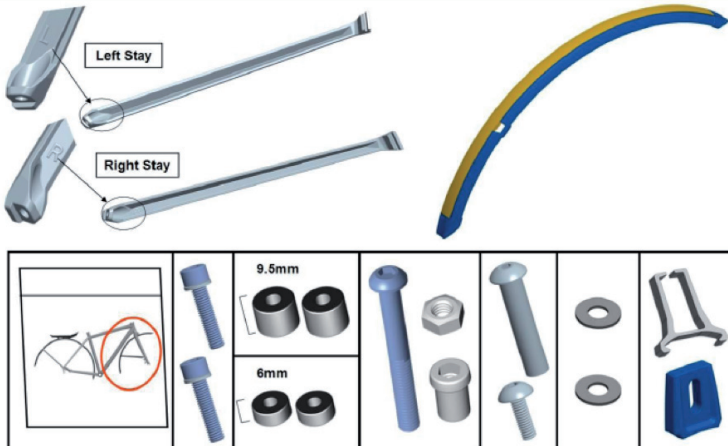


URBAN KIT

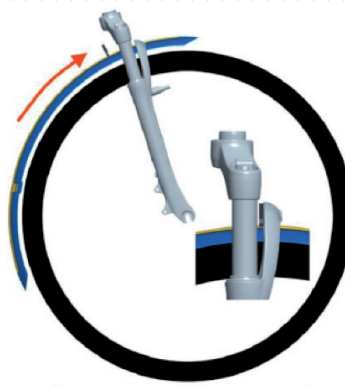
The assembly of the fenders and carriers can be done within a few minutes following the steps as shown below

FRONT FENDER ASSEMBLY

Front Fender Assembly

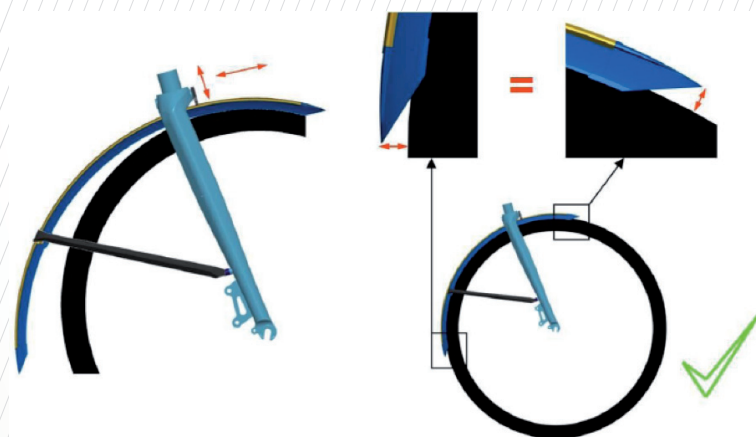
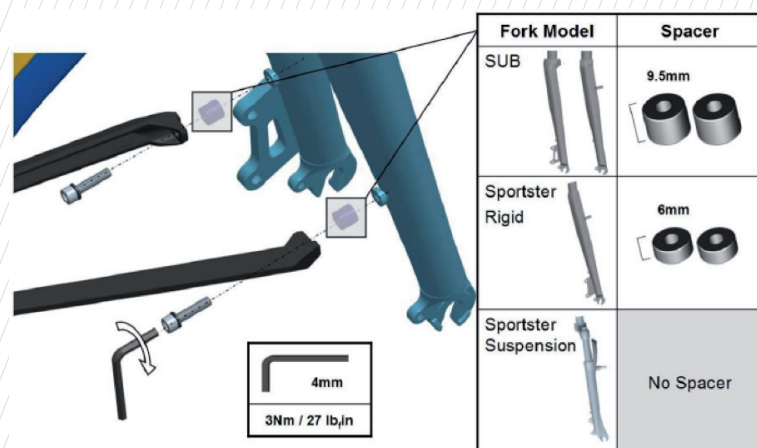
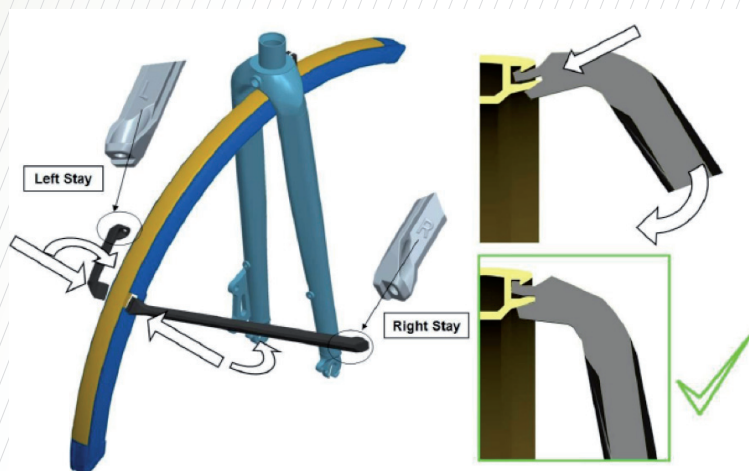


SUB Disk Brake
SUB V Brake
Sportster Rigid



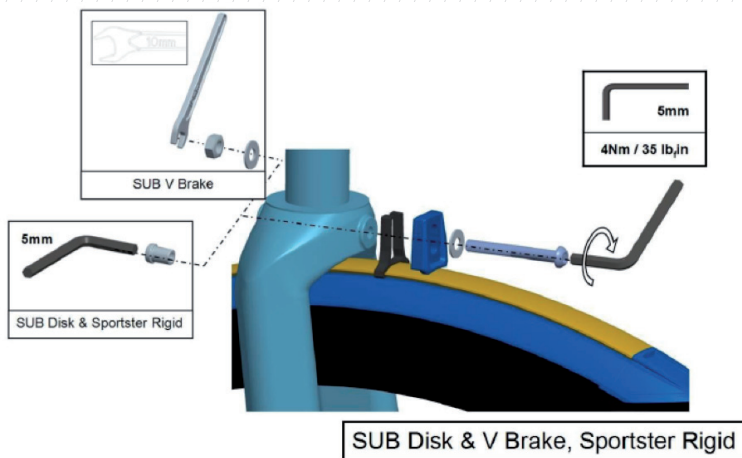
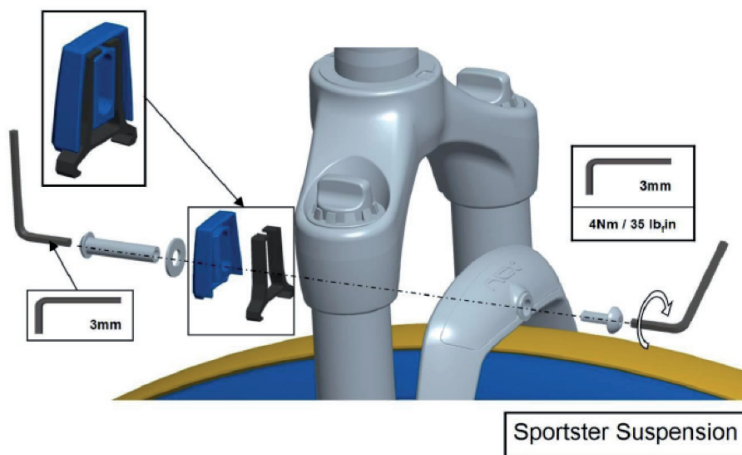
Sportster Suspension

URBAN KIT



URBAN KIT

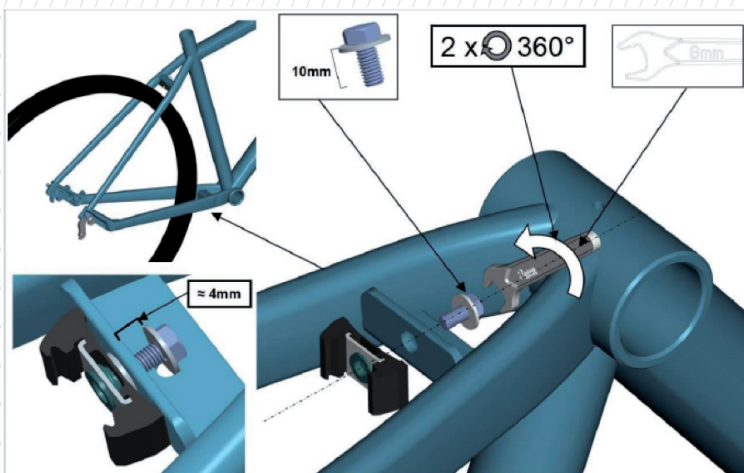
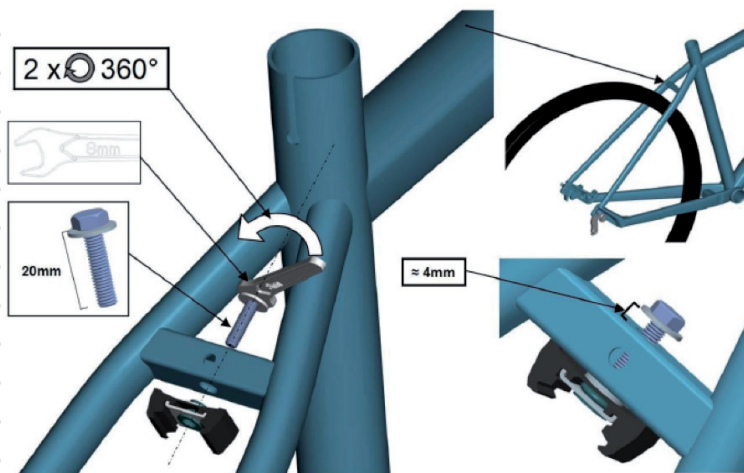
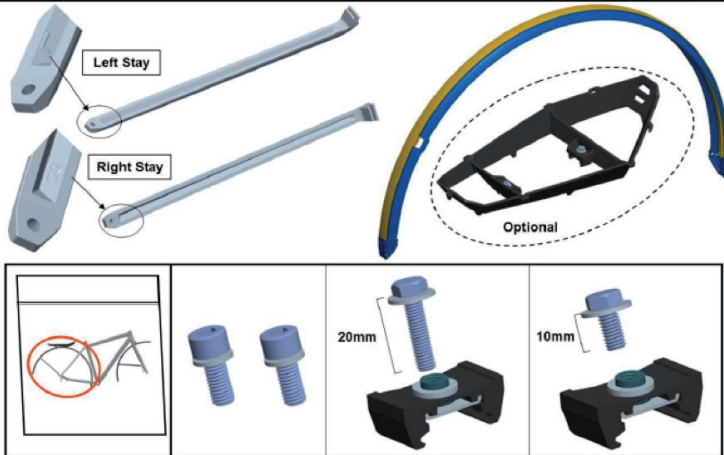
SUB V Brake	SUB Disk Brake & Sportster Rigid	Sportster Suspension
Fork		



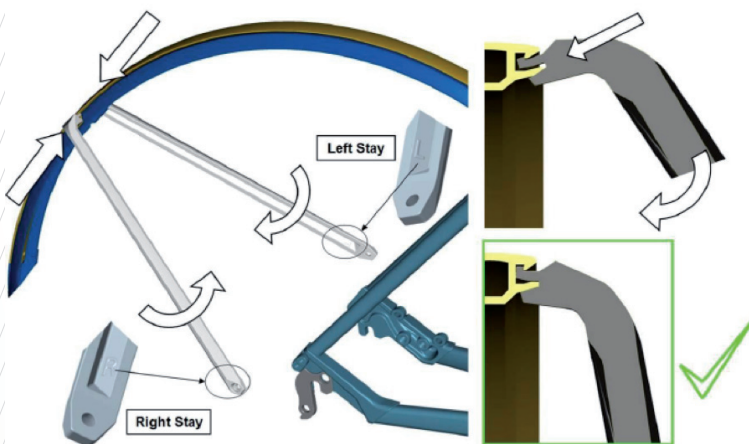
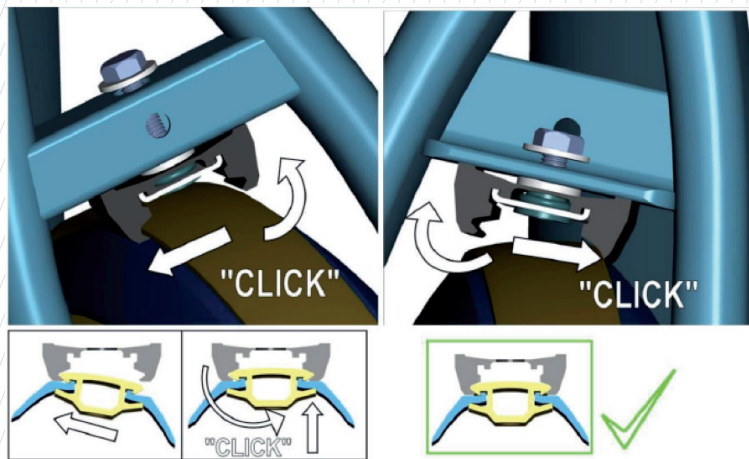
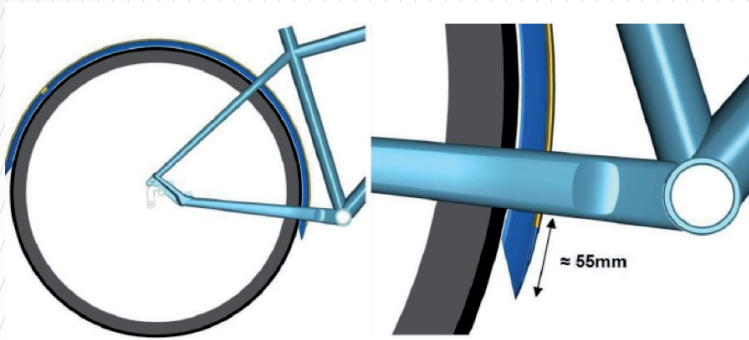
URBAN KIT

REAR FENDER / REAR RACK ASSEMBLY

Rear Fender / Rear Rack Assembly

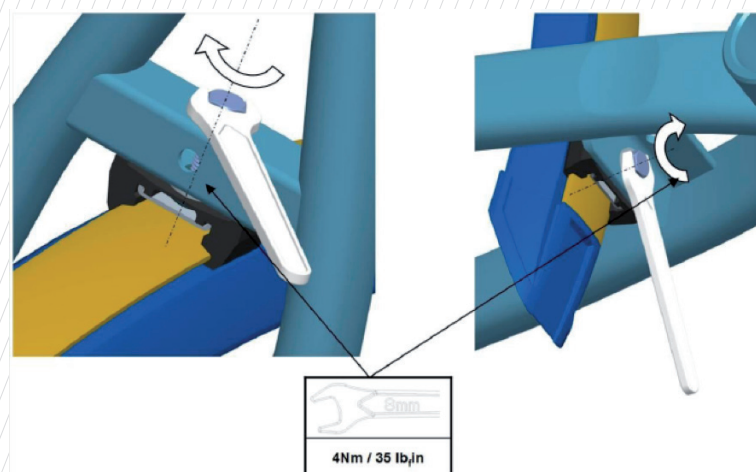
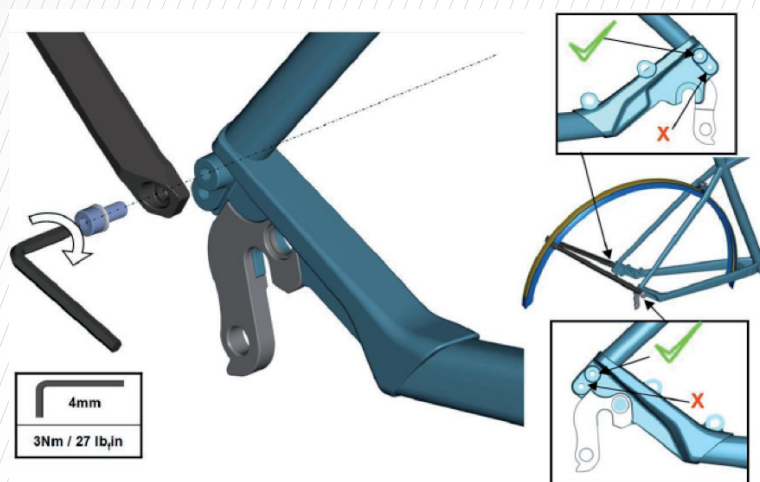


URBAN KIT



URBAN KIT

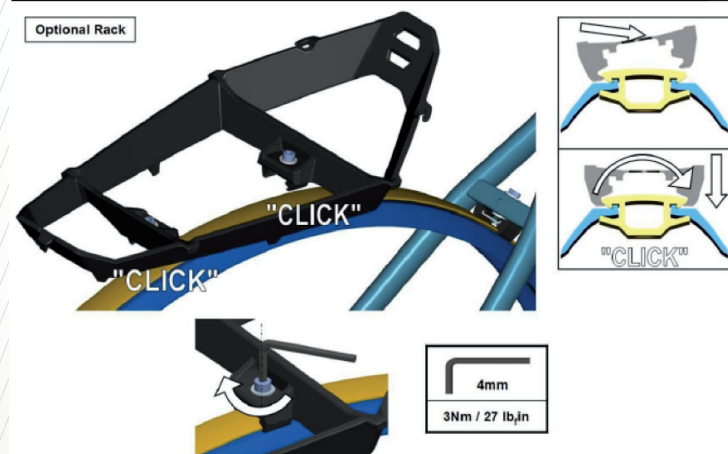
REAR FENDER / REAR RACK ASSEMBLY



Rear Fender / Rear Rack Assembly



Optional Rack



CYCLOCROSS 23 MY 2010

CYCLOCROSS



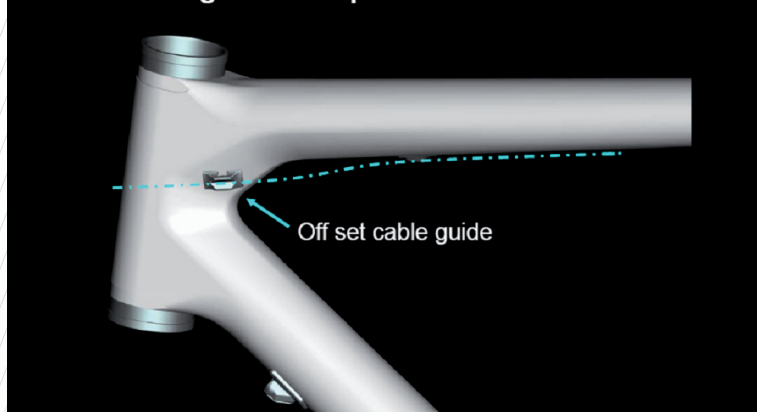
Addict CX RC

Cyclocross Addict CX RC, CX, CX Team and CX Comp remain in MY 2010 same as in MY 09

Important

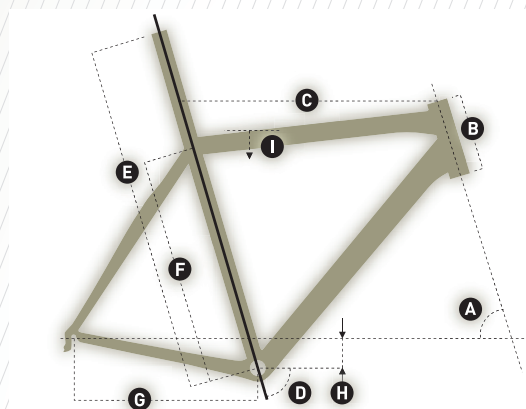
The rear brake cable routing on Addict CX is different than on road bikes, please have a look at the dwg below

Cable routing ensures quick mounts and dismounts

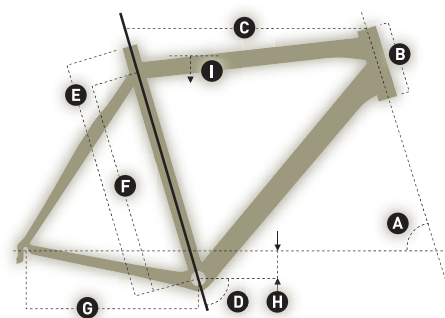


CYCLOCROSS

GEOMETRY/TECHNICAL DATA CYCLOCROSS



integrated seatpost



standard seatpost

	A	B	C	D	E	F	G	H	I	
Size	Head angle	Head tube length	Effective top tube horizontal	Seat angle	BB center to top of seattube	BB center to top tube center	Chainstay length	BB offset	Standover height	Stem length
	°	mm inches	mm inches	°	mm inches	inches	mm inches	mm inches	mm inches	mm

ADDICT CX RC (INTEGRATED SEATPOST)

XS/49	70.0°	105	4.1	515	20.3	74.5°	680	26.8	447	17.6	422	16.6	-65	-2.6	748	29.4	100
S/52	70.0°	120	4.7	525	20.7	74.0°	710	28.0	463	18.2	422	16.6	-65	-2.6	763	30.1	100
M/54	71.0°	140	5.5	545	21.5	73.5°	740	29.1	486	19.1	422	16.6	-68	-2.7	783	30.8	110
L/56	71.0°	160	6.3	555	21.9	73.0°	770	30.3	508	20.0	422	16.6	-68	-2.7	803	31.6	110
XL/58	71.0°	180	7.1	570	22.4	73.0°	800	31.5	522	20.6	422	16.6	-68	-2.7	820	32.3	120

ADDICT CX (STANDARD SEATPOST)

XS/49	70.0°	105	4.1	515	20.3	74.5°	490	19.3	447	17.6	422	16.6	-65	-2.6	748	29.4	100
S/52	70.0°	120	4.7	525	20.7	74.0°	520	20.5	463	18.2	422	16.6	-65	-2.6	763	30.1	100
M/54	71.0°	140	5.5	545	21.5	73.5°	540	21.3	486	19.1	422	16.6	-68	-2.7	783	30.8	110
L/56	71.0°	160	6.3	555	21.9	73.0°	560	22.0	508	20.0	422	16.6	-68	-2.7	803	31.6	110
XL/58	71.0°	180	7.1	570	22.4	73.0°	580	22.8	522	20.6	422	16.6	-68	-2.7	820	32.3	120

CX (ALLOY FRAME)

XS/49	70.0°	105	4.1	515	20.3	74.5°	490	19.3	447	17.6	422	16.6	-65	-2.6	748	29.4	100
S/52	70.0°	120	4.7	525	20.7	74.0°	520	20.5	463	18.2	422	16.6	-65	-2.6	763	30.1	100
M/54	71.0°	140	5.5	545	21.5	73.5°	540	21.3	486	19.1	422	16.6	-68	-2.7	783	30.8	110
L/56	71.0°	160	6.3	555	21.9	73.0°	560	22.0	508	20.0	422	16.6	-68	-2.7	803	31.6	110
XL/58	71.0°	180	7.1	570	22.4	73.0°	580	22.8	522	20.6	422	16.6	-68	-2.7	820	32.3	120

CYCLOCROSS

TECHNICAL DATA CYCLOCROSS

Headset	1 1/8" semi-integrated ahd, 44.0mm cups
BB housing	68mm
FD-fixation	brazed on type
Fork length/rake	400mm/45mm
Seatpost diamete	31.6mm

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Addict CX	CK-C8080CC W/BB	CK-C8080CC W/BB	31.6	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	KSYRIUM ELITE WHEEL SET	BRAZED ON
Addict CX RC	CK-C8681CC W/BB	CK-C8681CC W/BB	NONE (ISP SEAT POST)	281	274/276	WCS CARBON 700X38X20H(F)/24H(R)	BRAZED ON
CX Team	ONE-PIECE	68	31.6	288	285/287	ALEX RACE 28	BRAZED ON
CX Comp	ONE-PIECE	68	31.6	288	285/287	ALEX RACE 28	BRAZED ON

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Addict CX	NONE	NONE	100(XS-S); 110(M-L); 120(XL)	40(XS-S); 42(M-XL)	170(XS); 172.5(S-L); 175(XL)
Addict CX RC	NONE	NONE	100(XS-S); 110(M-L); 120(XL)	40(XS-S); 42(M-XL)	170(XS); 172.5(S-L); 175(XL)
CX Team	NONE	NONE	90/110/120	40/42/44	170/175
CX Comp	NONE	NONE	90/110/120	40/42/44	170/175

SPECIAL PARTS CYCLOCROSS

206818	Brake lever set Cyclocross
208362	Antichainsuck clamp 34.9
216354	Brake TRP EuroX alloy black
216353	Brake TRP EuroX red ano/UD Carbon
206376	Dropout+Screw AFD 98->02 2-PAK
206472	Dropout Scott Addict / CR1 10'
216204	Fork Addict CX RC 2010
216205	Fork Addict CX 2010
216206	Fork CX Team 2010
216207	Fork CX Comp 2010

KIDS BIKES MY 2010

24

KIDS BIKES 2010



Spark RC JR

Beside the special parts for kids bikes mentioned below we also can support you with small parts from our office at Scott EU.

For parts like e.g. the bar/stem protector, chaincases etc. please contact Patrick Bochud or Holger Kliner at Scott Sports.

KIDS BIKES 2010

TECHNICAL DATA KIDS BIKES

	BB-axle length in mm	BB shell width in mm	Seatpost diameter in mm	Front spoke length in mm	Rear spoke length in mm	Rim spec.(model, holes)	Front Derailleur (clamp diameter)
Contessa JR 12	1 pc design	68	26.8	88	81	16h	NONE
Contessa JR 16	1 pc design	68	26.8	135	132	28h	NONE
Contessa JR 20	127.5	68	26.8	190	188/190	32h	31.8
Contessa JR 24	124.5	68	26.8	240	237/239	32h	31.8
Voltage JR 12	1 pc design	68	26.8	88	81	16h	NONE
Voltage JR 16	1 pc design	68	26.8	135	132	28h	NONE
Voltage JR 20	127.5	68	26.8	190	188/190	32h	31.8
Voltage JR 24	124.5	68	26.8	240	237/239	32h	31.8
Voltage JR 24 Disc	124.5	68	26.8	236/239	236/238	32h	31.8
Spark JR 20	118	68	26.8	188	185/187	36h	31.8
Spark JR 24	124.5	68	26.8	240	237/239	32h	31.8
Spark RC JR	113	68	26.8	241	233/236	f/20h,r/24h	31.8
Scale JR 20	117.5	68	26.8	188	185/187	36h	31.8
Scale JR 24	124.5	68	26.8	240	237/239	32h	31.8
Scale RC JR 24	113	68	26.8	241	233/236	f/20h,r/24h	31.8

	Rear Shock (e2e)	Hardware Rear Shock in mm	Stem Length in mm	Bar Width in cm	Crank Length in mm
Contessa JR 12	NONE	NONE		46	3-1/2"
Contessa JR 16	NONE	NONE		52	4"
Contessa JR 20	NONE	NONE	60	54	140
Contessa JR 24	NONE	NONE	60	56	152
Voltage JR 12	NONE	NONE		46	3-1/2"
Voltage JR 16	NONE	NONE		52	4"
Voltage JR 20	NONE	NONE	60	54	140
Voltage JR 24	NONE	NONE	60	56	152
Voltage JR 24 Disc	NONE	NONE	60	56	152
Spark JR 20	125	f:8x24 / r:8x37	60	54	140
Spark JR 24	125	f:8x24 / r:8x37	60	56	152
Spark RC JR	125	f:8x24 / r:8x37	90	56	165
Scale JR 20	NONE	NONE	75	54	140
Scale JR 24	NONE	NONE	75	56	152
Scale RC JR 24	NONE	NONE	90	56	165

KIDS BIKES 2010

SPECIAL PARTS KIDS BIKES

1518402180000	Wheels Training for Fox 160
1518403010000	Wheels Training for Radical 120 black
210325	Air Shock Spark RC JR
200727	Crankset Lasco double
200728	Crankset Lasco triple
200730	Crankset FSA Alpha Dr.3
216349	Crank & Lasco single 36T 140mm
216314	Crankset Samox Cr-Mo 2 pc 28T incl. BB
216323	Rim Alex SCE 20 20H
216324	Rim Alex SCE 20 24H
216325	Rim Alex C-1000 32H
216182	Fork RST Capa 24" C7
216180	Fork RST Gila Pro T 100
216183	Fork RST K20 20"
216181	Fork Spinner Grind 2 65mm, 24"
216303	Frame JR Racing Team Issue 2010
216304	Frame JR Voltage 2010
216305	Frame set JR RC Spark 2010
216306	Frame set JR Spark 2010
216333	Saddle Contessa JR 20
216334	Saddle Contessa JR 24
216331	Saddle Contessa JR12
216332	Saddle Contessa JR16
216337	Saddle Contessa MTB
216338	Saddle Contessa Race
216330	Saddle Scale JR 20+24+RC
216326	Saddle Voltage JR 12
216327	Saddle Voltage JR 16
216328	Saddle Voltage JR 20
216329	Saddle Voltage JR 24
200504	Tire Scott Voltage 24x2.0 W 27TPI

SCOTT SHORT NAMES 25

SCOTT SHORT NAMES

- **IMP**

Integrated (Carbon) **M**olding **P**rocess: Tootube, headtube and downtube are made in one piece for increased strength and stiffness while saving 11% of material of a conventional CR1 design frame

- **CR1**

Frames made in tube-to-tube process. Scott's well-known technique to bond tubes to each other without lugs,

- **NET**

Naked **E**xternal **T**ubeset: no cosmetic layers on top of the surface to reduce weight

- **SLS Kinematics**

Scott Linkage System: maximizes pedalling efficiency for any travel/geometry and gear selection

- **ILS Kinematics**

Intelligent Linkage System: features a virtual pivot point which offers automatically the optimal pivot position.

- **SDS**

Shock Damping System: Frames/tubes made laterally stiff but still vertical flexible to absorb small shocks from the ground by a 3-D lay-up system

- **SCDS**

Scott Carbon Dropout System: dropouts made completely from carbon, lighter, more durable and stronger than dropouts made from alloy

- **IDS**

Interchangeable Dropout System: dropouts we use on Voltage, Gambler, Ransom, Nitrous and High Octane in 4 different options for perfect stiffness and shifting performance

- **V-drop out**

3D forged dropout on Scale alloy frames for highest stiffness combined with minimum weight

- **Evo Drop out**

Forged dropout used on Sportster and SUB with integrated fixations for fender, carrier and Kickstand & disc brake (on left side)

- **BOX chainstay bridge**

Hollow and lightweight bridge between the chainstays behind the BB housing on Scale alloy frames to increase stiffness at minimum weight adding

- **ISCG**

International Standard Chain Guide was created as an industry standard to simplify the compatibility of chain guide parts with frames by offering commonly agreed mounting measurements for the fixation of chain guides on bike frames.

- **ISCG 05 tabs**

International Standard Chain Guide 05 is an evolution of the ISCG and offers more adjustability and compatibility in assembly of chain guides on bike frames in comparison to the ISCG. For more details please visit <http://www.iscg05.com/home.html>

- **Hydroformed tubing**

Tubes that are formed with high pressurized oil in a shape that will increase stiffness at same weight of regular (e.g. round) shaped tubing

- **Octagon tubing**

Tubes made with 8 edges for increased stiffness on Voltage bikes

- **CSM**

Co-developed Suspension Module: development of shock and frame as one unit to match each other perfectly

- **OTS**

Oil-Transfer-Shock: the main shock piston pushes the oil through the valve unit and not the valve unit is pushed through an oil reservoir

- **IAP**

Isolated Axial Pivot: no interference between seatpost and swingarm linkage fixation on seattube, offers full range of seatpost height adjustment

- **Speed Skeg**

Down fin under the BB housing of Plasma 2 for improved air flow and aerodynamics of the rear wheel

- **Twin-Turbo**

Aeroshaped carbon chainstays on Plasma 2

- **Maxmud**

Maximum mud clearance on the seatstays and chainstays of Addict CX

REPAIR OF FRAMES

26

REPAIR OF FRAMES

In case a customer needs on a CR1 bike of MY 04-09 a new drop-out or on Scale, CR1 of MY 04-09, Spark, Addict a new BB insert by his fault and does not want to buy a new frame we can offer you the address of a company that is able to repair carbon frames with this kind of damage on its own account.

Please note that Scott cannot take direct any liability on repair works done by those companies.

Frames who suffered from impacts by crash or traffic accidents are not recommended to be used further-on or to be repaired, as invisible damages in the fibres can result later without any "pre-warning" in a crack of a tube or part of the frame.

Following companies can offer you repair jobs on carbon frames by using the original Scott parts:

MAW Mariotto Art Works

Hof 9
CH- 4917 Busswil
Switzerland

Delivery address:

MAW Mariotto Art Works

Römerweg 111
CH- 4574 Lüsslingen
Switzerland

+41 76 365 65 40
info@maworks.ch
<http://www.maworks.ch>

Véga Réalisations Composites

Laurent PASCUAL
113, route des Argos
74940 ANNECY-LE-VIEUX
France

Tel : 33/04 50 09 80 50
Fax : 33/04 50 66 15 57
Mobile : 33/06 08 25 90 11
pascual@magic.fr
www.vega-realisations-composites.fr

Calfee Design

783 San Andreas Road
La Selva Beach, CA 95076
United States of America

Tel: +1 831-728-1859
repairs@calfeedesign.com
<http://www.calfeedesign.com/how-to-send-repair.htm>

THM-Carbones

THM Faserverbund-Technologie GmbH
Am Sportplatz 3
D-24791 Alt Duvenstedt
Germany

Tel.: +49-4338-9993-0
Fax:+49-4338-9993-11
info@thm-carbones.com
www.thm-carbon.de

Hillbrick Racing Frames

Unit 7, 25-31 Airds Rd
Minto
NSW
Australia
2566

02 9820 4011/0412 842 730
paul@hillbrick.com.au
www.hillbrick.com.au

Please note that some of the companies have special requests regarding shipments of the frames and also preparation of the frames. Details on this can be found in the end of this chapter.

When in doubt, please contact them before you ship the goods to have a efficient and economic handling of the repair.

We will work on offering you more info and details on more companies that will be able to help you in your country directly.

Please feel free to offer also from your side more details to us concerning repair companies in your countries.

In case of a crash or accident it could be helpful to give a carbon frame to an expert to get a detailed report if the frame is still safe to be used or not.

REPAIR OF FRAMES

In Germany the company of Dipl. Ing. Dirk Zedler is offering this kind of services and expertises.

Ingenieur-und Sachverständigenbüro Zedler

Teinacher Str. 51
71634 Ludwigsburg
Germany

+49-7141-3164 7
info@zedler.de
<http://www.zedler.de>

Please feel free to offer also from your side more details to us concerning this kind of companies/institutes in your countries.

WARRANTY CLAIMS OF BIKES OF MODEL YEAR 2005 OR OLDER

27

WARRANTY CLAIMS

WARRANTY CLAIMS OF BIKES OF MODEL YEAR 2005 OR OLDER

Please note that we will not replace frames/bikes older than model year 2005, as the warranty period of these bikes is over, at least for one year.

In case you want to claim bikes older than model year 2005 it is obligatory to give a copy of the consumer's bill of purchase to Scott together with the claim form to Scott to verify your claim.

Without this bill of purchase of the consumer we will reject the claim.

NEW ONLINE WARRANTY PROGRAM FOR BIKE FRAMES

28

NEW ONLINE WARRANTY PROGRAM

B2B FOR SCOTT DISTRIBUTORS

On 1st February 2009 we started our B2B online warranty system for bike frames and Scott forks on our B2B page.

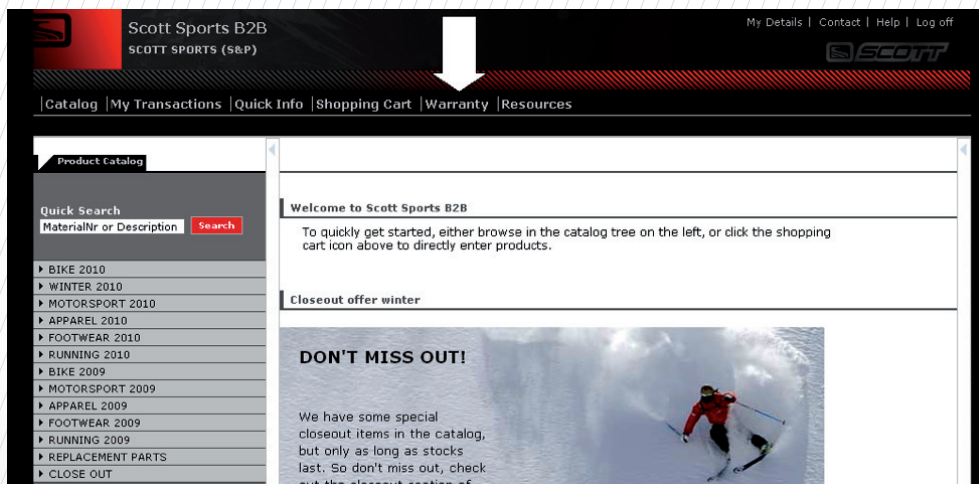
To log-in you need your customer number and the password you use also for your online orders of your company when shopping online at Scott.

Please follow step-by-step as shown on screen shots below:

1. To enter the warranty claims program please visit the website <http://shop.scott-sports.com>. If you don't already have an account for the SCOTT SPORTS B2B please contact your local customer service.



2. After the successful login to the SCOTT SPORTS B2B Website you can reach the form to enter your warranty request by the link in the main navigation on the top.



NEW ONLINE WARRANTY PROGRAM

3. Then the following form where you are able to enter your data is opened inside of the B2B context. To add a new warranty request you have to fill all the fields. At first you have to select your bike or bike part by choosing from the drop down menus and by putting in the bike's serial number. Then you have to locate and describe the damage. In the last step you are provided with 4 upload buttons where you have to upload two pictures of the damage, one of the serial number and one of the invoice. We only accept files from the type jpg, pdf or doc and only with a maximum size of 500 KB. To send your data just click the button 'Send'.

Shop Details:	
Customer:	MURITH STEVE N°: 134964
House no/street:	Rte du Crochet 17 City: Glivisiez
Bike Details:	
Choose your bike or frame from the year of production and its description	
Year:	year
Model:	material
Size:	size
Serial N°:	
Damage Details:	
Locate and describe the damage at your bike or frame.	
Position:	
Description:	
Comment:	use for comment
Documents Upload:	
Please send your files in jpg or pdf format with a max. size of 500KB!	
Damage Picture 1:	Durchsuchen...
Damage Picture 2:	Durchsuchen...
Picture Serial No.:	Durchsuchen...
Invoice Copy:	Durchsuchen...
Send	

4. After entering the data and sending it to the next screen you can check your inputs. On this screen you are able to add an alternative email where the data is also sent to. Furthermore you there is an input field where you are able to add your reference. Before you are able to create the claim you have to agree to the terms by clicking the checkbox. Then the claim can be created by the Button „create claim“.

Warranty Claim Details:	
Shop Number:	101770
Model:	BIKE ADDICT LTD CD 20-sp.intsp.
Size:	S52
Product Number:	212004
Damage Part:	22 Top tube middle
Damage type:	D off symmetrical
Serial Number:	DASDAS
Damage Picture 1:	DAMAGE_1.jpg
Damage Picture 2:	DAMAGE_1.jpg
Invoice Copy:	Serial.jpg
Picture Serial No.:	INVOICE.pdf
Alternative Email:	test@email.com
Your Ref#:	ref123123
Submit Warranty Claim:	
To finalize your submission you must agree to the terms outlined below	
☒ The defective bike frame needs to be destroyed so that it is not any more suitable for common use.	
Personal -20% shall indemnify and hold harmless SCOTT Sports SA and/or its affiliates from and against any claims by thirds incurred by SCOTT Sports SA and/or its affiliates arising out of any defects and/or damages caused by the defective bike frame.	
Create Claim	
Claim Information:	

5. From now on the data is stored in our system and will be processed by a service employee.

NEW ONLINE WARRANTY PROGRAM

Please note that without pictures it is not possible to send the claim.

Picture 1 + 2 must show the damage from different views, picture 3 the serial number of the frame (or of the swingarm part in case those parts have their own serial number) and picture 4 must show a scan or picture of the copy of bill of purchase of the customer.

In case those docs are not provided we have to reject the claim respectively the warranty system will not enable you to send the file to Scott for replacement arrangement.

The old copy-paper versions of warranty claim forms are not needed anymore and we only can accept claims provided by B2B system.

With the claim number you will receive after finalizing your claim on B2B you can check in the regular B2B system on the progress of your claim and you can see the replacement part you will receive including shipment details in the same way like on a regular order on B2B.

We hope this system will speed-up our service and facilitate communications on service and warranty as you have 24-7 access to all this data.

Important:

Please do not use this system for accessories, bike parts (e.g. swingarm repair kits etc.) or other bike parts.

For all small parts mentioned above pls keep the "old" claim process by direct e-mail to the persons in charge of you at Scott.

NEW ONLINE WARRANTY PROGRAM

BOB FOR SCOTT BRANCHES

1. To enter the warranty claims program please visit the website <http://shop.scott-sports.com/rep.html>.



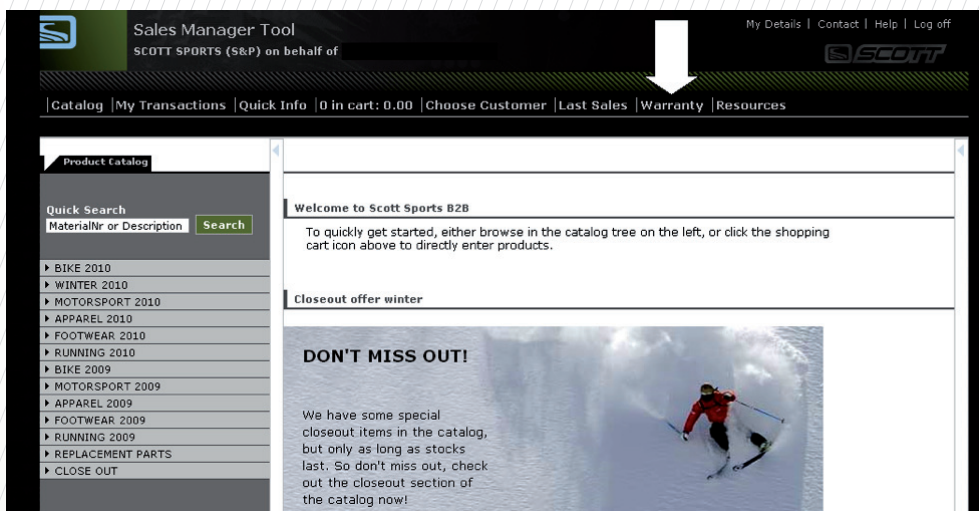
Choose a Customer

Note! You can use a "fuzzy" search by using the * (asterisk) in place of unknown characters. For example, searching for "sport*" will bring up a list of any accounts that contain that word (Sportsman's Warehouse, Pepi Sports, Sidsports Inc., etc.). Increase your search term to decrease the length of your results list!

Customer Number:
 City:
 E-Mail:
 Billing Zip Code:
 Telephone No.:
 Store Name:
 Maximum Number of Hits:

• Search

3. When you have selected the right customer you can reach the form to enter the warranty request by the link in the main navigation on the top.



NEW ONLINE WARRANTY PROGRAM

4. Then the following form where you are able to enter the data is opened inside of the B2B context. To add a new warranty request you have to fill all the fields. At first you have to select the bike or bike part by choosing from the drop down menus and by putting in the bike's serial number. Then you have to locate and describe the damage. In the last step you are provided with 4 upload buttons where you have to upload two pictures of the damage, one of the serial number and one of the invoice. We only accept files from the type jpg, pdf or doc and only with a maximum size of 500 KB. To send your data just click the button 'Send'.

Shop Details:	
Customer:	MURITH STEVE N°: 134964
House no/street:	Rte du Crochet 17 City: Givisiez
Bike Details:	
Choose your bike or frame from the year of production and its description	
Year:	year
Model:	material
Size:	size
Serial N°:	
Damage Details:	
Locate and describe the damage at your bike or frame.	
Position:	
Description:	
Comment:	use for comment
Documents Upload:	
Please send your files in jpg or pdf format with a max. size of 500KB!	
Damage Picture 1:	Durchsuchen...
Damage Picture 2:	Durchsuchen...
Picture Serial No.:	Durchsuchen...
Invoice Copy:	Durchsuchen...
Send	

5. After entering the data and sending it to the next screen you can check your inputs. On this screen you are able to add an alternative email where the data is also sent to. Furthermore you there is an input field where you are able to add your reference. Before you are able to create the claim you have to agree to the terms by clicking the checkbox. Then the claim can be created by the Button „create claim“.

Warranty Claim Details:	
Shop Number:	101770
Model:	BIKE ADDICT LTD CD 20-sp.intsp.
Size:	S52
Product Number:	212004
Damage Part:	22 Top tube middle
Damage type:	D off symmetrical
Serial Number:	DASDAS
Damage Picture 1:	DAMAGE_1.jpg
Damage Picture 2:	DAMAGE_1.jpg
Invoice Copy:	Serial.jpg
Picture Serial No.:	INVOICE.pdf
Alternative Email:	test@email.com
Your Ref#:	ref123123
Submit Warranty Claim:	
To finalize your submission you must agree to the terms outlined below	
☒ The defective bike frame needs to be destroyed so that it is not any more suitable for common use.	
Personal -20% shall indemnify and hold harmless SCOTT Sports SA and/or its affiliates from and against any claims by thirds incurred by SCOTT Sports SA and/or its affiliates arising out of any defects and/or damages caused by the defective bike frame.	
Create Claim	
Claim Information:	

6. From now on the data is stored in our system and will be processed by a service employee.

AGREEMENT WITH SUPPLIERS

29

AGREEMENT WITH SUPPLIERS

AGREEMENT WITH SUPPLIERS ABOUT DIRECT WARRANTY SUPPORT TO DEALERS/ NATIONAL SCOTT DISTRIBUTORS

Please note that we have an agreement with companies/brands named below for worldwide support on warranties of OE parts spec'd by Scott:

- Shimano
- Campagnolo
- SRAM
- DT-Swiss
- Ritchey
- Mavic
- Continental Tires
- Hutchinson Tires
- SR/SunTour
- Rock Shox (SRAM)
- Fox Racing Shox
- Marzocchi
- Hayes-Manitou-SUN-Ringle
- Race Face
- E-13
- Syncros
- RST

The national distributor of the defective product will help you or your dealer to get warranty support in your country.

Therefore please contact him directly and add to the cleaned defective part the bill of purchase of the bike the part was mounted to help him to work efficient on your claim.

In case you get no help please do not hesitate to contact Scott to get help from our side.

We will try to push from our side then the producer directly to get help for you soon. To push we need detailed information about the part, a digital picture and name of the contact person at the distributor who refused to support you.

REPLACEABLE 30 DROP OUTS

REPLACEABLE DROP OUTS SINCE 1995

In the past years we had several different replaceable drop-out hangers and want to give you below info about all different shapes and models we had. This might help you to make directly an order at the Scott trading dept. in case you get a broken drop out hanger as a sample from one of your customers to get a replacement for him.



1518156010000 MY 1995 Vantage 3.0 Pro Only, Dual Pro



1518156020000 MY 1995 Pro Only Tandem, Vantage 1.0, Vantage 2.0, AFD 903



1518156040000 MY 1995 Dual Pro

REPLACEABLE DROP OUTS SINCE 1995



1518156070000 MY 1996 Vertigo LSD, Vertigo LSD Pro



1518157020000 MY 1997 all AFD



1518156090000 MY 1996 Vantage M 15-55, Elite Racing, Team Racing, Elite Racing JR, Comp Racing CST, AFD 606, AFD 906

REPLACEABLE DROP OUTS SINCE 1995



1518157010000 MY 1997 Waimea, Kailua



1518156080000 MY 1996 Vertigo LSD DH, Vantage M 15-55, Elite Racing, Team Racing, Elite Racing JR, Dual Pro, Expression, Waimea, Waimea Pro



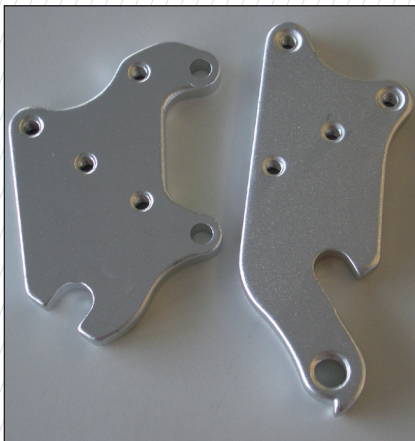
1518157040000 MY 1997 Expert Racing, Comp Racing, Vantage 3.0



REPLACEABLE DROP OUTS SINCE 1995



1518150010000 Dropout + screws Urban&Outdoor 2000' Sonoma



1518151000000 Dropout Octane FX-DH 99'-00'



202863 Dropout Scott Scale Carbon since 07'

REPLACEABLE DROP OUTS SINCE 1995



206375 Dropout+Screw all MTB since 97'



206376 Dropout+Screw AFD/Speedster since 98'



206472 MY 2007 Addict



REPLACEABLE DROP OUTS SINCE 1995



206473 Dropout Spark/Genius since 09'



213487 Replacement Dropout Plasma 2



200520 Dropout IDS QRelease



202779 Dropout Right IDS std axle

REPLACEABLE DROP OUTS SINCE 1995



200521 Dropout IDS 12mm Standard 0mm No axle



202779 Dropout Right IDS std axle



206796 Dropout IDS RockShox Maxle 12x135mm



206819 Dropout Right IDS for Maxle



210004 Dropout IDS 12mm Long +10mm No axle

REPLACEABLE DROP OUTS SINCE 1995



215998 Dropout IDS Single Speed



215999 Dropout IDS 12mm Short -10mm No axle

REPLACEMENT PARTS 31

REPLACEMENT PARTS

As every year we have on the following pages a list of all articles new for 2010.

Also pls find parts numbers of MY 2009, 2008, 2007 and MY 2006.

For parts numbers from 2005 and older pls use the specific workshop folder of the different model years or in case you cannot find an article in those lists pls feel free to contact

patrick.bochud@scott-sports.com

holger.klinter@scott-sports.com

for further details.

In addition we can offer you on our B2B homepage a direct view on spare parts linked to each bike.

Please follow the instructions below to get your look on parts that match to certain bikes.

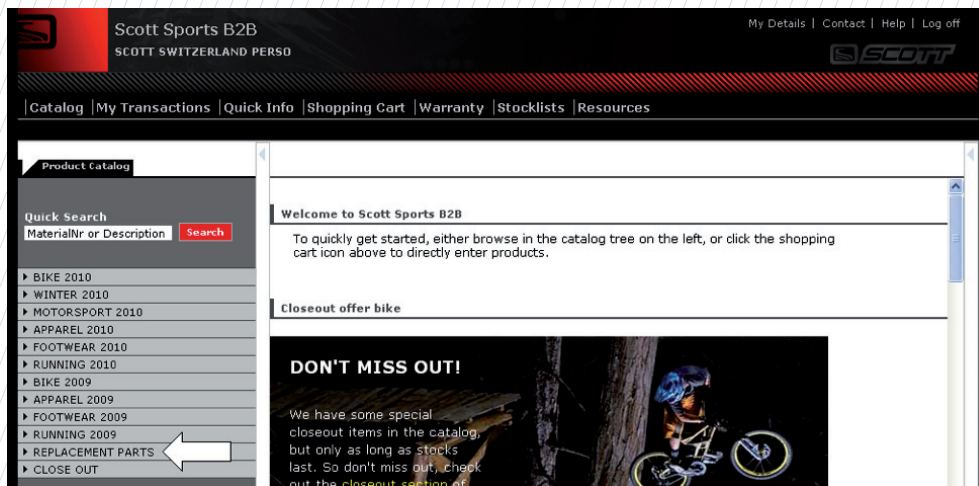
REPLACEMENT PARTS

ACCESS

Access through **HTTP://SHOP.SCOTT-SPORTS.COM** with your **customer number** and **password**.

ORDER PROCESS

Browse the catalog to find the parts you would like to order



When you have selected a category from the catalog you will see the related products and the availability in the main frame of the site. Green color means available right now, yellow will be in stock soon and red is sold out. To place an order you would have to click on the picture or the button 'Details'. Inside of the detail view there is the date of the next delivery to our stock if it is not available right now.



REPLACEMENT PARTS

On the detail view of the replacement part you are able to see the price and you are able to enter the desired quantity. By pressing the button 'Buy' the product will be stored in the shopping basket from where you are able to place your order.



Product Number : 212754

Name : TRACLOC LEVER NUDE TC

[Buy](#) [Back](#)

1size



Available :

Qty : 10

10/27/2009

Price :

37.40

TECHNICAL DATA/ GEOMETRIES

32

SCOTT HELMETS

33

SCOTT HELMETS

SCOTT HELMETS

SCOTT FUGA

215819 Scott Fuga unisex
215820 Scott Fuga Contessa

FUGA VISOR 206462



INNER PADS SPARE KIT

209804 Fuga
includes 1 set of each size

ADJUSTMENT SYSTEM SPARE KITS

214319 R.A.S. Fits MY 09
215833 V-R.A.S. Fits MY 2010

SCOTT KARMA

215821 Scott Karma unisex
215822 Scott Karma Contessa

KARMA VISOR II 210256



INNER PADS SPARE KIT

209804 Karma
includes 1 set of each size

ADJUSTMENT SYSTEM SPARE KITS

214319 R.A.S. Fits MY 09
215833 V-R.A.S. Fits MY 2010

SCOTT GROOVE

215823 Scott Groove II unisex

GROOVE VISOR 212870



INNER PADS SPARE KIT

212871 Groove II, includes
1 set for size S
1 set for size M/L

ADJUSTMENT SYSTEM SPARE KITS

214319 R.A.S. Fits MY 09
215833 V-R.A.S. Fits MY 2010

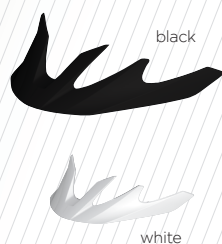
SCOTT HELMETS

SCOTT HELMETS

SCOTT WATU

215824 Scott Watu

WATU VISOR 215849



INNER PADS SPARE KIT

215851 Watu 1 set

ADJUSTMENT SYSTEM SPARE KITS

214319 R.A.S. Fits Watu MY 2010

SCOTT SPECTRE

212551 Scott Spectre DH (carbon)
212552 Scott Spectre FR (glass fiber)



SPECTRE VISOR 210564



SCOTT VOLTAGE

215825 Scott Voltage



INNER PADS SPARE KIT

215852 Voltage

SCOTT HELMETS

Please note: R.A.S. System on Scott Helmets MY09 is not compatible or interchangeable with M.A.S. System Scott Helmets MY08 and older.



V-R.A.S. System on Scott Helmets MY2010



R.A.S. System on Scott Helmets MY09



M.A.S. System Scott Helmets MY08 and older.

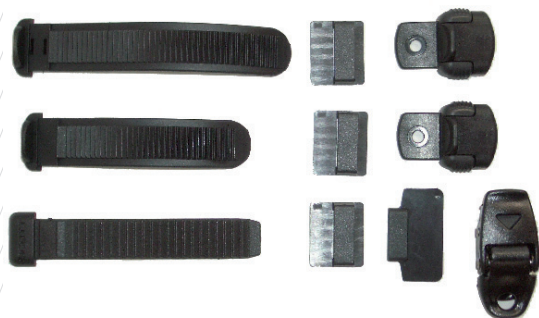
SCOTT BIKE SHOES

34

SCOTT BIKE SHOES

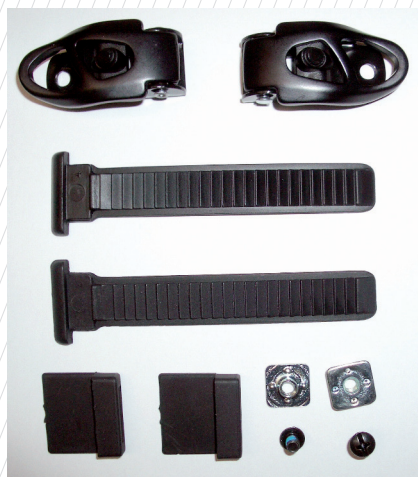
SHOE REPLACEMENT PARTS

BUCKLE REPLACEMENT KIT FOR SHOES FROM 2000 - 2006

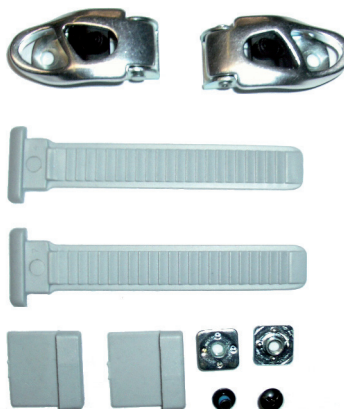


BUCKLE KIT
15.1200.051.0.000

BUCKLE REPLACEMENT KIT FOR SHOES FROM 2007



BUCKLE KIT BLACK
2104850001



BUCKLE KIT silver
2104850012

PUMA DISC SYSTEM REPLACEMENT PARTS



DISC S (38-40)
15.1200.350.0.030



DISC L (41-46)
15.1200.350.0.050

SCOTT BIKE SHOES

SHOE REPLACEMENT PARTS

BOA LACE SYSTEM REPLACEMENT PARTS MODEL B REEL AND LACE REPLACEMENT KITS FOR SHOES 2005-2006



REEL / LACE KIT
15.5.200.598.0.000



LACE KIT
15.5.200.599.0.000

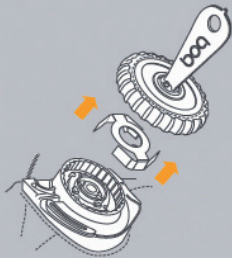
Changing instruction

http://www.boatechnology.com/downloads/modelB_reel_2006.pdf

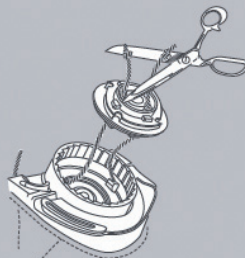
|| LACE/REEL CHANGING INSTRUCTIONS:

IMPORTANT: Change one shoelace at a time and use the other shoe as a guide.

- 1** Remove the screw, knob and spring using the Boa tool.



- 2** Pull spool out, cut off knots and remove old lace.

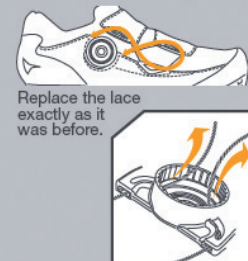


- 3** Using SHARP scissors, cut a new lace the same length as the old.

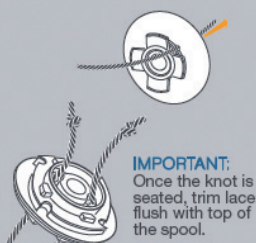
NOTE: Some new laces may not require cutting. For a complete list of lengths, go to www.boatechnology.com



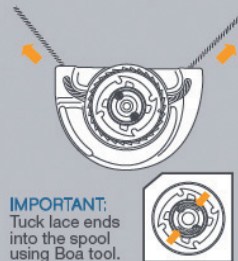
- 4** Insert lace into holes and out through center of housing.



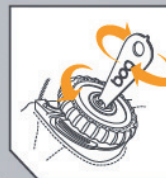
- 5** Insert lace into bottom holes of spool. (Use new spool if you are installing a new reel).



- 6** Pull on laces to tighten knots and seat spool into housing.



- 7** Reinstall spring, knob and screw. Use new parts if installing a new reel.



SCOTT BIKE SHOES

SHOE REPLACEMENT PARTS

BOA LACE SYSTEM REPLACEMENT PARTS MODEL LSR REEL AND LACE REPLACEMENT KITS FOR SHOES FROM 2007



REEL / LACE KIT
210473



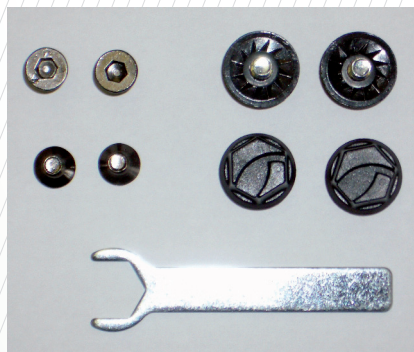
LACE KIT
210474

Changing instruction

http://www.boatechnology.com/downloads/LSR_reel_2006_instructions3.pdf

> see next page

STUD REPLACEMENT KIT



STUD KIT
15.1.200.231.0.000

SCOTT BIKE SHOES

SHOE REPLACEMENT PARTS

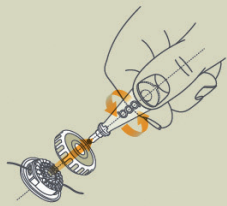
Changing instruction

http://www.boatechnology.com/downloads/LSR_reel_2006_instructions3.pdf

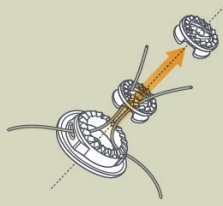
III LACE/REEL CHANGING INSTRUCTIONS:

IMPORTANT: Change one shoelace at a time and use the other shoe as a guide.

- 1** Remove the screw and knob, using the Boa tool.



- 2** Pull spool out, undo the Labyrinth knot and remove old lace.

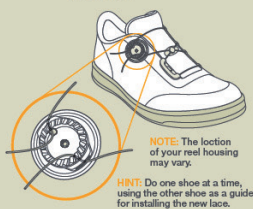


- 3** Using SHARP scissors, cut a new lace the same length as the old one.

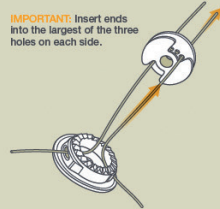
NOTE: For a complete list of lengths, go to www.boatechnology.com



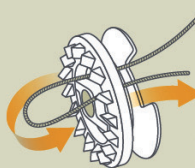
- 4** Replace the lace through the lace guides exactly as it was before. Thread new lace ends through housing as shown.



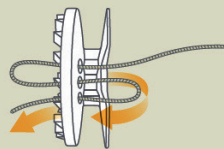
- 5** Insert lace ends into bottom holes of spool, then follow the Labyrinth knot instructions.



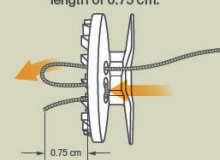
- 6** **LABYRINTH KNOT**
Loop lace and feed back through second hole.



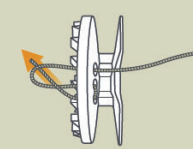
- 7** **LABYRINTH KNOT**
Loop again and feed through final hole.



- 8** **LABYRINTH KNOT**
Pull upper loop to take up slack in bottom loop, leaving lace end length of 0.75 cm.



- 9** **LABYRINTH KNOT**
Twist top loop clockwise 1/4 of a turn and insert end of lace through loop.



- 10** **LABYRINTH KNOT**
Then pull loop tight to trap the lace end. Check to make sure the lace is tied correctly.

CORRECT WAY:
Lace end contained within recessed portion of spool.



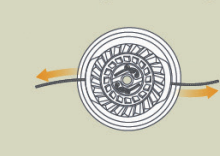
INCORRECT WAY:
Lace end passed through loop from wrong side and lace end extending into gear teeth.



- 11** **LABYRINTH KNOT**
Repeat Labyrinth knot for second lace cord end. (Completed knots shown.)

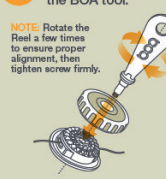


- 12** After the Labyrinth knot is completed, install spool back into housing by pulling on laces to seat spool into housing.



- 13** Reinstall screw and knob, using the Boa tool.

NOTE: Rotate the Reel a few times to ensure proper alignment, then tighten screw firmly.



III BOATECHNOLOGY.COM

SCOTT BIKE SHOES

SHOE REPLACEMENT PARTS MY 2010

217221 Heel Lug for Road Outsoles, all colors



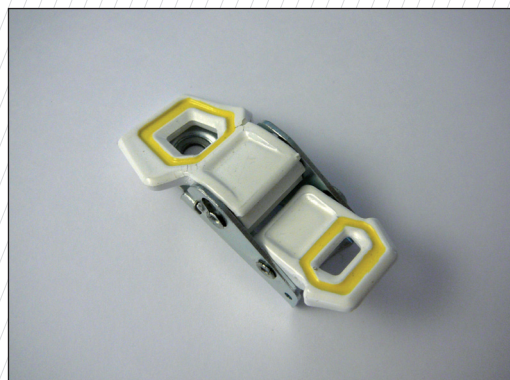
217222 Team Issue strap and EVA pad, white/yellow



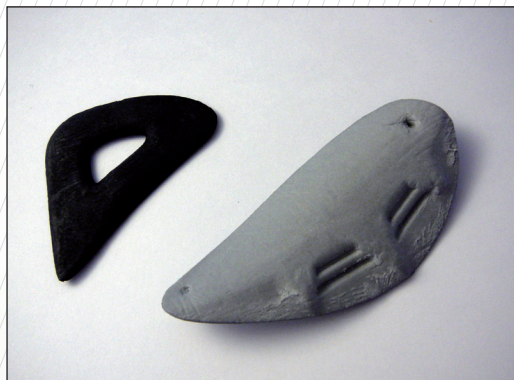
217223 EVA pad, yellow



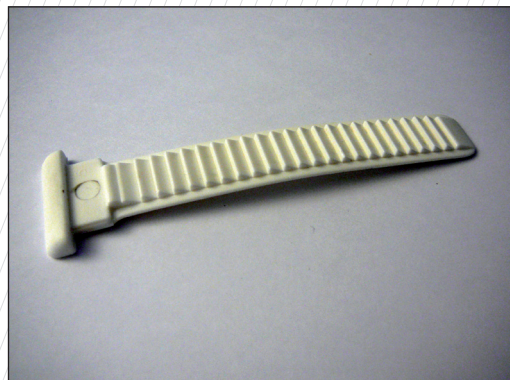
217224 Buckle, all colors



217225 Innersole insert and wedge



217226 Strap for Team shoes, black and white



SCOTT TECH ACCESSORIES

35

SCOTT TECH ACCESSORIES

PUMP REPLACEMENT PARTS

REPLACEMENT PARTS FOR FLOORPUMP COMP 160



THE PUMP HEAD
151.834.405.0.910
WILL BE REPLACED WHEN OUT OF STOCK BY
THE PUMP HEAD 211457



CAP / RUBBER PRESTA VALVE
PACK of 10
PIC. 151.834.015.0.910



CAP / RUBBER SCHRADER VALVE
PACK OF 10
151.834.013.0.910

SCOTT TECH ACCESSORIES

PUMP REPLACEMENT PARTS

REPLACEMENT PARTS FOR FLOORPUMP COMP 160 / PRO 240



PUMP HEAD COMPLETE
PACK OF 10
211457



CAP / RUBBER
10 PACK
211459

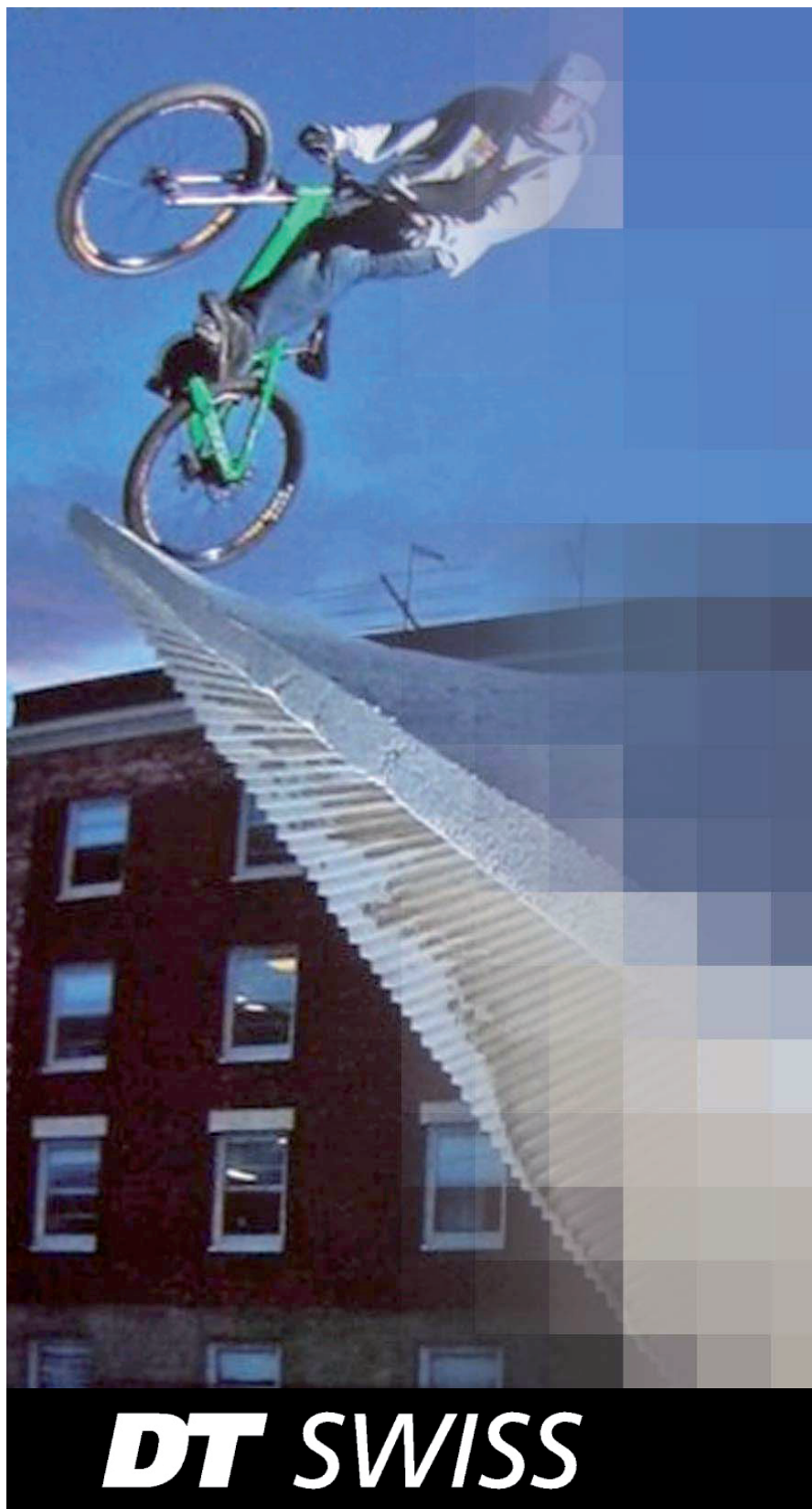


HOSE WITH CONE / CAP
PACK OF 10
518340190910

DT SWISS

36

DT SWISS



DT Swiss Warranty & Service Request Procedure 2010

SCOTT SUSPENSION:

NUDE, EQUALIZER2, M210, DT Swiss XC 100 race

SCOTT / DT Swiss WHEELS, MY 2010

SCOTT / DT Swiss RIMS, MY 2010

october 2009

Form Service & Warranty Claim

DT SWISS

DT Swiss WHEELS

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

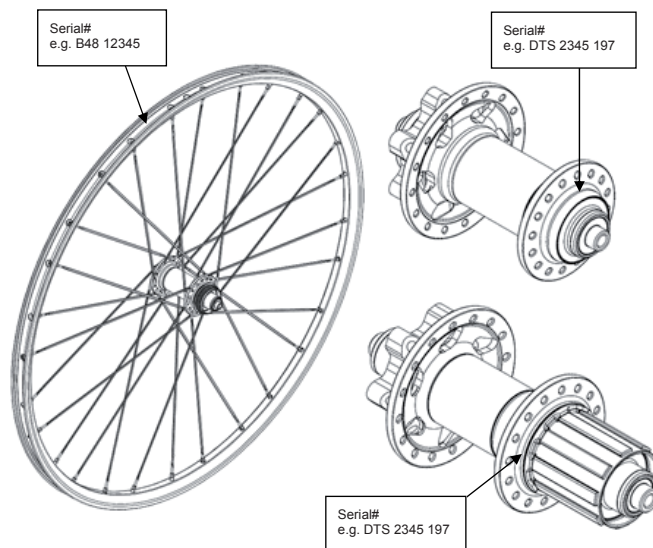
In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

☐ yes☐ no

wheel model (e.g. M1600 front, EX1750 rear etc.):	
serial number rim:	serial number hub:

Please describe precisely the wheel's failure by marking the box(es).

- ☐ bad sticker quality
- ☐ deformation (ex works, misuse etc.)
- ☐ coating damage / corrosion
- ☐ cracks on spoke holes / valve hole / rim well
- ☐ bad welding / joint
- ☐ broken / damaged / cracked hubshell
- ☐ bearing play / worn bearings
- ☐ coating damage / corrosion
- ☐ free wheel system damage (Star Ratchet or 2-Pawl system)
- ☐ strange noise while riding (creaking etc.)
- ☐ others _____

Mark spot of failure in drawing to speed up your service! Thank you!**NOTE:**

- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

DT Swiss SHOCKS: XM 180, XR Carbon, M210, EX 200

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

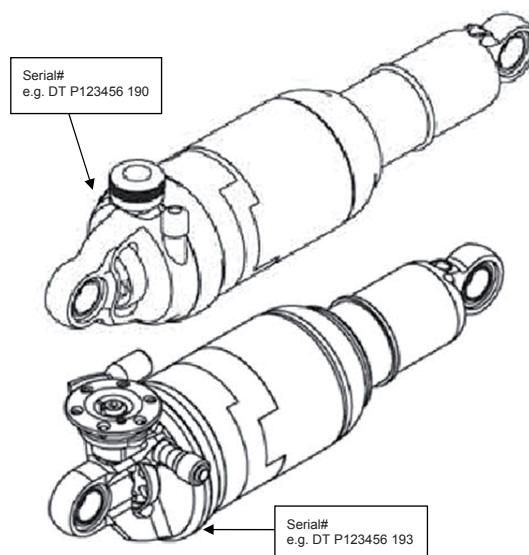
In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

☐ yes☐ no

shock model (e.g. XM 180):	bike model:
serial number shock:	

Please describe precisely the shock's failure by marking the box(es).

- ☐ air leak
- ☐ oil leak
- ☐ no damping / Lockout or Platform not working
- ☐ rebound wheel / platform wheel failure
- ☐ strange noise while riding
- ☐ remote system damage
- ☐ worn ball bearings
- ☐ others _____
- _____
- _____
- _____

Mark spot of failure in drawing to speed up your service! Thank you!**NOTE:**

- Remove the shock's mounting hardware and the remote lever / cable before sending the shock! The DT Swiss Service Center will not be responsible for lost hardware / remote lever & cable.
- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

DT Swiss RIMS

This is a warranty claim! ☐

Contact Distributor / Dealer:

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?

☐ yes

☐ no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

☐ yes

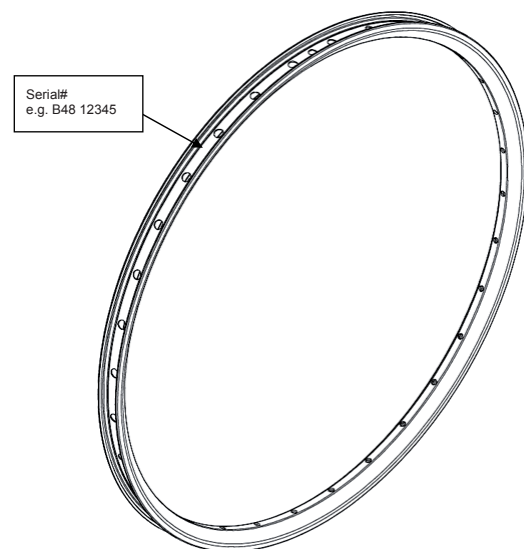
☐ no

rim model (e.g. XR 4.2d, EX500 etc.):
serial number rim:

Please describe precisely the rim's failure by marking the box(es).

- ☐ bad sticker quality
- ☐ deformation (ex works, misuse etc.)
- ☐ coating damage / corrosion
- ☐ cracks on spoke holes / valve hole / rim well
- ☐ bad welding / joint
- ☐ others _____
- _____
- _____
- _____

Mark spot of failure in drawing to speed up your service! Thank you!



NOTE:

- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

SCOTT NUDE

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

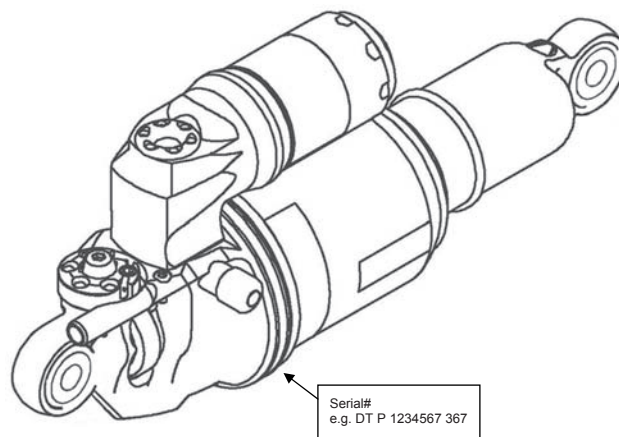
☐ yes☐ no

bike model:
serial number shock:

Please describe precisely the shock's failure by marking the box(es).

- ☐ air leak
- ☐ oil leak
- ☐ no damping / lockout function not working
- ☐ rebound wheel stuck
- ☐ strange noise while riding
- ☐ remote system damage
- ☐ worn ball bearings
- ☐ others _____
- _____
- _____
- _____

Mark spot of failure in drawing to speed up your service! Thank you!

**NOTE:**

- Remove the shock's mounting hardware and the remote lever / cable before sending the shock! The DT Swiss Service Center will not be responsible for lost hardware / remote lever & cable.
- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

DT Swiss HUBS

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

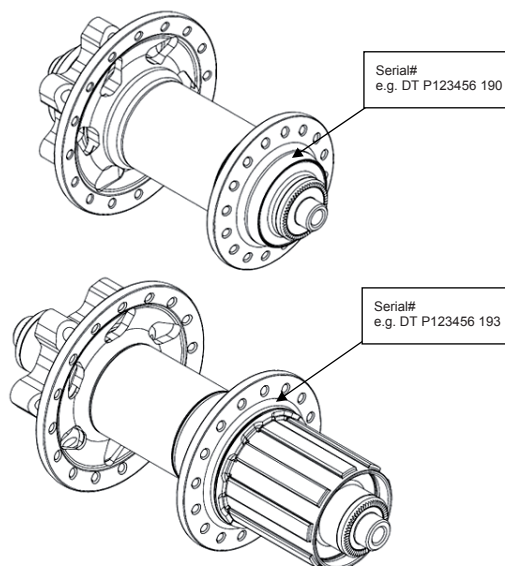
☐ yes☐ no

hub model (e.g. 370, 240s, FR440 etc.):
serial number hub:

Please describe precisely the hub's failure by marking the box(es).

- ☐ broken / damaged / cracked hubshell
- ☐ bearing play / worn bearings
- ☐ coating damage / corrosion
- ☐ free wheel system damage (Star Ratchet or 2-Pawl system)
- ☐ strange noise while riding (creaking etc.)
- ☐ others _____
- _____
- _____
- _____

Mark spot of failure in drawing to speed up your service! Thank you!

**NOTE:**

- Remove the hub's quick release before sending the shock! The DT Swiss Service Center will not be responsible for lost QR's!.
- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

DT Swiss FORKS: XMC, XMM, EXC, EXM

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

☐ yes☐ no

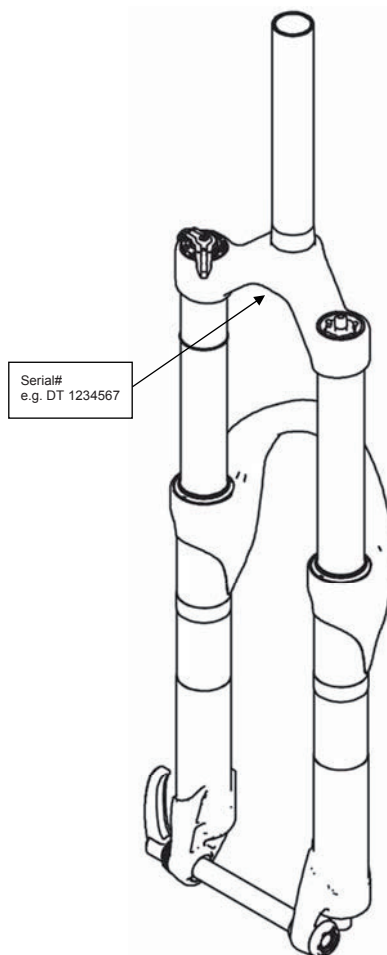
fork model (e.g. XMM 120, EXC 130 etc.):
serial number fork:

Please describe precisely the fork's failure by marking the box(es).

☐	air leak
☐	oil leak
☐	no damping / Launch Control function not working
☐	strange noise while riding
☐	play in bushings
☐	damage on remote system
☐	others _____

NOTE:

- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Mark spot of failure in drawing to speed up your service! Thank you!

Form Service & Warranty Claim

DT SWISS

DT Swiss FORKS: XRC, XC

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?

☐	yes
☐	no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

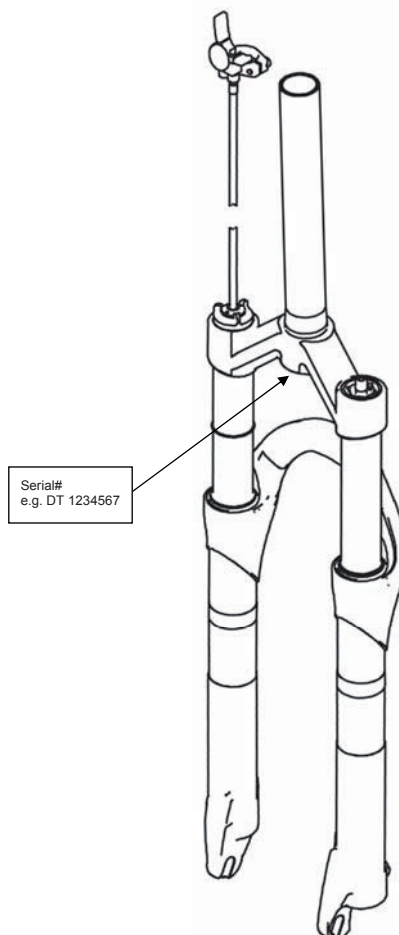
☐	yes
☐	no

fork model (e.g. XRC 100 RACE, XC 80 etc.):
serial number fork:

Please describe precisely the fork's failure by marking the box(es).

☐	air leak
☐	oil leak
☐	no damping / lockout not working
☐	strange noise while riding
☐	remote system damage
☐	play in bushings
☐	others _____

Mark spot of failure in drawing to speed up your service! Thank you!

**NOTE:**

- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

Form Service & Warranty Claim

DT SWISS

SCOTT EQUALIZER2

Please service! ☐This is a warranty claim! ☐**Contact Distributor / Dealer:**

name distributor / dealer:
ZIP / address:
country:
phone:
fax:
e-mail:

Sales receipt enclosed?☐ yes☐ no

In case the rework cannot be done under warranty, do you want us to contact you for an estimation of cost prior to service the product?

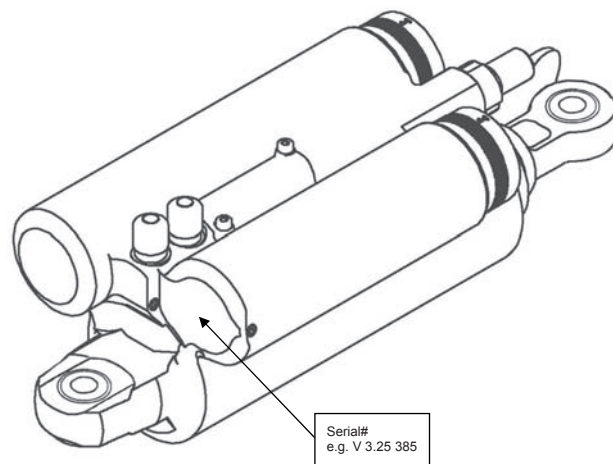
☐ yes☐ no

bike model:
serial number shock:

Please describe precisely the shock's failure by marking the box(es).

- ☐ air leak
- ☐ oil leak
- ☐ no damping / lockout function / Traction Mode not working
- ☐ rebound wheel failure
- ☐ strange noise while riding
- ☐ remote system damage
- ☐ worn ball bearings
- ☐ others _____
- _____
- _____
- _____

Mark spot of failure in drawing to speed up your service! Thank you!

**NOTE:**

- Remove the shock's mounting hardware and the remote lever / cable before sending the shock! The DT Swiss Service Center will not be responsible for lost hardware / remote lever & cable.
- One complete Service & Warranty Claim form must be added per service / warranty claim!
- The DT Swiss Service Center will reject incomplete Service & Warranty Claims (e.g. missing sales receipt etc.)!
- For further information please read the DT Swiss Owners Manual of this product concerning DT Swiss Warranty regulations or visit www.dtswiss.com.

DT SWISS

DT SWISS**Warranty & Service Request Procedure***DT Swiss Service Centers offer service on following SCOTT OE-specific products:***DT Swiss / SCOTT SHOCKS**

Name:	DT Swiss article code:
TC Nude rear shock, 165/37.5mm	CXM18C165CSSO8852C
Equalizer rear shock	CEQUAA165DSEO8901C
M210 rear shock, 165/37.5mm	CM210D165CSSO8977C

DT Swiss / SCOTT FORKS

Name:	bases on:	DT Swiss article code:
XRC 100, IS, custom decal, MY 2009	standard DT Swiss fork XRC 100, MY 2009	FXRCCABARAOC40279C
EXC 150, PM, custom decal, MY 2009	standard DT Swiss fork EXC 150, MY 2009	FECHACBXAOC40280C
XC 100 race, PM, custom decal, MY 2010	standard DT Swiss fork XC 100, MY 2010	FXC0CABAREOS49027C

DT Swiss / SCOTT WHEELS, built by DT Swiss; MY 2009

Name:	Hub:	DT Swiss article code:
FW XRC SCOTT SPA OEM VR DBIS QR/100; MY 2009	240s, 6 bolt	WXRCSSSADQXC100122
RW XRC SCOTT SPA OEM HR DBIS QR/135; MY 2009	240s, Oversize, 6 bolt	WXRCSSSIDIAS100123
FW XRC SCOTT GEN OEM VR DBIS 15/100; MY 2009	240s, Oversize, 6 bolt, 15mm TA	WXRCSGEADIXS100124
RW XRC SCOTT GEN OEM HR DBIS 10/135; MY 2009	240s, 6 bolt	WXRCSGEIDFAC100125

see separate files for further information.

DT SWISS

DT SWISS

DT Swiss / SCOTT WHEELS, built by DT Swiss; MY 2010

Name:	Hub technology bases on DT Swiss standard product:	DT Swiss article code:
FW XRC GENIUS LTD, 15/100mm TA	240s Oversize, 6 bolt, 15mm TA	WXRCSOADCIXC100265
RW XRC GENIUS LTD, 10/135mm TB	240s, 6 bolt	WXRSCOIDCAC100266
FW XRC SPARK/SCALE LTD, 5/100mm QR	240s, 6 bolt	WXRCSOADCQXC100267
RW XRC SPARK/SCALE LTD, 5/135mm QR	240s, 6 bolt	WXRSCOIDQAC100268
FW XR-10, 28h, 5/100 mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100249
RW XR-10, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	340, 6 bolt	WTXSCOTIDQAS100250
FW XR-20, 28h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100251
RW XR-20, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100252
FW XR-30, 28h, 5/100mm QR (incl. QR 5/100mm)	370, 6 bolt	WTXSCOTADQXW100253
RW XR-30, 28h, 5/135mm QR (incl. QR 5/135mm)	370, 6 bolt	WTXSCOTIDQSW100254
FW XR-15, 32h, 15/100mm TA	370, 6 bolt, 15mm TA	WTXSCOTADIXS100255
RW XR-15, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	340, 6 bolt	WTXSCOTIDQAS100256
FW XR-20 Contessa, 28h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100257
RW XR-20 Contessa, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100258
FW XR-25, 32h, 15/100mm TA	370, 6 bolt, 15mm TA	WTXSCOTADIXW100259
RW XR-25, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSW100260
FW XR-35, 32h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100261
RW XR-35, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100262
FW XR-35 Contessa, 32h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100263
RW XR-35 Contessa, 32h 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100264

see separate files for further information.

DT Swiss / SCOTT HUBS; MY 2010

Name:	DT Swiss article code:
RH 240s IS 6-bolt, WHITE, 32 h, 5/135mm QR	H240IDQAR32WO2202S
FH 240s radial, BLACK, 18 h, 5/100mm QR	H240AAQXR18SO1572S
RH 240s road, BLACK, 20 h, 5/135mm QR	H240HRQBR20SO1650S
FH 370 IS 6-bolt, WHITE, 32h, 5mm QR, red/black DT decal	H370ADQXR32WO4718C
RH 370 IS 6-bolt, BLK, 32h, 5mm QR, green decal	H370IDQSR32SO4719C
RH 370 IS 6-bolt, BLK, 32h, 5mm QR, gold decal	H370IDQSR32SO4720C

DT Swiss / SCOTT RIMS; MY 2010

Name:	DT Swiss article code:
FR 600 rim, 32h, white	RCFR60DSS32W200193
EX 500 rim, 32h, white	RCEX500DPS32W200196
445d rim, 32h, pin joint, decal with green stripe, black	RTX0XXDPS32S102059
445d rim, 32h, pin joint, decal with dark grey stripe, black	RTX0XXDPS32S102060
445d rim, 32h, pin joint, decal with red stripe, black	RTX0XXDPS32S102061
445d rim, 32h, pin joint, decal with purple stripe, white	RTX0XXDPS32W102074
465d rim, 32h, pin joint, decal with gold stripe, black	RTX0XXDPS32S102062
475d rim, 32h, pin joint, decal with light green stripe, black	RTX0XXDPS32S102063
485d (29er) rim, 32h, pin joint, decal with green stripe, black	RTX0XXDPS32S102064

see separate files for further information.

DT SWISS

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responsibilities for OE-specific products

- **stocking spare parts**
- **service / warranty**

Following regulations apply between DT Swiss and the above mentioned OEM-customer with immediate effect:

- All DT Swiss service centers of the level group PRO and selected service centers of the level group A are supposed to handle any service and warranty issues on any of the above listed SCOTT OE-specific SUSPENSION products (FORKS & SHOCKS).
- Service and warranty issues on any of the above listed SCOTT OE-specific WHEELS, HUBS and RIMS will be executed by all DT Swiss service centers (PRO & A), which are listed below.
- DT Swiss stocks a limited quantity of spare parts for the above mentioned DT Swiss made SCOTT products. Stockage location is Biel, Switzerland. Each DT Swiss Service center stocks a small quantity of SCOTT OE-specific spare parts, depending on their duties.
- DT Swiss assures to stock replacement parts for SCOTT OE-specific products for the sales year and two following years after the year of sales. The year of sales is the year, the OE customer offers the product to his clientele. This assurance doesn't correspond to the year of oddment sales of subsequent years.
- After service/warranty rework, a DT Swiss service center is supposed to send any SCOTT/DT Swiss wheels completely rebuilt. This regulation applies to all wheels, which are built by DT Swiss (e.g. XR-10, XR-20). The wheel will be sent back to customer in one piece.
- All components (rim, hub, spokes, nipples) of SCOTT wheels, which are NOT built by DT Swiss, have to be sent back to customer loosely after service/warranty rework, once the rim (e.g. FR600 white, 445d) had to be replaced. A DT Swiss service center is not supposed to carry out the rebuild of such SCOTT made wheels!
- Sole authorities to order SCOTT OE-specific replacement parts are the responsible service centers and SCOTT Sports SA.
- Responsibility of placing spare parts at the disposal to dealers reg. SCOTT OE-specific products has SCOTT. A DT Swiss Service Center is NOT supposed to sell any SCOTT OE-specific spare parts to dealers and endconsumers, unless the dealer executes the service rework by its own (RIMS, spare parts for HUBS, spare parts for WHEELS).
- Any kind of service- and warranty regulation, which have been set for DT Swiss products in general, apply also on all SCOTT OE-specific products.
- DT Swiss strongly recommends having DT Swiss products maintained by an experienced expert (DT Swiss Service Center).

Following regulations apply specifically to the products listed:

rims (individual products, NOT part of any SCOTT/DT Swiss wheel):

- Any above listed SCOTT/DT Swiss made rims (e.g. EX500 white, RCEX500DPS32W200196) will be supplied inclusive stickers. Stock location is Biel, Switzerland.
- Replacement rim stickers are NOT separately available.
- All PRO and A level service centers stock a limited quantity of replacement rims.

wheel rims (rim is part of SCOTT/DT Swiss wheel set, e.g. XR-10):

- DT Swiss stocks replacement rims for all above listed SCOTT/DT Swiss made wheel sets (e.g. XR-10). Stock location is Biel, Switzerland. The replacement wheel rims will be supplied to the service centers WITHOUT rim stickers.
- DT Swiss stocks replacement stickers for all above listed wheel rims. Stock location of the replacement stickers is Biel, Switzerland.
- All PRO and A level service centers stock a limited quantity of replacement rims and rim stickers.

spokes & nipples (spokes & nipples are part of SCOTT/DT Swiss wheel set, e.g. XR-10):

- DT Swiss stocks any SCOTT OE-specific spokes and nipples, which are part of the above listed SCOTT/DT Swiss wheel sets. Stock location is Biel, Switzerland.
- All Pro and A level service centers stock a limited quantity of SCOTT OE-specific spokes and nipples.

hubs:

- OE-specific hub stickers for any hubs (individual hubs or hubs as part of SCOTT/DT Swiss made wheel sets) are NOT separately available.
- DT Swiss stocks a limited quantity of OE-specific hub shells, which are part of SCOTT/DT Swiss hubs. Stock location is Biel, Switzerland.
- All PRO level service centers stock a limited quantity of replacement hub shells.

Biel, 20. September 2009

Urs Odermatt
Int. Service & Customer Support Manager, DT Swiss

Zuständigkeiten für OE-spezifische Produkte

- **Lagerung Ersatzteile**
- **Service & Garantie**

Folgende Regelungen gelten zwischen DT Swiss und dem oben genannten OE-Kunden:

- DT Swiss ist zuständig für jeglichen Service und jegliche Garantieleistung für die oben aufgeführten SCOTT OE-spezifischen Suspension Produkte (FORKS & SHOCKS). Diese Leistungen werden den DT Swiss Service Center der Levelgruppe PRO und ausgewählten Service Center der Levelgruppe A übertragen.
- Service- / Garantiarbeiten an den oben gelisteten SCOTT OE-spezifischen WHEELS, HUBS und RIMS werden von allen gelisteten DT Swiss Service Center ausgeführt.
- DT Swiss lagert spezifische Ersatzteile für die oben erwähnten Produkte. Diese spezifischen Ersatzteile werden in Biel/Schweiz an Lager gehalten. Jedes zuständige Service Center hält eine beschränkte Anzahl an spezifischen Ersatzteilen an Lager.
- DT Swiss gewährleistet Ersatzteile für die erwähnten SCOTT OE-spezifischen Artikel für das Verkaufsjahr und weitere zwei darauf folgende Jahre an Lager zu halten. Als Verkaufsjahr gilt das Jahr des Verkaufs vom OEM-Kunden an dessen Klientel. Die Gewährleistung bezieht sich nicht auf das Jahr eines Restbestandverkaufs des Artikels während Folgejahren.
- Ein DT Swiss Service Center ist angehalten, SCOTT/DT Swiss Laufräder (z.B. XR-10, XR-20 etc.), welche bei DT Swiss gebaut werden, nach einem Service-/Garantiefall wieder komplett aufzubauen, d.h. das Laufrad wird als Ganzes an den Kunden retourniert.
- Die Bauteile (Felge, Nabe, Speichen, Nippel) eines SCOTT Laufrades, bei dem die Felge (z.B. FR600 weiss, 445d) während der Service-/Garantiarbeit ausgetauscht werden musste, werden lose dem Kunden retourniert. Ein DT Swiss Service Center darf SCOTT Laufräder, die nicht bei DT Swiss gebaut werden, NICHT wiederaufbauen!
- Zur Bestellung der oben erwähnten Ersatzteile sind ausschliesslich SCOTT Sports SA und die DT Swiss Service Center der entsprechenden Levelgruppen berechtigt.
- DT Swiss Service Center dürfen Ersatzteile von SCOTT OE-spezifischen DT Swiss Produkten NICHT weiter verkaufen, es sei denn an Händler, die im Servicefall die Reparatur am Produkt selbst durchführen (RIMS, Ersatzteile HUBS, Ersatzteile WHEELS).
- Für jedes DT Swiss Service Center gelten bei allfälligen Service- und Garantiefällen an jeglichem DT Swiss OE-spezifischen Produkt die selben Bearbeitungs- und Garantieregelungen, die für alle übrigen standard DT Swiss Produkte gelten.
- DT Swiss weist dringend darauf hin, jeglichen Service an SCOTT/DT Swiss Produkten bei einem qualifizierten DT Swiss Service Center durchführen zu lassen.

Folgende Regelungen gelten produktspezifisch:

Felgen (Einzelprodukt, nicht Bestandteil der SCOTT/DT Swiss Laufrad):

- Alle oben gelisteten SCOTT/DT Swiss Felgen (z.B. EX500 weiss, RCEX500DPS32W200196) werden mit Sticker beklebt in der Schweiz an Lager gehalten.
- DT Swiss bietet keine einzelnen Felgensticker als Serviceteil an.
- Jedes PRO und A DT Swiss Service Center hält Ersatzfelgen in beschränkter Anzahl an Lager.

Laufradfelgen (als Bestandteil der SCOTT/DT Swiss Laufräder, z.B. LRS XR-10):

- Für alle oben gelisteten SCOTT/DT Swiss Laufräder (z.B. XR-10) lagert DT Swiss Ersatzfelgen in der Schweiz. Die Felgen sind NICHT mit Felgensticker versehen.
- Ersatzsticker für Laufrad Ersatzfelgen werden in der Schweiz an Lager gehalten.
- Jedes PRO und A DT Swiss Service Center hält Laufrad-Ersatzfelgen und passende Ersatz-Felgenkleber in beschränkter Anzahl an Lager.

Speichen/Nippel (als Bestandteil der SCOTT/DT Swiss Laufräder, z.B. LRS XR-10):

- alle speziellen Speichen sowie Nippel, welche in SCOTT/DT Swiss Laufräder verbaut sind, werden bei DT Swiss an Lager gehalten.
- Jedes PRO und A DT Swiss Service Center hält eine beschränkte Anzahl dieser speziellen Speichen und Nippel an Lager.

Naben:

- OE-spezifische Nabensticker für Einzelnaben oder von Naben, die Bestandteil eines SCOTT/DT Swiss LRS verbaut werden, sind nicht als Ersatzteil erhältlich.
- Spezielle Nabengehäuse, die für SCOTT/DT Swiss Naben verwendet werden, werden für den Servicefall bei DT Swiss in beschränkter Anzahl an Lager gehalten. Lagerort ist Biel/Schweiz.
- DT Swiss Service Center der Levelgruppe PRO halten solche speziellen Nabengehäuse in beschränkter Anzahl an Lager.

Biel, 20. September 2009

Urs Odermatt
Int. Service & Customer Support Manager, DT Swiss

DT SWISS**DT SWISS****Warranty & Service Request Procedure****General Information**

In each Warranty & Service case the following points must URGENTLY be followed:

- *a Proof of Purchase (Copy of Sales Receipt! Delivery Notes are NOT ACCEPTED !)*
and
- *an explanation of the complain (Form for Service & Warranty Claim) must accompany the product, sent to a DT Swiss Service Center*
- *the mounting hardware on SHOCKS has to be REMOVED before sending the shock to the Service Center by the SCOTT dealers, as well as the remote control shifters and cables.*
- *maximum items per delivery: 3 pcs.*

**IF ONE OF THE ABOVE MENTIONED OBLIGATIONS ARE NOT FULFILLED,
THE DT SWISS SERVICE CENTER IS FREE TO REJECT ANY WARRANTY CLAIM!**

Following points have to be noticed for each Warranty claim:

There shall be no claim under the guarantee for:

- *normal wear of parts, subject to wear (housing, seals, ball joints, sliding surfaces, function elements of suspension etc.)*
- *incorrect assembly or in combination with products that do not fit*
- *incorrect repair or alteration*
- *incorrect use, bad treatment, misuse, negligence, carelessness during installation, maintenance or use, commercial use or use in cycling competitions*
- *delivery and transport damage*
- *removing, altering or making the serial number indecipherable*
- *incorrect maintenance*

DT SWISS

Warranty & Service Request Procedure

DT SWISS

IMPORTANT!

- *DT Swiss STRONGLY recommends having DT Swiss products maintained by an experienced expert (DT Swiss Service Center).*
- *A full service, executed from DT Swiss Service Centers, should be done on each DT Swiss SUSPENSION product (SHOCKS & FORKS) after every 200 hours of use or once a year!*
- *Functional limitations of DT Swiss products, which occur because the instructions / recommendations above were not followed correctly, can neither be viewed nor claimed as a manufacturing fault. In addition the manufacturer's guarantee is void under such circumstances!*
- *Finally each claim will be valued by the DT Swiss Service Center. It is up to the Service Center to treat the claim as a warranty case or not!*
- *Please refer to the DT Swiss Owners Manuals which are added to each DT Swiss product.*

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DT SWISS**DT Swiss Service Center Levels**

<i>level group</i>	<i>Discription</i>
PRO & A:	communication is direct between PRO & A level service centers and DT Swiss Switzerland
Levels:	PRO: owned or partly owned by DT Swiss Switzerland responsible for the assurance of all service and guarantee work for all DT Swiss products
	A with DT Swiss suspension products independent service centers responsible for the assurance of all service and guarantee work for all DT Swiss products groups (FORKS, SHOCKS, WHEELS, HUBS, PROLINE)
	A with DT Swiss suspension products independent service centers responsible for the assurance of all service and guarantee work for any DT Swiss products groups exkl. DT Swiss suspension products (FORKS, SHOCKS)

DT SWISS**DT SWISS****DT Swiss Service Centers**

level group PRO (all products)	
SWITZERLAND DT Swiss AG Längfeldweg 101 CH - 2504 Biel/Bienne Phone +41 32 344 79 30 Fax +41 32 341 91 52 e-mail: mail@dtswiss.com	U.S.A. DT Swiss Inc. 2493 Industrial Blvd. USA - Grand Junction/CO 81505 Phone +1 (970) 242 9232 Fax +1 (970) 244 8918 e-mail: tech@dtswiss-us.com
GERMANY DT Swiss Customer Support Germany Hegnerweg 17 D - 71101 Schönaich Phone +49 7031 410 18 56 Fax +49 7031 410 18 57 e-mail: service.de@dtswiss.com	FRANCE DT Swiss (France) S.A.S. Parc d'Activites de la SARREE Route de Gourdon F - 06620 Le Bar sur Loup Phone +33 4 926 09 058 Fax +33 4 934 00 875 e-mail: service.fr@dtswiss.com
TAIWAN DT Swiss (Asia) Ltd No. 26, 21st Road Industrial Park Taichung City Taiwan R.O.C. Phone +886 (423)585256 Fax +886 (423) 598290 e-mail: info@dtswiss-asia.com	

DT SWISS**DT SWISS****DT Swiss Service Centers****level group A with DT Swiss Suspension (all products)**

AUSTRALIA Dirt Works Australia Pty Ltd. 23 Chicago Ave , AUS - Blacktown NSW 2148 Phone +61 2 96 79 8400 Fax +61 2 96 79 8411 email: dtswiss@dirtworks.com.au	AUSTRIA B & S Bike + Sport Reitern 12 A – 4822 Bad Gaisern Phone +43 6135 6409 Fax +43 6135 640914 e-mail 1: office@panchowheels.at e-mail 2: service@panchowheels.at	BELGIUM / LUXEMBURG GURU Sport Leuvensesteenweg 173 B - 3070 Kortenberg Phone: +32 2 752 17 56 Fax: +32 2 759 47 44 e-mail: yvan@guru-sport.com
CANADA Cycles Lambert Inc. Des Riveurs 1000 Levis, G6V 9G3 Quebec, Canada Phone 001 418 835 1685 e-mail: infos@cycleslambert.com	CZECH REPUBLIC Bottico s.r.o. Wolkerova 1273 CZ - 76502 Otrokovice Phone +42 057 711 92 71 Fax +42 057 711 92 74 e-mail: bottico@volny.cz	ITALY DT Swiss Service Italia Via Manzoni 25/3 20089 Rozzano (MI) Italia Phone 0039 348 666 52 62 e-mail: service.it@dtswiss.com
NETHERLANDS Juncker Bike Parts Fokkerstraat 25 NL 3905 KV Veenendaal Phone +31 (318) 553030 Fax +31 (318) 553211 e-mail: info@juncker.nl	NEW ZEALAND Sheppard Industries Ltd. P.O. Box 62 067 0 Auckland, 0 Phone 0064 9915 59 21 e-mail: office@sheppardind.co.nz	STAND JASMA, LDA Rua Nuno de Bragança Lote 1 Qtª São Nicolau de Fora 2855-093 Corroios Portugal E-mail tecnico@jasma.pt Tel +351212268838 Fax: +351212268353
SPAIN Team Bike S.L. Elche Parque Industrial Juan de la Cierva 87 ES - 03203 Torrellano - Elche Tel. +34 965 683 534 e-mail: postventa@teambike.es	SOUTH AFRICA DDP TECH Phone +27 829 088 223 Fax +27 112 526 825 e-mail: dtssupport@mweb.co.za	SOUTH KOREA MBS Corporation No 37-7 , Pal Yong – Dong Chang Won city Korea , R.O.K. Phone 82-(0) 55-265-9415 Fax 82-(0) 55-265-9419 e-mail: kbcco@kornet.net
UK Pace Cycles Ltd Unit 8 Farfield Business Park Main Road Wykeham Scarborough YO13 9QB Phone +44 1723 867919 Fax + 44 1723 867918 e-mail: dtswiss@dtswisservicecentre.co.uk web: www.pacecycles.com		

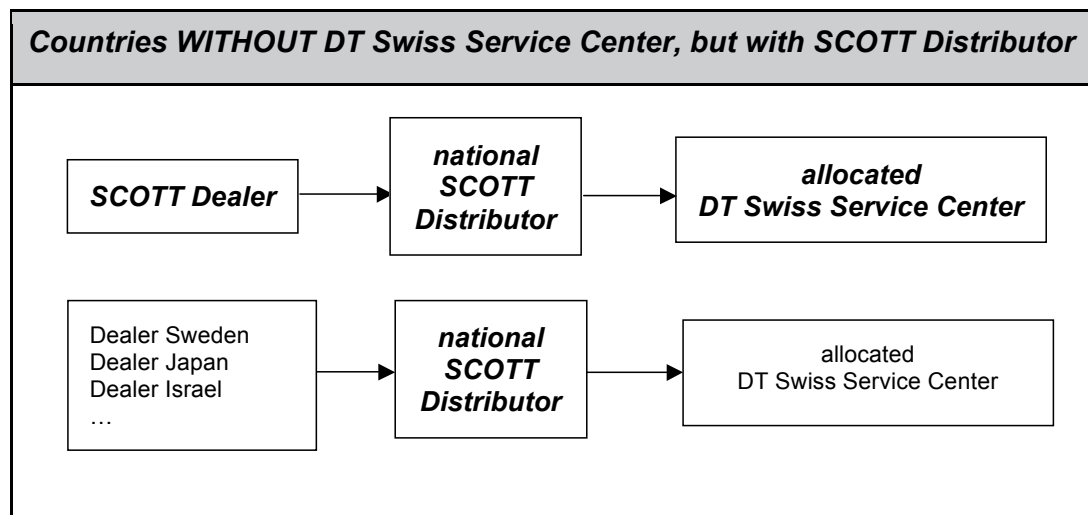
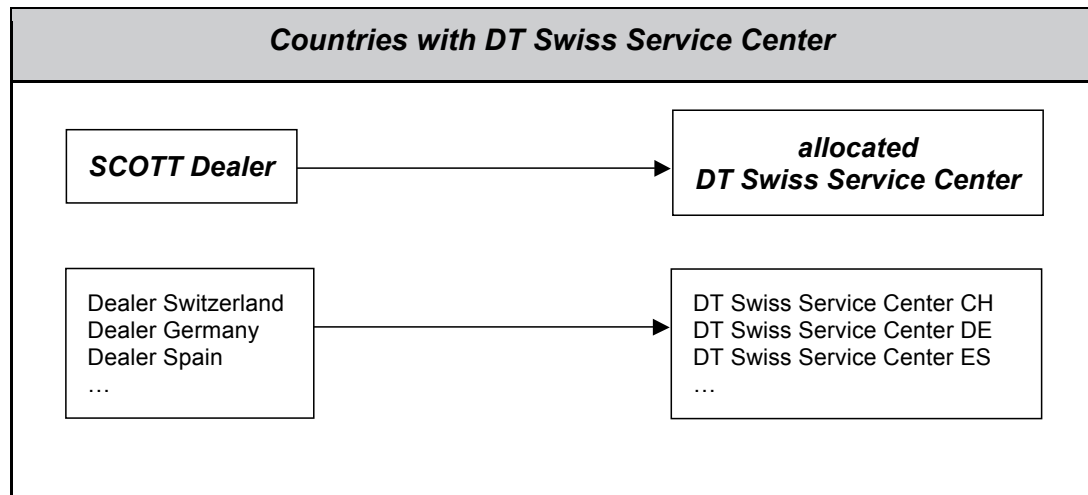
DT SWISS

DT Swiss Service Centers

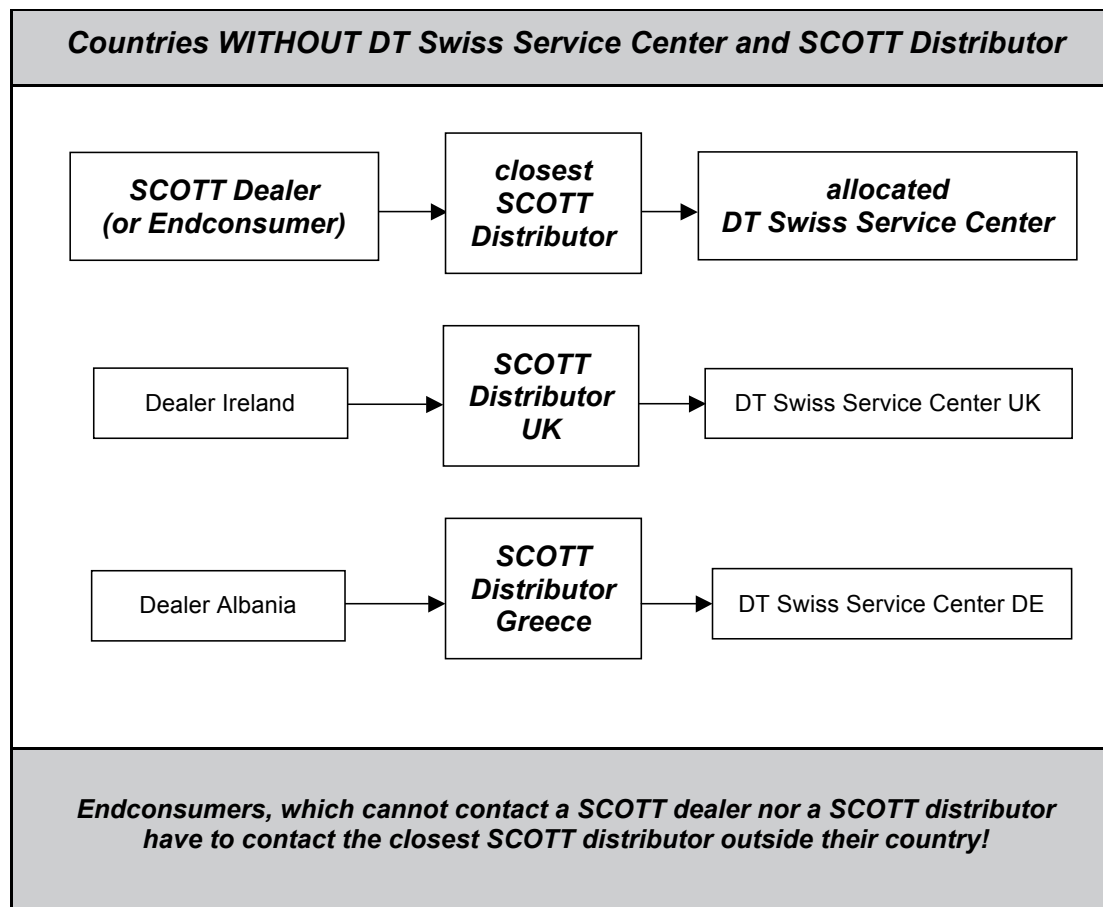
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level group A w/o DT Swiss Suspension (WHEELS, RIMS & HUBS only!)

DENMARK HF Cykler A/S Hvidemollevej 9-11 DK - 8900 Randers Phone +45 89 14 14 22 Fax +45 89 14 14 15 e-mail: kbr.hfcykler@hf-c.dk	GREECE Kinisibicycles Ellis 1 Athens; 14563 Phone 0030 210 620 86 11 e-mail: info@kinisibikes.com	HUNGARY Bone Shaker Team Attila u. 73. H-2133 Sződliget Phone +36-30-825-9395 e-mail: informacio@boneshaker.hu
NORWAY Deler A/S Pb 1004, Hestehagen 4 N-1414 Drobak Phone +47 64 98 99 50 Fax +47 64 98 99 61 e-mail: peter@deler.no	SLOVENIA Proloco Trade d.o.o. Britof 96 a Kranj, 4000 Slovenia Phone 00386 4 280 20 00 e-mail: luc@prolocotrade.si	SWEDEN Skeppshultcykeln AG Storgatan 78 SE – 333 93 Skeppshult Phone +46 371 36800 Fax +46 371 36027 e-mail: info@skeppshult.se
UK Madison Distribution Centre 74 Alston Drive Bradwell Abbey Milton Keynes bucks MK13 9HA Phone 0044 1908 326032 Fax 0044 1908 577500 e-mail: sales@ultimatepursuits.co.uk		

DT SWISS**DT SWISS****Warranty & Service Request Procedure***Regulations / Procedures:*

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Warranty & Service Request Procedure

Warranty

GARANTIEBESTIMMUNGEN EUROPA

Ihnen stehen die gesetzlichen Gewährleistungsansprüche wegen eines Produktmangels gegenüber Ihrem Vertragspartner (Händler) zu. Über diese Gewährleistungsansprüche hinaus gewährt DT Swiss AG mit Sitz in Biel/Schweiz für die DT Swiss Dämpfer ab Kaufdatum 2 Jahre (24 Monate) Garantie.

- ▲ **ACHTUNG:** Kein Anspruch auf Garantieleistung besteht bei:
- Normaler Abnutzung oder starker Alterung von Verschleissstellen (Führungen, Dichtungen, deren Laufflächen, Kugelenke, Funktionselemente der Dämpfung usw.)
 - Unsachgemässer Montage oder in Verbindung mit nicht passenden Produkten
 - Unsachgemässe Instandhaltung, unsachgemässer Reparatur oder Veränderungen
 - Unsachgemäsem Gebrauch, unsorgfältiger Behandlung, Missbrauch, Nachlässigkeit, leichter und grober Fahrlässigkeit bei Montage, Wartung und Benutzung, kommerzieller Gebrauch oder Einsatz in Wettkämpfen
 - Lieferungs- und Transportschäden
 - Änderung, Unkenntlichmachung oder Entfernung der Seriennummer

DT Swiss AG haftet aus dieser Garantie nicht auf Schadensersatz, insbesondere nicht für indirekte Schäden, mittelbare Schäden und Folgeschäden. Zwingende gesetzliche Haftungsregelungen bleiben von dieser Garantie unberührt. Sollten Arbeiten unter dieser Garantie nötig werden, wenden Sie sich an das Geschäft, in dem der Dämpfer erworben wurde. Dämpfer, die zur Überprüfung eingeschickt werden, sind frachtfrei an ein DT Swiss Servicecenter zu schicken.

Gerichtsstand und Erfüllungsort ist Biel (Schweiz). Es gilt schweizerisches Recht. Technische Änderungen vorbehalten. Bitte bewahren Sie diese Bedienungsanleitung und Garantiebestimmungen für künftige Verwendungen auf.

Wir wünschen Ihnen viel Spass mit Ihrem DT Swiss Dämpfer!

DISPOSITIONS DE GARANTIE (EUROPE)

Pouvez faire valoir vos droits à garantie légale pour vice de produit vis-à-vis de votre concessionnaire (commerçant). Au-delà de ces droits à garantie, la société DT Swiss AG dont le siège est à Bienne/Suisse, accorde une garantie de 2 ans (24 mois) à partir de la date d'achat sur l'amortisseur DT Swiss.

- ▲ **ATTENTION:** Aucune garantie ne sera reconnue dans les cas suivants:
- Usure ordinaire des pièces. Les guidages, joints à rotule, leurs surfaces de frottement, articulations ainsi que les éléments de fonction de l'amortissement sont exclus de la garantie par une usure de fonctionnement ou par un fort vieillissement.
 - Montage non conforme ou assemblage avec des produits inadéquats.
 - Entretien, réparation ou modification non conforme
 - Emploi non conforme, mauvais traitement, abus, négligence, imprudence, usage à but commercial ou emploi lors de compétition.
 - Domage de livraison et de transport.
 - Modification, rendre méconnaissable ou enlèvement du numéro de série.

DT Swiss SA décline toute responsabilité en cas de dommages indirects ou résultant d'un accident. En tout cas la responsabilité de la réglementation légale de cette garantie rest inchangée.

Si des travaux devaient être nécessaires sous cette garantie, nous vous prions de bien vouloir contacter le marchand chez lequel vous avez acheté l'amortisseur. Les produits qui doivent être envoyés pour être révisés peuvent être livrés franc de port au centre de service DT Swiss.

Tribunal compétent et for juridique: Bienne (Suisse). Le droit suisse est applicable. Sous réserve des changements techniques. Veuillez conserver le mode d'emploi et les dispositions de garantie pour des utilisations futures.

Nous vous souhaitons beaucoup de plaisir avec votre amortisseur DT Swiss!

WARRANTY (EUROPE)

The purchaser has the right to claims under the guarantee as covered by general law against the sales contract partner (retailer). In addition to the general guarantee required by law, DT Swiss AG with Head Office in Biel/Switzerland, guarantees the DT Swiss rear shock for two years (24 months) from the date of purchase.

- ▲ **CAUTION:** There shall be no claim under the guarantee for:
- normal wear of parts, subject to wear (housing, seals, ball joints, sliding surface, function-elements of suspension etc.)
 - incorrect assembly or in combination with products that do not fit
 - incorrect maintenance, incorrect repair or alteration
 - incorrect use, bad treatment, misuse, negligence, carelessness during installation, maintenance or use, commercial use or use in cycling competitions
 - delivery and transport damage
 - removing, altering or making the serial number indecipherable

DT Swiss LTD shall reject any liability for both indirect damage caused by accidents and consequential damage. In case of warranty repair/replacement please contact the dealer where you bought the product. Rear shocks which have to be checked, can be sent postage paid to a DT Swiss Service Center.

Legal venue and place of performance is Biel (Switzerland). Swiss law shall apply. Subject to technical changes. Please keep the user manual and warranty for future use.

Have a lot of fun with your DT Swiss rear shock!

LIMITED EQUIPMENT WARRANTY (USA)

DT Swiss LTD makes every effort to assure that its product meets high quality and durability standards and warrants to the original retail consumer/purchaser of our product that each product is free from defects in materials and workmanship as follows:

▲ **CAUTION: 2 YEAR LIMITED WARRANTY ON THIS REAR SHOCK PRODUCT.** This warranty does not apply to defects due directly or indirectly to misuse, abuse, negligence or accidents, repairs or alterations outside our facilities or to a lack of maintenance. DT SWISS LTD LIMITS ALL IMPLIED WARRANTIES TO THE PERIOD OF TWO YEARS FROM THE DATE OF INITIAL PURCHASE AT RETAIL. EXCEPT AS STATED HEREIN, ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS ARE EXCLUDED. SOME STATES MAY NOT ALLOW LIMITATIONS ON HOW LONG THE IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. DT SWISS LTD SHALL IN NO EVENT BE LIABLE FOR DEATH, INJURIES TO PERSONS OR PROPERTY OR FOR INCIDENTAL, CONTINGENT, SPECIAL OR CONSEQUENTIAL DAMAGES ARISING FROM THE USE OF OUR PRODUCTS. SOME STATES MAY NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

To take advantage of this warranty, the product or part must be returned for examination, postage prepaid, to the dealer where you bought the product or to a DT Swiss Service Center. Proof of purchase date and an explanation of the complaint must accompany the product. If our inspection discloses a defect, DT Swiss will either repair or replace the product or refund the purchase price, if we cannot readily and quickly provide a repair or replacement. DT Swiss will return repaired product or replacement at DT Swiss' expense, but if it is determined there is no defect, or that the defect resulted from causes not within the scope of this warranty, then the user must bear the cost of shipping. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Legal venue and place of performance is Biel (Switzerland). Swiss law shall apply. Subject to technical changes. Please keep the user manual and warranty for future use.

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Warranty & Service Request Procedure

Maintenance

DEUTSCH	FRANCAIS	ENGLISH
STOP 1. Ein unsachgemäß eingebauter oder schlecht gewarteter Dämpfer ist gefährlich und kann Unfälle mit unter Umständen schwerwiegenden Verletzungen verursachen. 2. Bei Unklarheiten oder Schwierigkeiten wenden Sie sich an ein DT Swiss Servicecenter und lassen Sie die Montage und Wartung von einem erfahrenen Fachmann durchführen.	STOP 1. Le montage non conforme ainsi qu'un mauvais entretien de l'amortisseur est dangereux et peut causer des accidents pouvant provoquer des blessures graves. 2. En cas de problème ou de manque de qualification adressez-vous au centre de service DT Swiss et faites faire exécuter le montage et l'entretien par un spécialiste qualifié.	STOP 1. If the rear shock is not assembled correctly or is improperly maintained it is dangerous and may cause accidents with serious injuries. 2. If you encounter uncertainties or difficulties, please contact a national DT Swiss Service Centre, for assembly and maintenance of the rear shock by an experienced expert.
WICHTIG 1: Der DT Swiss Dämpfer ist ausschließlich als Feder-/Dämpfereinheit für Fahrräder zu gebrauchen. Die Verwendung des Dämpfers oder dessen Teile als Werkzeug oder Spielzeug sowie eine von der Bedienungsanleitung abweichende Handhabung ist nicht zulässig.	IMPORTANT 1: DT Swiss doit être utilisé exclusivement en tant qu'unité de ressort / d'amortisseur pour des bicyclettes. L'utilisation de l'amortisseur ou de ses pièces en tant qu'outil ou de jouet ainsi qu'une manipulation divergente du mode d'emploi est interdite.	IMPORTANT 1: DT Swiss is a spring-/damping-unit for bicycles, and is only to be used as such. Do not use the rear shock or any of its components as a tool or toy or for anything else than described in the user's manual.
WARTUNG	ENTRETIEN	MAINTENANCE
WICHTIG 1: Die Einhaltung der hier aufgeführten Bestimmungen betreffend Wartung des Dämpfers ist Voraussetzung für ein einwandfreies Funktionieren und einen unfallfreien Einsatz. Die Nichtbeachtung der Bestimmungen kann zu Unfällen mit unter Umständen schwerwiegenden Verletzungen führen. Einschränkungen der Beschaffenheit des Dämpfers, die aufgrund Nichtbeachtung der hier aufgeführten Bestimmungen eintreten, stellen keinen Sachmangel dar, das heisst, es bestehen keine Gewährleistungsansprüche. Ausserdem entfällt in diesem Fall die Herstellergarantie. WICHTIG 2: Wir empfehlen Ihnen dringend, Ihren Dämpfer durch einen erfahrenen Fachmann warten zu lassen! Die regelmässige Wartung des Dämpfers verhilft zu einer längeren Lebensdauer und zu optimalen Fahrleistungen auf Jahre hinaus. Die Wartung des Dämpfers muss wie folgt durchgeführt werden: Wartungsstufe 1: Äusseres Reinigen des Dämpfers mit einem feuchten Lappen →nach jeder Fahrt Wartungsstufe 2: Grosser Service (Wechseln von Öl und Dichtungen) →alle 200 Betriebsstunden, mindestens einmal pro Jahr durch DT Swiss Servicecenter WICHTIG: Können Sie die entsprechenden Einstellungen nicht selbst vornehmen oder allfällige Fehler nicht selbst beheben, wenden Sie sich bitte an Ihren Fachhändler, ein DT Swiss Servicecenter oder sehen Sie unter www.dtswiss.com nach. ACHTUNG: In folgenden Situationen darf der Dämpfer ab sofort nicht weiterbenutzt werden: -bei plötzlichem starkem Luftverlust -bei ausserer Beschädigung (z. B. Beulen) -bei starker Geräuscherwicklung Wenden Sie sich in diesen Fällen umgehend an Ihren Fachhändler oder an ein DT Swiss Servicecenter! Längsriefen in der Ölchamber, verursacht z. B. durch Schlamm, stellen keinen Funktionsverlust und daher keinen Gewährleistungsanspruch dar. Durch übermässigen Wasserdruck (z. B. Hochdruckreiner) kann Wasser in die Funktionselemente und Dichtungen eindringen, was den Dämpfer beschädigen kann. Keine Lösungsmittel und Tenside zum Reinigen verwenden!	IMPORTANT 1: L'observation des dispositions énumérées concernant l'entretien de l'amortisseur sont supposer garantir un fonctionnement irréprochable ainsi que d'éviter tout accident. La non-observation de ces dispositions peut conduire à des accidents pouvant provoquer des blessures graves. Les restrictions constatées au niveau de la qualité de l'amortisseur qui se présentent en raison du non-respect des clauses indiquées ici, ne constituent aucun vice de matériel, ce qui signifie qu'il n'existe aucun droit à garantie. Par ailleurs, la garantie du fabricant n'est pas applicable dans ce cas. IMPORTANT 2: Nous vous conseillons vivement de confier le travail du montage et de l'entretien à un spécialiste qualifié! Un entretien régulier de l'amortisseur lui procure une durée de vie plus longue et contribue à sa bonne performance pendant des années. Veuillez respecter les points suivants pour l'entretien de votre amortisseur: Degré d'entretien 1: Nettoyage extérieur de l'amortisseur avec un chiffon humide →après chaque sortie Degré d'entretien 2: Grand service (changement d'huile et des joints) →tous les 200 heures de fonctionnement, au minimum une fois par année par le centre de service DT Swiss. IMPORTANT: Si vous ne pouvez pas faire les réglages correspondants ou si vous supposez d'éventuelles erreurs de manipulation veuillez vous adresser à votre marchand, centre de service DT Swiss ou consulter directement www.dtswiss.com. ATTENTION: Dans les situations suivantes l'amortisseur ne doit plus être utilisé: -Lors de perte d'air subite et importante. -Lors d'endommagement extérieur (p. ex. des bosses) -Lors de forts bruits Dans ce cas veuillez immédiatement vous adresser à votre marchand ou au centre de service DT Swiss! Aucun dédommagement sera accordé lors de rayures sur la surface extérieure de la chambre hydraulique causées p.ex. par la boue! Le nettoyage excessif avec de l'eau sous haute pression (p.ex. hydro-mat) peut provoquer l'infiltration d'eau dans les éléments de fonction et les joints. Ceci peut endommager l'amortisseur. Ne jamais utiliser des détergents et du Tenside pour le nettoyage!	IMPORTANT 1: Compliance with the following instructions concerning maintenance of the rear shock is imperative for proper and accident-free operation. Disregarding these instructions can cause accidents with serious injuries. Functional limitations of the rear shock, which occur because the instructions in this document were not followed correctly, can neither be viewed nor claimed as a manufacturing fault. In addition the manufacturer's guarantee is void under such circumstances. IMPORTANT 2: We strongly recommend having the rear shock maintained by an experienced expert! Regular maintenance of the rear shock ensures a longer life span and better performance for years. Carry out the maintenance as follows: Maintenance stage 1: External cleaning of rear shock with a damp cloth →after each ride Maintenance stage 2: Full service (change oil and seals) →after 200 hours of use or once a year through a DT Swiss Service Center. IMPORTANT: If you are not able to assemble or adjust the rear shock correctly on your own, please contact your local dealer or our national DT Swiss Service Center or check out www.dtswiss.com. CAUTION: Do not use the rear shock, in any of the following situations: -Sudden loss of air -External damage (dents or similar) -Making loud noise In any of these cases, please contact your local dealer or national DT Swiss Service Center immediately! Longitudinal scratches on the outer surface of the oil-chamber caused by mud or similar substances do not effect the function of the unit. Therefore this case is not covered by our warranty! Do not use high pressure washers, as water can get inside the unit and could cause damage. Do not use any solvents or detergents!
STOP Ein unsachgemäß eingebauter oder schlecht gewarteter Dämpfer ist gefährlich und kann Unfälle mit unter Umständen schwerwiegenden Verletzungen verursachen. Wir empfehlen Ihnen dringend, Ihren Dämpfer durch einen erfahrenen Fachmann montieren und warten zu lassen.	STOP Le montage non conforme ainsi qu'un mauvais entretien de l'amortisseur est dangereux et peut causer des accidents pouvant provoquer des blessures graves, voir mortelles. Nous vous conseillons vivement de confier le travail du montage et de l'entretien à un spécialiste qualifié.	STOP If the rear shock is not maintained correctly it is dangerous and can cause accidents with serious injuries and consequently void the product warranty of the manufacturer. We strongly recommend having the rear shock maintained by experienced expert!

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Warranty & Service Request Procedure

stand: october 2009

Contacts for SCOTT Distributors: Service / Warranties SUSPENSION

Country:	SCOTT distributor:	Allocated DT Swiss Service Center:
Argentina	Tubulares y cameras Monti s.r.l.	DT Swiss USA
Australia	Netti Atom Pty. Ltd.	Dirt Works, Australia
Austria	SCOTT Sports AG, Austria	B & S Pöllmann, Austria
Belarus	Sinij Medved	Bottico Group, Czech Rep.
Belgium	SCOTT Sportech, Benelux	Guru Sport, Belgium
Bulgaria	MSM 02 Ltd.	Bottico Group, Czech Rep.
Canada (Ontario)	Mica Sport	Cycles Lambert, Canada
Chile	Manufacturas Louis Philippe Ltda	DT Swiss USA
Croatia	Magma Ltd.	B & S Pöllmann, Austria
Czech Republic	Sport 04, spol. s.r.o.	Bottico Group, Czech Rep.
Denmark	Dennis Petersen	DT Swiss Customer Support Germany
Denmark	SCOTT Sports AG, Germany	DT Swiss Customer Support Germany
Ecuador	Almacenes Juan Eljuri Cia. Ltd.	DT Swiss USA
Estonia	Hawaii Express Ltd.	DT Swiss Customer Support Germany
Finland	Oy Patrol AB	DT Swiss Customer Support Germany
France	SCOTT Sports SA, France	DT Swiss France
French Polynesia	La Clinique du Velo	Dirt Works, Australia
French Southern Territories	Comptoir des Isles s.a.r.l.	DT Swiss Taiwan
Germany	SCOTT Sports AG, Germany	DT Swiss Customer Support Germany
Greece	Mikos Maniatiopoulos S.A.	DT Swiss Customer Support Germany
Guatemala	Bicimania	DT Swiss USA
Hungary	SCOTT Sports AG, Austria	B & S Pöllmann, Austria
Iceland	Markid - Heidrun ehf	PACE Cycles, UK
Indaiatuba	IGP	DT Swiss USA
Israel	Cobra Bordo Ltd.	DT Swiss Customer Support Germany
Italy	Aderbis Italia SPA	DIB Cycling, Italy
Japan	Goldwin Inc.	DT Swiss Taiwan
Kazakhstan	BelTorg Ltd.	Bottico Group, Czech Rep.
Latvia	Hawaii Express	DT Swiss Customer Support Germany
Lebanon	I.M.C.O. Line International S.A.R.L.	DT Swiss Customer Support Germany
Lithuania	Hawaii Express UAB	DT Swiss Customer Support Germany
Mexico	Elite Bike	DT Swiss USA
Netherlands	SCOTT Sportech, Benelux	Guru Sport, Belgium
New Zealand	Colorado Traders Ltd.	Sheppard Ind., New Zealand
Norway	Ramos A.S.	DT Swiss Customer Support Germany
Panama	Distribuidora Rali, S.A.	DT Swiss USA
Peru	Perutriathletes S.C.R.L.	DT Swiss USA
Poland	SCOTT Sportech, Poland Sp. z o.o.	Bottico Group, Czech Rep.
Portugal	Stand Jasma LDA	Stand Jasma, Portugal
Romania	ROM-EUOTRQADE Distributor S.R.L.	Bottico Group, Czech Rep.
Rusia	Fischer Sport Ltd.	DT Swiss Customer Support Germany
South Africa	SCOTT South Africa	DDP Tech, South Africa
Serbia	Planet Bike	B & S Pöllmann, Austria
Singapore	Kian Hong Cycle Pte Ltd	DT Swiss Taiwan
Slovenia	Proloco Trade d.o.o. Jezersko	B & S Pöllmann, Austria
South Korea	Xenon Sports International	MBS, South Korea
Spain	BM Sportech S.A.	TeamBike, Spain
Sweden	SCOTT Svenska AB	DT Swiss Customer Support Germany
Switzerland	SCOTT Sports SA, Switzerland	DT Swiss Switzerland
Taiwan	KaRED Inc.	DT Swiss Taiwan
Turkey	Marintek AS	DT Swiss Customer Support Germany
Ukraine	Bike-Pro Sport	Bottico Group, Czech Rep.
United Arab Emirates	Wolff's Bike Shop	DT Swiss Customer Support Germany
United Kingdom	SCOTT Sports Ltd, UK	PACE Cycles, UK
Uruguay	Decelste	DT Swiss USA
USA	SCOTT USA	DT Swiss USA
Venezuela	Pedal Power	DT Swiss USA

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DT SWISS

Warranty & Service Request Procedure

stand: october 2009

Contacts for SCOTT Distributors: Service / Warranties WHEELS, HUBS & RIMS

Country:	SCOTT distributor:	Allocated DT Swiss Service Center:
Argentina	Tubulares y camaras Monti s.r.l.	DT Swiss USA
Australia	Netti Atom Pty. Ltd.	Dirt Works, Australia
Austria	SCOTT Sports AG, Austria	B & S Pölmann, Austria
Belarus	Sinij Medved	Bottico Group, Czech Rep.
Belgium	SCOTT Sportech, Benelux	Guru Sport, Belgium
Bulgaria	MSM 02 Ltd.	Bottico Group, Czech Rep.
Canada (Ontario)	Mica Sport	Cycles Lambert, Canada
Chile	Manufacturas Louis Philippe Ltda	DT Swiss USA
Croatia	Magma Ltd.	B & S Pölmann, Austria
Czech Republic	Sport 04, spol. S.r.o.	Bottico Group, Czech Rep.
Denmark	Dennis Petersen	HF Cykler A/S, Denmark
Denmark	SCOTT Sports AG, Germany	HF Cykler A/S, Denmark
Ecuador	Almacenes Juan Eljuri Cia. Ltd.	DT Swiss USA
Estonia	Hawaii Express Ltd.	DT Swiss Customer Support Germany
Finland	Oy Patrol AB	DT Swiss Customer Support Germany
France	SCOTT Sports SA, France	DT Swiss France
French Polynesia	La Clinique du Velo	Dirt Works, Australia
French Southern Territories	Comptoir des Isles s.a.r.l.	DT Swiss Taiwan
Germany	SCOTT Sports AG, Germany	DT Swiss Customer Support Germany
Greece	Mikos Maniopoulos S.A.	Kinisis Bicycles, Greece
Guatemala	Bicimania	DT Swiss USA
Hungary	SCOTT Sports AG, Austria	Bone Shaker Team, Hungary
Iceland	Markid - Heidrun ehf	PACE Cycles, UK
Indialatuba	IGP	DT Swiss USA
Israel	Cobra Bordo Ltd.	DT Swiss Customer Support Germany
Italy	Aderbis Italia SPA	DIB Cycling, Italy
Japan	Goldwin Inc.	DT Swiss Taiwan
Kazakhstan	BelTorg Ltd.	Bottico Group, Czech Rep.
Latvia	Hawaii Express	DT Swiss Customer Support Germany
Lebanon	I.M.C.O. Line International S.A.R.L.	DT Swiss Customer Support Germany
Lithuania	Hawaii Express UAB	DT Swiss Customer Support Germany
Mexico	Elite Bike	DT Swiss USA
Netherlands	SCOTT Sportech, Benelux	Guru Sport, Belgium
New Zealand	Colorado Traders Ltd.	Sheppard Ind., New Zealand
Norway	Ramos A.S.	Deler A/S, Norway
Panama	Distribuidora Rali, S.A.	DT Swiss USA
Peru	Perutriathletes S.C.R.L.	DT Swiss USA
Poland	SCOTT Sportech, Poland Sp. z o.o.	Bottico Group, Czech Rep.
Portugal	Stand Jasma LDA	Stand Jasma, Portugal
Romania	ROM-EUROTRQADE Distributor S.R.L.	Bottico Group, Czech Rep.
Rusia	Fischer Sport Ltd.	DT Swiss Customer Support Germany
South Africa	SCOTT South Africa	DDP Tech, South Africa
Serbia	Planet Bike	B & S Pölmann, Austria
Singapore	Kian Hong Cycle Pte Ltd	DT Swiss Taiwan
Slovenia	Proloco Trade d.o.o. Jezersko	Proloco Trade d.o.o., Slovenia
South Korea	Xenon Sports International	MBS, South Korea
Spain	BM Sportech S.A.	TeamBike, Spain
Sweden	SCOTT Svenska AB	Skeppshultcykeln AG
Switzerland	SCOTT Sports SA, Switzerland	DT Swiss Switzerland
Taiwan	KaRED Inc.	DT Swiss Taiwan
Turkey	Marintek AS	DT Swiss Customer Support Germany
Ukraine	Bike-Pro Sport	Bottico Group, Czech Rep.
United Arab Emirates	Wolf's Bike Shop	DT Swiss Customer Support Germany
United Kingdom	SCOTT Sports Ltd, UK	Madison Distribution Center, UK
Uruguay	Deceleste	DT Swiss USA
USA	SCOTT USA	DT Swiss USA
Venezuela	Pedal Power	DT Swiss USA

DT SWISS

Service Center Info

Nov. 2009

DT SWISS

OE specific rims SCOTT, MY 2010

FR 600, white disc brake rim (welded) with stickers, 32h, white, RCFR60DSS32W200193



rim



rim sticker

OE_specific_rims_SCOTT_FR600_white_0193_13102009.doc

1

Service Center Info

Nov. 2009

DT SWISS

OE specific rims SCOTT, MY 2010

EX 500, white disc brake rim (welded) with stickers, 32h, white, RCEX500DPS32W200196



rim



rim sticker

OE_specific_rims_SCOTT_EX500_white_0196_13102009.doc

1

DT SWISS

Service Center Info

Nov. 2009



OE specific rims SCOTT, MY 2010

485d, 29er, black	disc brake rim (pin joint) with green stickers, 32h, black, RTX0XXDPS32S102064
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rim



rim sticker

OE_specific_rims_SCOTT_485d_2064_13102009.doc

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Service Center Info

Nov. 2009



OE specific rims SCOTT, MY 2010

475d, black	disc brake rim (pin joint) with light green stickers, 32h, black, RTX0XXDPS32S102063
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rim



rim sticker

OE_specific_rims_SCOTT_475d_2063_13102009.doc

1

DT SWISS

Service Center Info

Nov. 2009

DT SWISS

OE specific rims SCOTT, MY 2010

465d, black	disc brake rim (pin joint) with golden stickers, 32h, black, RTX0XXDPS32S102062
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rim



rim sticker

OE_specific_rims_SCOTT_465d_2062_13102009.doc

1

Service Center Info

Nov. 2009

DT SWISS

OE specific rims SCOTT, MY 2010

445d, white	disc brake rim (pin joint) with pink stickers, 32h, white, RTX0XXDPS32W102074
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rim



rim sticker

OE_specific_rims_SCOTT_445d_white_2074_13102009.doc

1

DT SWISS

Service Center Info

Nov. 2009



OE specific rims SCOTT, MY 2010

445d, black	disc brake rim (pin joint) with red stickers, 32h, black, RTX0XXDPS32S102061
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rim



rim sticker

OE_specific_rims_SCOTT_445d_red_2061_13102009.doc

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Service Center Info

Nov. 2009



OE specific rims SCOTT, MY 2010

445d, black	disc brake rim (pin joint) with green stickers, 32h, black, RTX0XXDPS32S102059
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rim



rim sticker

OE_specific_rims_SCOTT_445d_green_2059_13102009.doc

1

DT SWISS

Service Center Info

Nov. 2009

DT SWISS

OE specific rims SCOTT, MY 2010

445d, black	disc brake rim (pin joint) with gray stickers, 32h, black, RTX0XXDPS32S102060
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rim



rim sticker

OE_specific_rims_SCOTT_445d_gray_2060_13102009.doc

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Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT LTD, MY 2010

description wheel:		used hub:	DT Swiss order# wheel:
FW XRC GENIUS LTD, 15/100mm TA, MY 2010		240s Oversize, 6 bolt, 15mm TA	WXRCSCOADIXC100265
RW XRC GENIUS LTD, 10/135mm TB, MY 2010		240s, 6 bolt	WXRCSCOIDCAC100266
FW XRC SPARK/SCALE LTD, 5/100mm QR, MY 2010		240s, 6 bolt	WXRCSCOADQXC100267
RW XRC SPARK/SCALE LTD, 5/135mm QR, MY 2010		240s, 6 bolt	WXRCSCOIDQAC100268
name rim	description rim:	DT Swiss order# rim, incl. sticker:	
XRC 300	disc brake rim, with sticker (under paint), 32h, carbon fiber UD-finish	RTXR30DPN32C014018	
XRC 300	disc brake rim, with sticker (under paint), 28h, carbon fiber UD-finish	RTXR30DPN28C014017	



wheel / rim



rim sticker

OE_specific_wheels_SCOTT_XRC300_65_67_68_16102009.doc

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DT SWISS

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-35 CONTESSA, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-35 CONTESSA	FW XR-35 Contessa, 32h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100263
XR-35 CONTESSA	RW XR-35 Contessa, 32h 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100264
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
465d, black	disc brake rim, pin joint, w/o sticker, 32h, black ano	RTX0XXDPS32S102067	WXS0XXR350376C



wheel / rim



rim sticker WXS0XXR350376C

OE_specific_wheels_SCOTT_XR-35_CONTESSA_0263_0264_16102009.doc

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Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-35, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-35	FW XR-35, 32h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100261
XR-35	RW XR-35, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100262
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
465d, black	disc brake rim, pin joint, w/o sticker, 32h, black ano	RTX0XXDPS32S102067	WXS0XXR350372C



wheel / rim



rim sticker WXS0XXR350372C

OE_specific_wheels_SCOTT_XR-35_0261_0262_16102009.doc

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DT SWISS

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-30, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-30	FW XR-30, 28h, 5/100mm QR (incl. QR 5/100mm)	370, 6 bolt	WTXSCOTADQXW100253
XR-30	RW XR-30, 28h, 5/135mm QR (incl. QR 5/135mm)	370, 6 bolt	WTXSCOTIDQSW100254
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
445d, white	disc brake rim, pin joint, w/o sticker, 28h, white	RTX0XXDPS28W102054	WXS0XXR300356C



wheel / rim



rim sticker WXS0XXR300356C

OE_specific_wheels_SCOTT_XR-30_0253_0254_16102009.doc

1

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-25, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-25	FW XR-25, 32h, 15/100mm TA	370, 6 bolt, 15mm TA	WTXSCOTADIXW100259
XR-25	RW XR-25, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSW100260
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
465d, white	disc brake rim, pin joint, w/o sticker, 32h, white	RTX0XXDPS32W102066	WXS0XXR250368C



wheel / rim



rim sticker WXS0XXR250368C

OE_specific_wheels_SCOTT_XR-25_0259_0260_16102009.doc

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DT SWISS

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-20 CONTESSA, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-20, CONTESSA	FW XR-20 Contessa, 28h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100257
XR-20, CONTESSA	RW XR-20 Contessa, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100258
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
445d	disc brake rim, pin joint, w/o sticker, 28h, black ano	RTX0XXDPS28S102053	WXS0XXR200364C



wheel / rim



rim sticker WXS0XXR200364C

OE_specific_wheels_SCOTT_XR-20_CONTESSA_0257_0258_16102009.doc

1

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-20, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-20	FW XR-20, 28h, 5/100mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100251
XR-20	RW XR-20, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	370, 6 bolt	WTXSCOTIDQSS100252
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
445d	disc brake rim, pin joint, w/o sticker, 28h, black ano	RTX0XXDPS28S102053	WXS0XXR200352C



wheel / rim



rim sticker WXS0XXR200352C

OE_specific_wheels_SCOTT_XR-20_0251_0252_16102009.doc

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DT SWISS

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-15, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-15	FW XR-15, 32h, 15/100mm TA	370, 6 bolt, 15mm TA	WTXSCOTADIXS100255
XR-15	RW XR-15, 32h, 5/135mm QR (incl. RWS steel 5/135mm)	340, 6 bolt	WTXSCOTIDQAS100256
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
M480, black	disc brake rim, sleeve joint, w/o sticker, 32h, black metallic	RTM048DPS32S102065	WXS0XXR150360C



wheel / rim



rim sticker WXS0XXR150360C

OE_specific_wheels_SCOTT_XR-15_0255_0256_16102009.doc

1

Service Center Info

October 2010

DT SWISS

OE specific wheels SCOTT XR-10, MY 2010

name wheel:	description wheel:	used hub:	DT Swiss order# wheel:
XR-10	FW XR-10, 28h, 5/100 mm QR (incl. RWS steel 5/100mm)	370, 6 bolt	WTXSCOTADQXS100249
XR-10	RW XR-10, 28h, 5/135mm QR (incl. RWS steel 5/135mm)	340, 6 bolt	WTXSCOTIDQAS100250
name rim:	description rim:	DT Swiss order# rim, w/o. sticker:	DT Swiss order# rim sticker:
X430	disc brake rim, sleeve joint, w/o sticker, 28h, black metallic	RTX043DPS28S102052	WXS0XXR100348C



wheel / rim



rim sticker WXS0XXR100348C

OE_specific_wheels_SCOTT_XR-10_0249_0250_16102009.doc

1

DT SWISS

Service Center Info

april 2009



OE specific wheels SCOTT, MY 2009		
description wheel:	used hub:	DT Swiss order# wheel:
FW XRC SCOTT SPA OEM VR DBIS QR/100; MY 2009	240s, 6 bolt	WXRCSSADQXC100122
RW XRC SCOTT SPA OEM HR DBIS QR/135; MY 2009	240s, Oversize, 6 bolt	WXRCSSSIDIAS100123
FW XRC SCOTT GEN OEM VR DBIS 15/100; MY 2009	240s, Oversize, 6 bolt, 15mm TA	WXRCSGEADIXS100124
RW XRC SCOTT GEN OEM HR DBIS 10/135; MY 2009	240s, 6 bolt	WXRCSGEIDFAC100125
name rim	description rim:	DT Swiss order# rim:
XRC 330	disc brake rim, with sticker (under paint), 28h, carbon fiber	RTXR33DPN28C014006
XRC 330	disc brake rim, with sticker (under paint), 32h, carbon fiber	RTXR33DPN32C014007



wheel / rim



rim sticker

FOX

37



FOX TECHNICAL INFORMATION.

HERE SOME TECHINCAL TIPS FOR THE CORRECT SET UP OF FOX SUSPENSION PRODUCTS FITTED TO SCOTT BIKES.

BIKE SUSPENSION SET UP IS VERY IMPORTANT TO HAVE THE CUSTOMER EXPERIENCE THE ULTIMATE PERFORMANCE FOR HIS BICYCLE.

I WANT TO START HERE WITH SETTING THE SAG ON THE BIKE.

YOU WILL NEED A BASE TO START FROM AND HERE AS A GUIDE WITH AIR SUSPENSION I WOULD SUGGEST FOR THE FORK TAKE THE RIDER WEIGHT IN KILOS AND PUT THAT INTO PSI.

ie; rider weight 75 kilo put 75 PSI in the fork air chamber.

For air rear shock again take rider weight in KILO multiply by 2 and put that pressure in PSI in the shock air chamber.

ie; rider weight 75 kilo x 2= 150 kilo put 150 PSI in the air chamber.

For the rear shock you need to consider this basic rule is just a start point as the air pressure required for the air spring depends on the linkage ratio of the bike and the higher the ratio the more spring you will require therefore more air will be needed. For example a bike with a leverage ratio of 3:1 will require more spring rate than a bike with a leverage ratio of 2.3:1.

Having put some air in the fork and shock next step will be to have the rider sit on the bike both feet on the pedals and measure the static sag on the fork and the rear shock. I would suggest for XC bikes you ask the rider to sit on the bike, for trail, all mountain free ride bikes take the measurement with the rider standing on the pedals.

The rider should pump the suspension (making sure any lockout or pedal platform is always in the open position for this measurement) and then when the suspension has settled slide the fork o-ring (where no o-ring is fitted use a zip tie) down to the wiper seal and on the shock slide the o-ring to the wiper seal on the air sleeve.

Ask the rider to dismount slowly so not to induce too much movement from the suspension. Now take the measurement from the o-ring to the dust wiper seal on the fork and this measurement is the amount of sag you have in the fork. So if you have a fork with 100mm of travel and the distance between the dust wiper and the o-ring is 20mm then you have 20% sag which is what we recommend as a good base setting. If you have a measurement of 30mm then there is too much sag and you will need to increase the air pressure, if there is only 15mm then you will need to take out some air.

For the rear shock it's the same principle except here we would recommend 25% sag. Therefore if you have a shock with a travel of 57mm the distance between the o-ring and the wiper seal on the shock would need to be 14mm.



Again if the sag is less take air out or if it's more you would add some air.

Important point here is that if you need to change the pressure you need to go through the complete process again with the rider sitting or standing on the bike. As when you alter spring rate on the front or the rear it will effect the balance of the bike so it may be necessary to adjust the air pressure on both back and front.

COIL FORKS AND SHOCKS

When you are dealing with coil forks and shocks the set up is in principle the same as for air, except on the rear shock you will need to know the open length of the shock fitted that eye to eye measurement and also the travel on the shock. Then you will place the measure between those 2 center points of the eyelet while the rider sits on the bike with his or her feet on the pedals and the measurement you take here will be subtracted from the fully extended length of the shock and you can then calculate the sag.

ie; open shock length 242mm with 75mm of travel and length measured with rider sitting on bike 222.

$242 - 222 = 20$ means 20mm of sag which is 25% of sag. On a DH bike it would be ok to go to 30% sag.

Its not good to run more than about 3mm of preload on the coil spring on the rear shock so you would need to increase or decrease spring rates by changing springs to obtain the correct sag.

Coil spring forks there are some preload adjustment on the spring top cap and otherwise you would need to change springs to obtain the correct sag.

Now that the sag is adjusted with the above guide lines the damping adjustment can be selected to suit personal preference. However to fully understand what each adjustment effects you should read the Fox suspension manual that comes with the bike or visit our website www.foxracingshox.com.

IMPORTANT POINTS TO REMEMBER DURING SET UP

1. Where the Fork or Shock is fitted with lock out feature for set up always have this feature in the open position.
2. Shocks with pedal platform RP2 & RP23 have the lever in the open position
3. When using a Talas fork for set up always have this in the longest travel position.

Fox Global Service center network is able to support your needs.



company	street	zip	place	country	phone	mail
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Almar Sport S.L. (Fox Distributor Spain)	Apdo. de Correos 118	22700	Jaca, Huesca	Spanien	+34 (902) 444 122	info@almarsport.com
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Suspension Center (fox Distributor Switzerland)	Gurnigelstrass 11	3132	Riggisberg	Schweiz	+41 31 809 30 20	info@suspensioncenter.ch
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Three Peaks Bicycle Company (Fox Distributor Taiwan)	No. 222 Jing-Xian 8th Rd. Beitun District	TW-406	Taichung	Taiwan	+886 (4) 243 688 42	sales@elementbike.com
Velokiev Group (FOX Distributor Ukraine)	Zemlyachki (Yablonskoy) 20	UK-	Kiev	Ukraine	+38 (044) 331 90 80	nitro@velokiev.com

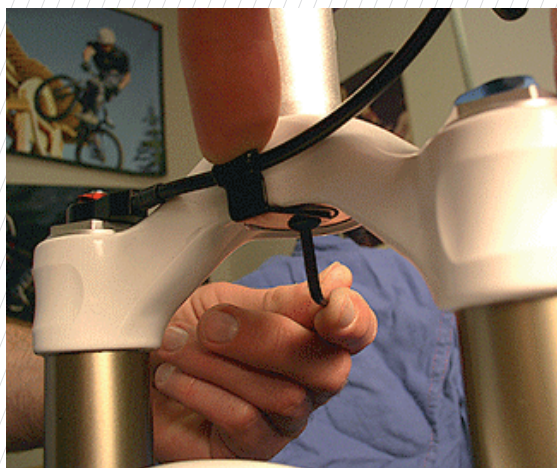


Here a detailed pictorial instruction for remote lockout cable removal and replacement on the Fox fork top cap.

Disassemble the Remote RL System

1. Located in the bottom of the steerer under the fork crown is the cable holder assembly (820-00-204). With a 3 mm Allen key wrench, loosen the fastener holding the assembly in place.

Figure 1: Removing the Cable Holder Assembly



2. As you avoid pulling on the RL cable, pull the cable holder assembly straight down to remove.

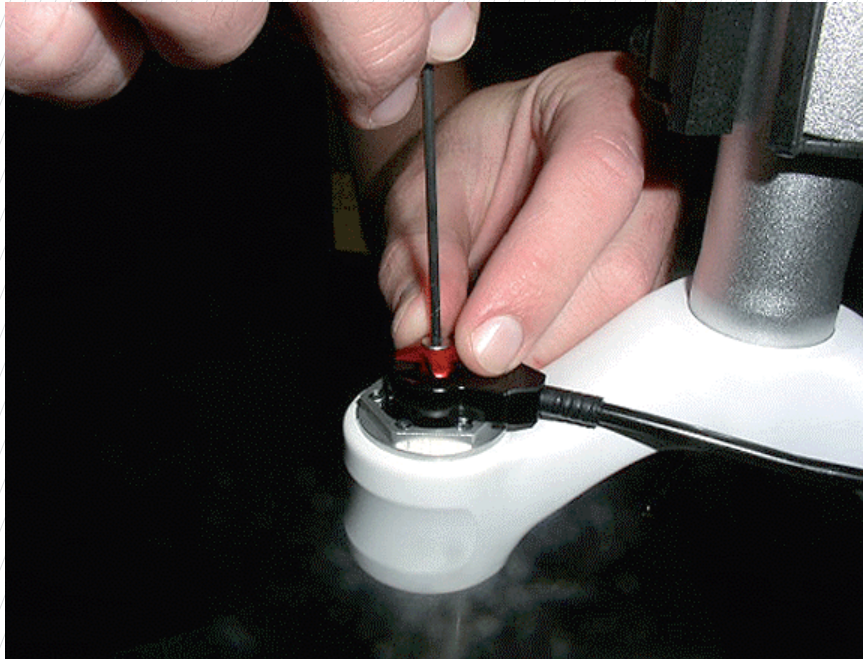
Figure 2: Removing the Cable Holder Assembly, cont'd



FOX

3. With a 2 mm Allen key wrench, remove the rebound knob (210-03-097).

Figure 3: Removing the Rebound Knob



4. While removing the five (5) M2 screw fasteners (019-01-005 x 5) that secure the Remote RL assembly to the topcap, press lightly down on the Remote RL stamped cover (210-22-240) with your thumb, to prevent the assembly from popping out. Use a 1.5 mm Allen key wrench to remove these five screws.

Figure 4: Remove the Five M2 Screw Fasteners



FOX

5. Remove the stamped cover (210-22-240) and cover shim (241-01-023) by pulling these together straight upwards.

Figure 5: Stamped Cover and Cover Shim



6. Loosen the Shimano inner cable set screw (019-01-044) enough with a 1.5 mm Allen key wrench to allow you to pull the cable out of the Remote RL assembly; see [Figure 6: Remove the Inner Cable Set Screw](#).

Figure 6: Remove the Inner Cable Set Screw

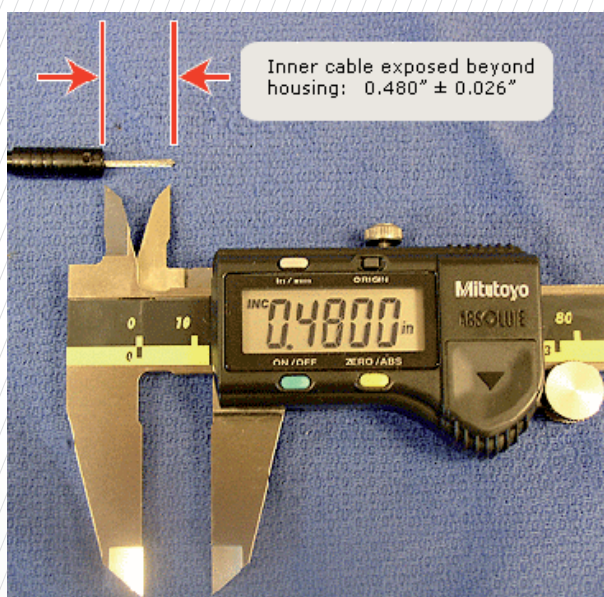


FOX**Install the Cable into the Upper Cam**

1. Run the inner cable through the cable outer casing and pull it completely through, until the inner cable stop end and the cable housing fully seat into the Shimano Actuation Lever. Next, ensuring the inner cable is protruding from the Shimano SIS-SP40 outer casing $0.480'' \pm 0.026''$, mark the inner cable with a felt tip ink pen and cut the inner cable with a cable cutting hand tool.

Note: Be sure to use the best hand tool for cable cutting, to ensure a clean, non-frayed cut.

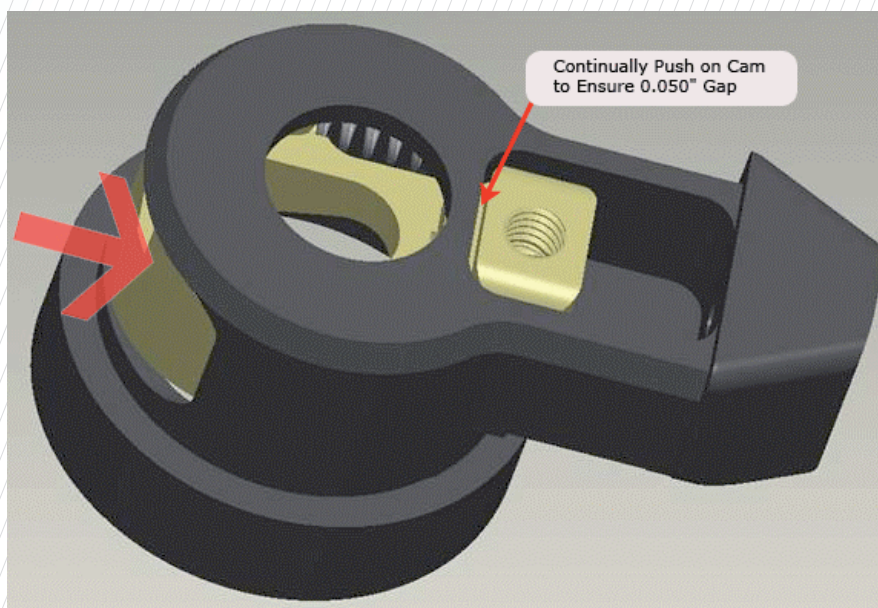
Figure 22: Cut the Exposed Inner Cable End to Specification



FOX

2. Push on the upper cam so that there is a 0.050" gap between the back edge of the upper cam and the opening on top of the Remote RL housing; see [Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap](#).

Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap



Note: Be sure the barrel adjuster on the Remote RL assembly (820-00-248) is turned **all the way clockwise**, and that the Shimano lockout lever (210-15-062) is in its **unlocked** position.

3. With the upper cam (210-22-239) being steadily pushed to allow the 0.050" gap (as shown in [Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap](#)), install the control cable through the holes in the Remote RL housing and the upper cam. Also see [Figure 24: Installing the Shimano Control Cable](#) and [Figure 25: Tightening the Shimano Inner Cable Set Screw](#).

FOX

Figure 24: Installing the Shimano Control Cable



Make sure your Shimano outer cable casing end is seated all the way into the hole in the Remote RL housing, and that the inner cable is cut long enough to pass beyond the cable set screw in the upper cam, to ensure the best set screw attachment.

Figure 25: Tightening the Shimano Inner Cable Set Screw



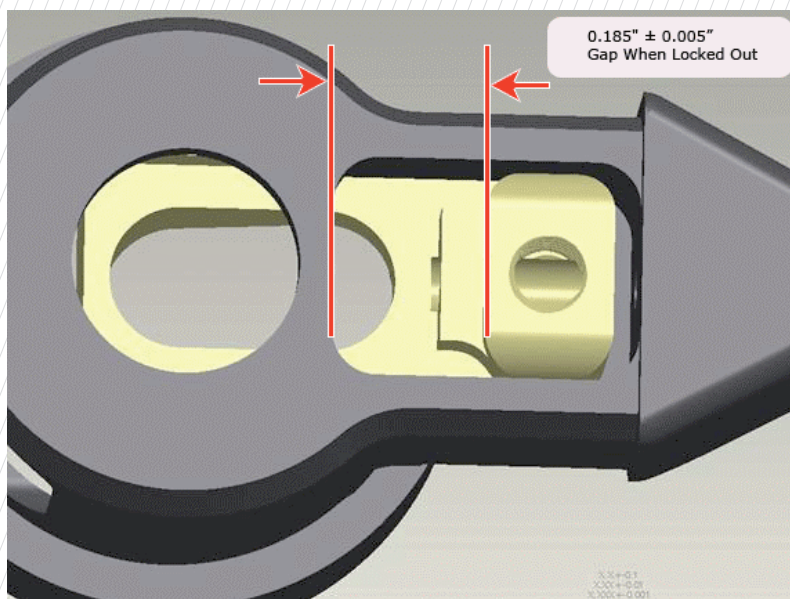
4. Tighten the inner cable set screw (019-01-044) to 3 in-lbs.
5. Allow the upper cam (210-22-239) to return to its starting position.



Ensure Proper Lockout Engagement

1. On the Remote RL assembly (820-00-248), turn the barrel adjuster out ten (10) clicks.
2. Push the lockout lever down to its locked-out position.
3. Measure the gap between the inner window edge of the Remote RL housing to the inner edge of the upper cam (210-22-239); this measurement must be $0.185" \pm 0.005"$ (see [Figure 26: Remote RL Housing and Upper Cam Gap Specification](#)). If this measurement is not to specification, adjust the barrel adjuster until it is.
4. Push the release button to unlock the system.

Figure 26: Remote RL Housing and Upper Cam Gap Specification

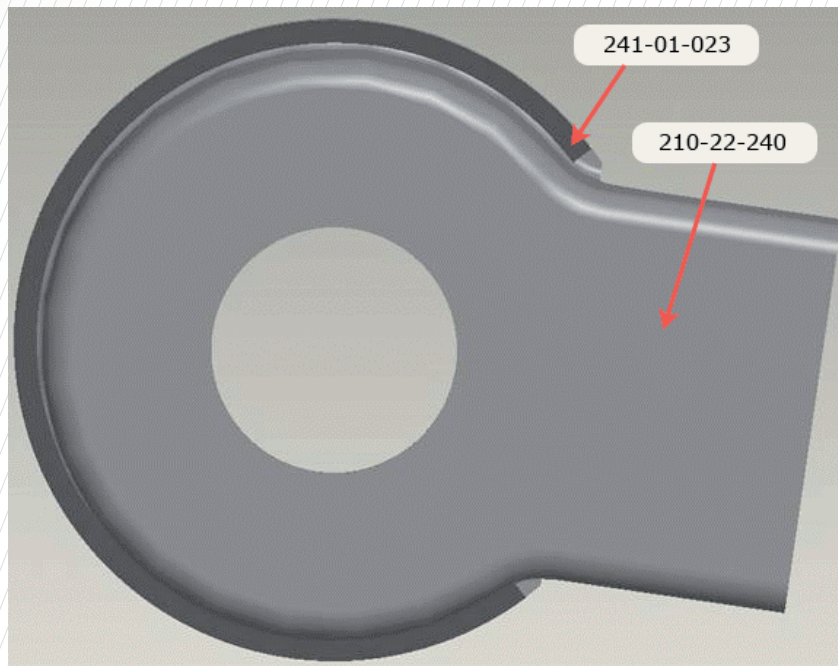


Continue Installing the RL System into the Topcap

1. Remove the three M2 screws loosely securing the Remote RL assembly in the topcap, as instructed in [Step 20](#) of the [Assemble the Remote RL System](#) procedure.
2. Install the shim (241-01-023) over the bottom lip of the Remote RL stamped cover (210-22-240). Install the shim from the bottom of the cover, making sure the opening of the shim is placed underneath the rectangular opening in the cover (see [Figure 27: Install Shim Over Bottom Lip of Stamped Remote RL Cover](#)).

FOX

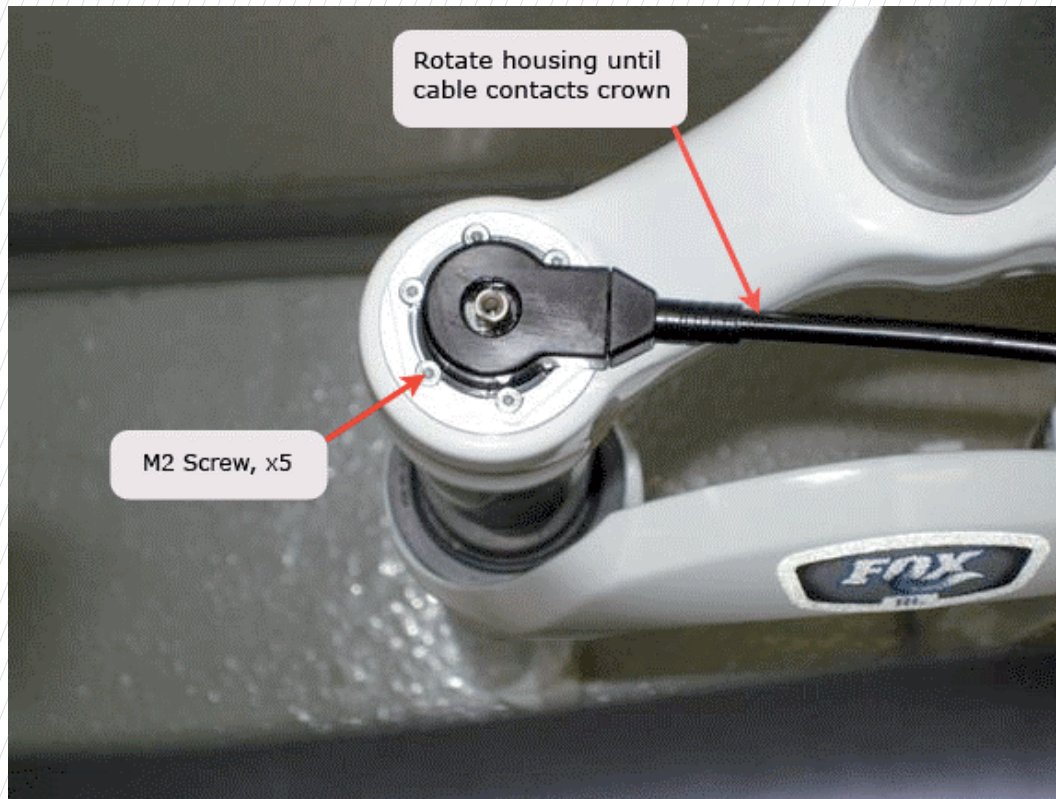
Figure 27: Install Shim Over Bottom Lip of Stamped Remote RL Cover



3. Slip the Remote RL stamped cover (210-22-240) over the Remote RL housing (210-22-241), and push on the cover until the cover is fully seated onto the housing.
4. Turn the housing so that the left edge of the outer cable casing just contacts the crown, as shown in [Figure 28: Remote RL Assembly, Top View](#).

FOX

Figure 28: Remote RL Assembly, Top View



5. Install five M2 screws (019-01-005) to secure the Remote RL assembly, as shown in [Figure 28: Remote RL Assembly, Top View](#). Tighten the screws down in a counterclockwise sequence, to 0.75 in-lb each. At this point, make sure that the bottom of the socket head contacts the top face of the shim (241-01-023). Continue with the counterclockwise sequence tightening of the screws, until the final torque value of 1.5 in-lb for each screw is attained.

CAUTION: Four M2 screws are the absolute minimum required for safely securing the Remote system.

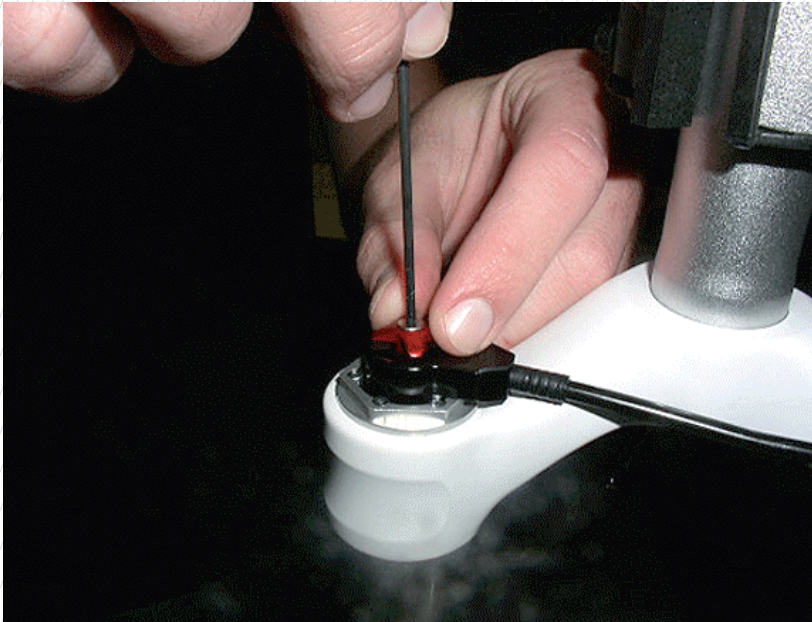
Note: Forks may ship with either four (4) or five (5) screws securing the Remote system. In no case will forks ever ship with all six (6) screws installed, as this is not physically possible due to the orientation of the remote housing relative to the installed topcap. Whenever possible, a minimum of five (5) screws is the prevailing recommendation for the most secure installation of the Remote system.

Note: Any M2 screw holes that are not being used will not pose a potential for dirt intrusion into the Remote system.

6. Place the rebound knob (210-03-097) onto the rebound rod. Make sure to align the flats located on the rebound knob to the flats located on the rebound rod.
7. Apply one drop of purple Loctite 222 to the rebound knob screw (019-01-007) and with a 2 mm Allen key wrench, torque the rebound knob screw to 2.5 in-lb.

FOX

Figure 29: Installing the Rebound Knob



Install the Cable Holder Assembly

1. With the Cable Holder Assembly (820-00-204), hook the steel bracket (026-03-012) around the cable housing located in front of the steerer.

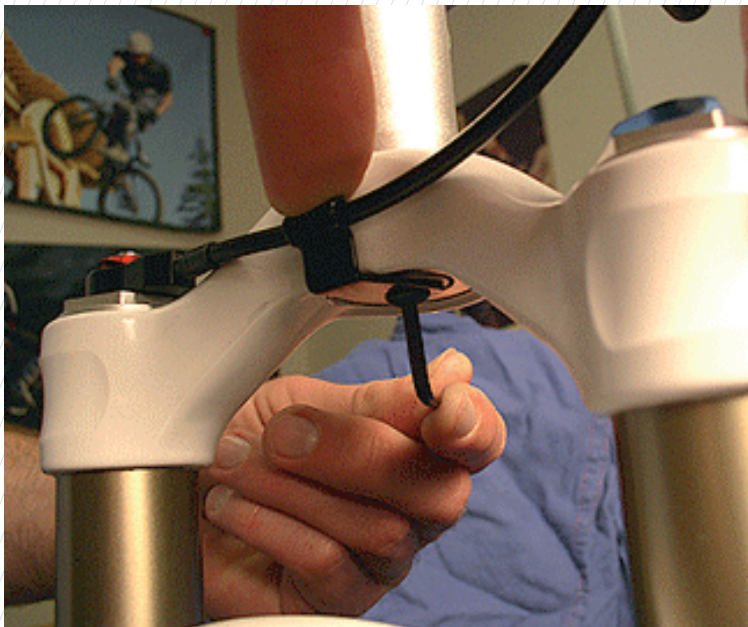
Figure 30: Cable Housing With Cable Holder Assembly



FOX

2. While keeping the cable housing inside of the hook on the steel bracket, place the nut (019-00-005) end of the assembly up into the steerer from the underside of the crown; see [Figure 30: Cable Housing With Cable Holder Assembly](#).
3. Push the assembly in the steerer until the large washer (241-01-021) contacts the bottom of the steerer.
4. Position the Cable Holder Assembly so that the cable housing runs parallel with the crown.
5. While holding the front of the assembly to keep it from turning, tighten the M5 bolt (019-01-043) to 8 in-lb torque.

Figure 31: Securing the Cable Holder Assembly



FORMULA 38

FORMULA

GENERAL INFO

R1 - THE LIGHTEST BRAKE IN THE MARKET!!

DEDICATED FOR THE XC RACERS BUT ALSO FOR THE ALLMOUNTAIN RIDERS!

MASTER CYLINDER

- ▣ Forged radial master cylinder.
- ▣ Patent-pending high capacity, integrated, reservoir.
- ▣ Removable handlebar clamp.
- ▣ Flip-flop master cylinder assembly.
- ▣ Dual M/C bleed ports for easy-on-the-bike bleeds.
- ▣ Aluminium forged lever blade (optional carbon).



CALIPER

- ▣ 1-piece patented-pending forged caliper body with 22 mm pistons.
- ▣ Post mount style w/adaptors.
- ▣ Aluminium-backed brake pads for additional weight savings.
- ▣ Top and bottom vented caliper body.
- ▣ Patent - pending caliper cap aids in compact design and increased fluid capacity.



SPECIFICATION:

- ▣ Colour: Anodized mat black
- ▣ Lever: Forged aluminium, anodized silver (NEW IN 2010)
- ▣ NEW 2010 : Forged Clamp - black anodized!
- ▣ Hose: Braided grey;
- ▣ Rotor 1-piece 160 mm, 180 mm, 203 mm
- ▣ Brake - pad: Organic, w/aluminium back plate
- ▣ Mounting: Standard PM 6"
- ▣ Weight: unbelievable 279 grams!

FORMULA

The one and only: THE ONE Factory

THE WORLD CUP DH BRAKE

MASTER CYLINDER (the R1 caliper)

- ▣ Forged radial master cylinder.
- ▣ Patent-pending high capacity, integrated, reservoir.
- ▣ Removable handlebar clamp.
- ▣ Flip-flop master cylinder assembly.
- ▣ Dual M/C bleed ports for easy-on-the-bike bleeds.
- ▣ Aluminium forged lever blade (optional carbon).

CALIPER

- ▣ Patent - pending forged 1-piece post mount caliper.
- ▣ Huge 24 mm caliper pistons for amazing power.
- ▣ Top vented calliper allows for wheel on pad changes and eliminates overheating effects.
- ▣ Bottom vented caliper pistons provide additional cooling

SPECIFICATION:

- ▣ Anodized glossy black
- ▣ Forged aluminium, anodized black
- ▣ Hose: Black; length 100 and 160cm
- ▣ Rotor 1-piece 160 mm, 180 mm, 203 mm
- ▣ Brake - pad: Sintered
- ▣ Mounting: Standard PM 6"
- ▣ Weight: 308 grams!!!!!!!



FORMULA

GENERAL INFOS: PADS

We will offer 2 kinds of brake pads:

ORGANIC: standard for the RX and R1
Models

SINTERED: standard for the MEGA and both
THE ONE Models

All pads are compatible with each
Brake!!

FORMULA

GENERAL INFOS: DISCS

DISC DIAMETER			
One piece (all brakes)			
Stainless steel			
Diameter [mm]	160	180	203
Weight [gram]	87	121	160



NEXT SEASON: all discs will have a new design!

The reasons: I- more heat resistant, no thermal distortion
under heavy condition

- I II- less sensitive against vibrations (resonances)
- I II- lighter

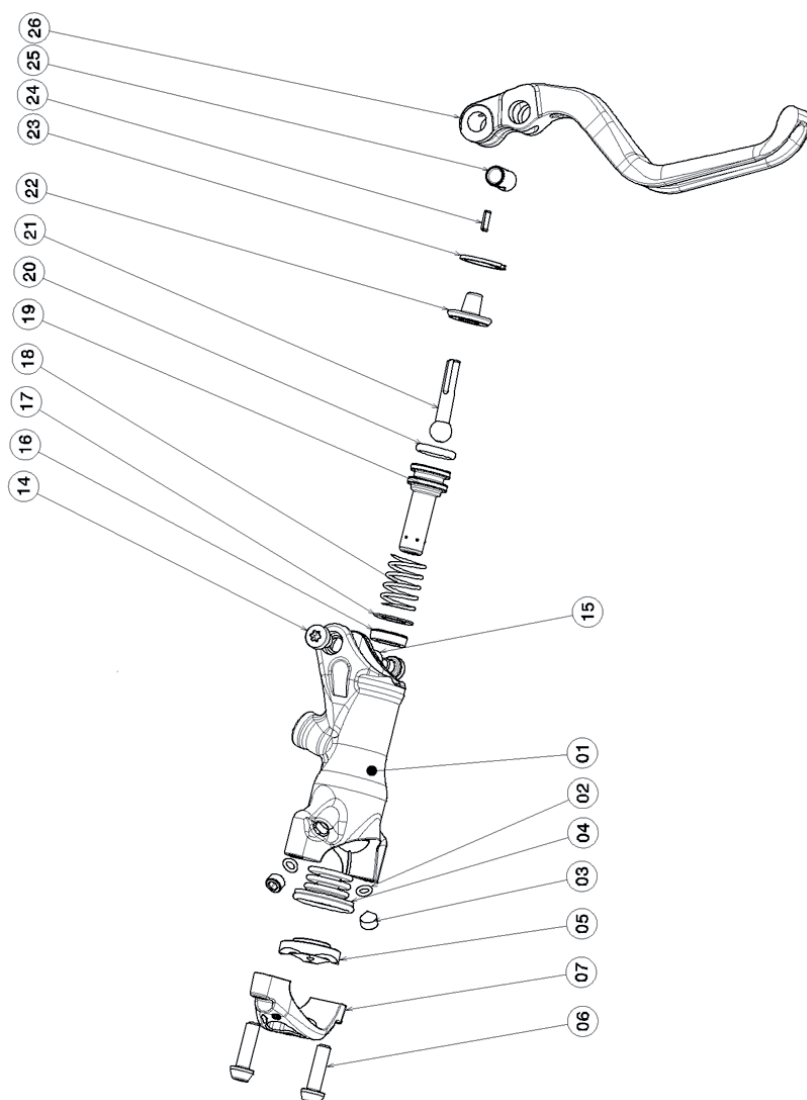
Available diameters are: 160mm, 180mm and NEW 203mm!!!

A new modified 2-piece disc will be available soon!!
ASAP we will inform you about the delivery time.

FORMULA

GENERAL INFOS

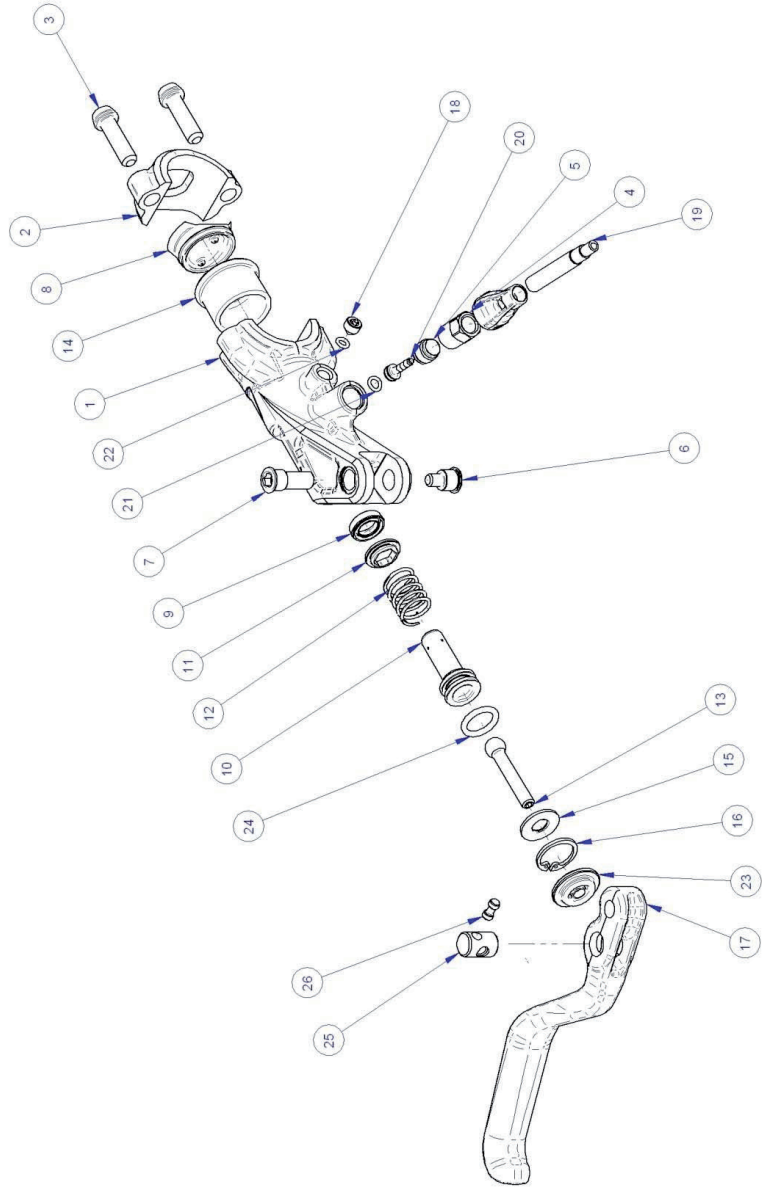
R1 M/C exploded view



FORMULA

GENERAL INFOS

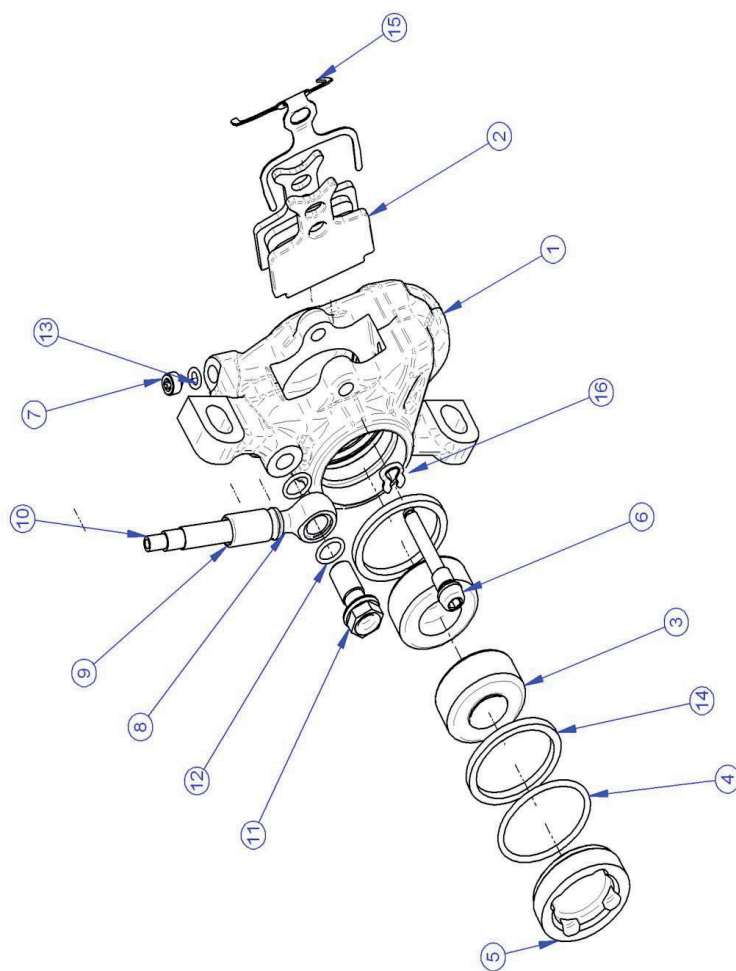
RX M/C exploded view



FORMULA

GENERAL INFOS

RX caliper exploded view



FORMULA

GENERAL INFO:
TORQUE R1

Type	Pic	R1	Material
M6x18 Caliper / Adaptor screw		9,0 Nm	Steel
M6x1 Caliper's Hose connection		8,0 Nm	Steel
M6x18 Frame / Adaptor screw		9,0 Nm	Steel
M8x1 M/C's Hose connection		7,0 Nm	Steel
M25x1 Caliper screw		35,0 Nm	Aluminium 6026
M5x9 T25 Disc bolt		6,0 Nm	Steel
M5x18 T25 M/C clamp		4,0 Nm	Steel
M5x0,8 Pad pin		2,0 Nm	Steel
M4 Pivot screw		3,5 Nm	Steel
M5x5 T10 Bleeding screw (Caliper/Mastery/linder)		2,0 Nm	Steel

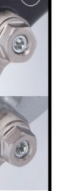
Recommended torque – Formula "RX" (21 April 2009 rev.0)

Note: Torque tolerance $\pm 3\%$
 Formula s.r.l. Via Etiosa, 63 59100 PRATO (ITALY) Tel. +39 0574 603609 Fax +39 0574 6111046
 info@formula-brake.it

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GENERAL INFOS: TORQUE MEGA/THE ONE

Recommended torque – Formula "MEGA-TheONE" (21 April 2009 rev.6)

Type	Pic	MEGA	Material	The ONE	Material
M6x18 Caliper / Adaptor screw		9,0 Nm	Steel	9,0 Nm	Steel
M6x1 Caliper's Hose connection		8,0 Nm	Steel	8,0 Nm	Steel
M6x18 Frame / Adaptor screw		9,0 Nm	Steel	9,0 Nm	Steel
M8x1 M/C's Hose connection		8,0 Nm	Steel	8,0 Nm	Steel
M7x18 Caliper screw		16,0 Nm	Steel	45,0 Nm	Ergal 7075
M5x9 T25 Disc bolt		6,0 Nm	Steel	6,0 Nm	Steel
M4x14 M/C clamp		2,5 Nm	Steel	2,5 Nm	Steel
M5x0,8 Pad pin		2,0 Nm	Steel	2,0 Nm	Steel
M4x0,7 Pivot screw		4,0 Nm	Steel	4,0 Nm	Steel
M5x5 T10 Bleeding screw (Caliper/Masterylinder)		2,0 Nm	Steel	2,0 Nm	Steel

Formula s.r.l. Via Eribosa, 63 59100 PRATO (ITALY) Tel. +39 0574 603609 Fax +39 0574 611046
info@formula-brake.it

Note: Torque tolerance $\pm 5\%$

FORMULA

GENERAL INFOS:

New Adaptors 2010

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FORMULA

BLEEDING

⚠ WARNING! READ THE FOLLOWING INFORMATION AND INSTRUCTIONS VERY CAREFULLY. NOT DOING SO COULD LEAD TO SERIOUS INJURY AND/OR AFFECT YOUR LEGAL RIGHTS.

SAFETY INFORMATION

Brakes are a critical safety related component of a bicycle. Improper set up or use of brakes may result in reduced braking power and, thus, loss of control of the bicycle which could ultimately cause serious injury or even death.

Bleeding is one of the most important steps to assure the perfect functioning of any hydraulic braking system. The goal of bleeding is to remove the air in the braking system. Any air inside a hydraulic braking system reduces its performance. **FORMULA STRONGLY RECOMMENDS THAT YOU AVOID BLEEDING YOUR BRAKES YOURSELVES BUT HAVE AN EXPERT MECHANIC PERFORM THIS DELICATE AND CRUCIAL FUNCTION FOR YOU.** Should you decide to perform it yourself, follow these instructions very carefully and please remember that you do so at your own risk.

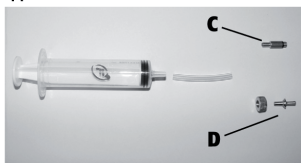
Use only DOT.4 fluids with your Formula brakes. Do not use a fluid other than the DOT.4 fluids suggested. Doing so will damage the system and make the brakes unsafe to use.

⚠ WARNING! The DOT.4 fluid used in this braking system may be dangerous to your eyes or skin upon contact. ALWAYS WEAR APPROPRIATE GLOVES AND GOGGLES WHEN BLEEDING YOUR FORMULA BRAKES. In case of accidental contact, rinse your eyes and/or skin abundantly with running water. In case of contact with your eyes seek immediate medical assistance.

DOT.4 fluids also damage painted surfaces. If any fluid comes in contact with a painted surface, wipe it off immediately and clean with isopropyl alcohol. Do not allow any brake fluid to come in contact with the brake rotors. If this occurs, clean the rotors with isopropyl alcohol. Do not allow any brake fluid to come in contact with the brake pads. If this occurs, the pads are contaminated and must be replaced. Do not touch the braking surface of any rotor with your bare hands, because the oils from your fingers will degrade its performance. Always wear gloves, or handle the rotor by its spokes. Disc brakes become very hot during use. Do not touch the caliper or rotor immediately after use. Make sure the brake has cooled down before making any adjustments.

Bleeding Procedure RX, Mega, R1, TheOneFR, TheOne

1.



Assemble the syringes as illustrated in the figure, using the connector (C) for the 2010 models

2.



Fill Syringe, with approximately 20ml of DOT4 oil (Use only fresh DOT4 oil)

3.



Remove the security dowel on the calliper attachment screw.

!!! Warning! Take car with the O-ring seal !!!

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4.



Insert the suction syringe (SYRINGE1) into the hole and the brake disc as a spacer for the calliper.

!!! WARNING! The DOT4 fluid used in this braking system may be dangerous to your eyes or skin upon contact. ALWAYS WEAR APPROPRIATE GLOVES AND GOOGLES WHEN BLEEDING.

In case of accidental contact, rinse your eyes and/or skin abundantly with running water. In case of contact with your eyes seek immediate medical assistance

5.



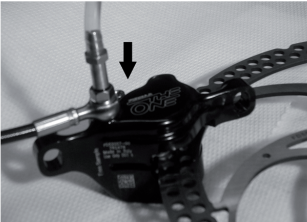
Remove the pump tank screw

6.



Screw the second syringe (SYRINGE 2) - filled with a minimum amount of oil - into the hole

7.



With both syringes inserted into the holes, press down on SYRINGE 1 on the caliper to pass the oil through, making sure you always leave a small amount of oil in the syringe itself

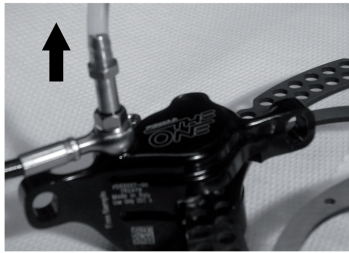
8.



Move the pump lever to its limit position to close the connection with the tank

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Move the pump lever to its limit position to close the connection with the tank
9.



Keeping SYRINGE 2 in an upright position, create pressure by pulling the plunger of SYRINGE 1 upward. Repeat this operation 3-4 times, making sure that any air present in the form of bubbles has been expelled from the calliper and collected in SYRINGE1 (when there is no air left in the calliper, the suction movement of SYRINGE 1 becomes harder.)

!!!WARNING! make sure that, during the section stage, the level inside the pump syringe does not descend too far. Although closed , the pump piston o-ring is devised to work when pressurized, which means that a blow-by may occur at this stage. If the level descends too far, move the lever away from the handlebar and keep a low pressure on the syringe, refill the syringe connected to the pump.

10.

Hold down the lever and release it slowly, pressing down on SYRINGE 1 on the calliper at the same time. This way the oil will begin to flow.

Pass oil from SYRINGE1 to SYRINGE2, 2-3 times to make sure that the air has been bleed out perfectly
11.

Remove SYRINGE1 from the calliper and refit the grub screw.

!!! WARNING! Tighten the bleeder valve correctly making sure you do not damage the inner o-ring.

12.

Remove the SYRINGE2 from the pump.

Refit the pump tank screw.

!!! WARNING! After bleeding the air, make sure that no oil has dripped onto the brake pads due to the incorrect operation of the braking system. If there is any oil on the brake pads, replace them before use.

FORMULA

GENERAL INFO

Country	Name	Address	Zipcode / City	Contact Person	Telephone	Fax	Email	Website	Distributor Service
Reunion	Comptoir de l'Océan Indien	1 Rue Gustave Eiffel	97429 ZAC 2000 - La Port Cedex	Laury Lecatour	+262 (262) 422-182	+262 (262) 432-941	serviceimport@scott.fr		yes
South Africa	Rush Sports (Pty) Ltd	58 Murray Road	Pleasantville 2009	Mr Andre	+27 (33) 346-2300	+27 (33) 346-1196	sales@rushsports.co.za	www.rushsports.co.za	yes
Canada	Trident Sports	1576 - Bay Street	V7J 1A1 North Vancouver, BC	Dalen	+1 (603) 929-9626	+1 (603) 929-4955	info@tridentports.com	www.tridentports.com	yes
Chile	Oxford sa	Oxford de Malta 1434	Providencia Santiago	Victor Heresmann	+5624632000	+5699882014	info@tridentports.com	www.tridentports.com	yes
USA	Formula Bike USA	405 East D Street Suite C	CA 94955 Redlands	Cris Castello	+1 (707) 765-2770	+1 (707) 258-1511	sales@formulabike.com	www.formulabikeusa.com	yes
Brunei Darussalam	Bike Labz	BK 3012 #03-2018 Bedok Ind Park E	499978 Singapore	Ryan/Chai	64412426		sales@bikelabz.com	www.bikelabz.com	yes
China	Room 1505, 15/F Wang Lung Industrial Building 48-56 Wang Lung	Tsuen Wan, New Territory Hong Kong	Dennis Chan	+852 (3576) 3839	+852 (3576) 3837		info@motorcyclechina.com	www.motorcyclechina.com	yes
Indonesia	Bike Labz	BK 3012 #03-2018 Bedok Ind Park E	499978 Singapore	Ryan/Chai	64412426		sales@bikelabz.com	www.bikelabz.com	yes
Israel	Ventil Bicycles Ltd	moshav	9205 Ram On	Erez Beitun	+972464949085	+972464949001	beatun@vibike.net.il	www.vibike.net.il	yes
Japan	ACTION SPORTS CORP	2F 2-11 Ikawa 1 Chome Kowagishi-cho	332-0023 SATAMA-KEN	Hideto Kanda	+81(48) 258-7811	+81(48) 258-7813	webmaster@actionports.co.jp	www.actionports.co.jp	yes
Republic of Korea	ELEMENT SPORTS CO. LTD.	101 DUSAN B/D/14 YANGJAE-DONG, SECHO-GU	Seoul	Mrs. Soo-Hyung Heo	+82 (2) 515-4656	+82 (2) 515-7656	master@elementports.co.kr	www.elementports.co.kr	yes
Malaysia	Bike Labz	BK 3012 #03-2018 Bedok Ind Park E	499978 Singapore	Ryan/Chai	0065/64412426		sales@bikelabz.com	www.bikelabz.com	yes
Singapore	Bike Labz	BK 3012 #03-2018 Bedok Ind Park E	499978 Singapore	Ryan/Chai	0065/64412426		sales@bikelabz.com	www.bikelabz.com	yes
Philippines	YKK Trading	66-74 Legaspi ST	Philis. 6000 Cebu City	John Mantecino	+63 (32) 255-8853	+63 (32) 253-8489	info@ykkbikes.com	www.ykkbikes.com	yes
Russian Federation	VELONMARKET CSKA LTD	39, Leningradsky Prospect	125167 Moscow	Sergey Gorenkin	+7 (095) 6132938	+7 (095) 6132938	service@velonmarket-cska.ru	www.velonmarket-cska.ru	yes
Belgium	Now Company SRL	5 Avenue Edison	Zoning Nord 1300 Wavre	Jean Laurent / George Stwinski	+32 (0) 210180	+32 (0) 210181	info@nowcompany.com	www.nowcompany.com	yes
Bulgaria	MAXCOM Ltd.	1 Gollamo Konarsko Shosse" str.	4004 Plovdiv Bulgaria	Georgie Krastev	+359 (32) 600888	+359 (32) 600890	aftermarket@springmax.com	www.springmax.com	yes
Croatia	VIZUA SPORT d.o.o.	Trzaska cesta, 87b	1370 Logatec Slovenia	Matjaz Debelak	+386 (07) 541030	+386 (07) 509239	info@cult.si	www.cult.si	yes
Czech Republic	Cyklobarionick	Sladova 20	317 05 Plzen	Martin	+420 (0) 7448548	+420 (0) 7240501	info@barionick.cz	www.barionick.cz	yes
Denmark	BIKETOYZ Aps	Sietten 2a	8453 Hornslet Denmark	Alan Wolf/Clair Beck	0045/8690058	0045/8790051	info@biketoyz.dk	www.biketoyz.dk	yes
Finland	ACTIVE BIKE TAMMERE	teikontie 1B	33540 Tampere	Lassy Julkunen	+358 44 3142814		info@activebike.fi		yes
France	FORMULA France S.A.R.L.	1-B Rue Andrioli	06000 Nice	Arnaud Vias - Delmonte Baptiste	+33 (493) 039840	+33 (492) 0090613	formula@formula.com	www.formula-bike.com	No
France	TRIBE SPORT GROUP sarl	ZA 1 RUE CONDORCET	83300 COGOLIN	Francois	+33 (494) 84950	+33 (494) 841951	tribe@tribesports.com	www.tribesports.com	yes
Germany	Cosmic Sports	Leyhe Strasse, 47	90763 Fihrth	Gerhard Schwarz	+49 (91) 307550	+49 (91) 307555	info@cosmic-sports.de	www.cosmic-sports.de	Yes
Germany	Formula Deutschland GmbH	Hofstadt, 12	83253 Rimsting		+49 (8054) 902947	+49 (8054) 902948	service@formula-bike.de	www.formula-bike.de	No
Hungary	Melux Kereskedelmi ES	Fajszalem U. 8	H4481 Nyregyhaza	Szilvia	+36 (42) 402257	+36 (42) 440990	melux@online.hu	www.melux.hu	yes
Italy	Formula Srl	Via Ercole, 63	59100 Prato	Assistence	+390 (674) 603609	+390 (674) 610146	info@formula-bike.it	www.formula-bike.it	yes
Latvia	Boris Ltd.	149 A. Caka STR.	Riga Latvia, LV-1012	Valdis Klavins	+371 (7) 317780	+371 (7) 317781	info@buriports.lv	www.buriports.lv	yes
Netherlands	Cosmic Sports BV	Van Speijlastraat 2/39	2041 RL Zandvoort	Pieter	+31 (235) 735518	+31 (235) 735523	pieter@cosmicports.com	www.cosmicports.com	yes
Norway	Daler Als	Heisthagen 4, 1440 Drabak	Postboks 1004 Drabak City	Peter Hascheck	+47 (649) 89950	+47 (649) 89961	info@daler.no	www.daler.no	yes
Poland	FH GREGORIO	ul. 3 Maja 24 A	43-450 USTRON	Mr. Gregorio	+48 (33) 8513608	+48 (33) 8544802	sussex@fhgregorio.pl	www.fhgregorio.pl	yes
Portugal	TEAM BIKE S.L	Elche Parque Industrial C/ Juan De La Cierva, 87	03203 TORRELLANO - ELICHE	Alcanta Spain	+34 (902) 022 9838	+34 (96) 568 0510	info@teambike.es	www.teambike.es	yes
Slovakia	SLOVOKOLEX S.R.O.	Odbn. Sredisko Maj	41DUONKA Nad Vahom	Martin Satka	+421 (22) 4421556	+421 (22) 4440631	office@slovokolex.sk	www.slovokolex.sk	yes
Slovenia	VIZUA SPORT d.o.o.	Trzaska cesta, 87B	1370 Logatec Slovenia	Matjaz Debelak	+386 (07) 541030	+386 (07) 509239	info@cult.si	www.cult.si	yes
Spain	TEAM BIKE S.L	Elche Parque Industrial C/ Juan De La Cierva, 87	03203 TORRELLANO - ELICHE	Alcanta Spain	+34 (902) 022 9838	+34 (96) 568 0510	info@teambike.es	www.teambike.es	yes
Sweden	BIKETOYZ Aps	Sietten 2a	8453 Hornslet Denmark	Alan Wolf/Clair Beck	0045/8690058	0045/8790051	info@biketoyz.dk	www.biketoyz.dk	yes
Switzerland	Suspension Center	Gurmgstrasse, 11	3132 - Rugliberg	Gery Peyer	+41 (31) 8093020	+41 (31) 8093020	info@suspensioncenter.ch	www.suspensioncenter.ch	yes
United Kingdom	Prosal Distribution Limited	Unit 3 Mid Cornwall Business Centre, St Austell Bay Business Park	St Austell PL25 3RF	Toby Smith	+44 (1726) 815038	+44 (1726) 815041	info@prosalbike.com	www.prosalbike.com	yes

SR SUNTOUR 39

SR SUNTOUR



ICE	Integrated Control Equipment
QSP	Quick Service Product
ELD	Electric Lock Out & Rebound Damping Adjust
TAD	Travel + Rebound Damping Adjust
RLD	Remote Speed Lock Out + Rebound Damping Adjust
RL	Remote Speed Lock Out
LOD	Speed Lock Out + Rebound Damping Adjust
LO	Lock Out
HLO	Hydraulic Lock Out
MLO	Mechanical Lock Out
DA	Rebound Damping Adjust
FT	Firm Tech Brake System Compatible

SR SUNTOUR

Product Information 2010

SR SUNTOUR

Product Overview 2010

SR SUNTOUR

(Overview in accordance with Scott's specifications)



XCR

SF10-XCR LO

Travel: 80/100/120mm

System: Hydraulic Speed Lock

Spring: Coil Spring

Function: Speed Lock Out

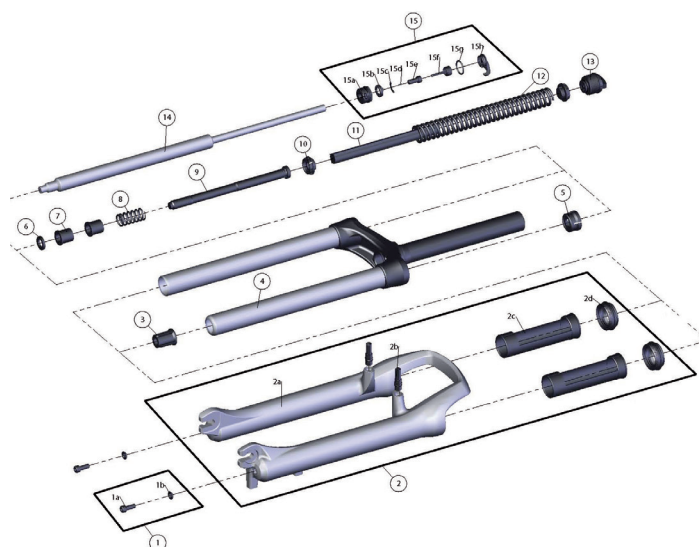
Damping: Fixed Rebound

Steerer tube: Steel (STKM)

Crown: Alloy

Stanchion tube: Steel (STKM)

Stanchion tube diameter: 30mm

Bottom case: Magnesium


No.	Parts Code	Parts Name	80	100	120	QT
1	FKA044	Fixing Bolt Set	*	*	*	2
2	FKE215	Bottom Case Assy	*	*	*	1
2b	FSB240-20	Canti Boss	*	*	*	2
2c	FEE449	Slider Sleeves	*	*	*	2
2d	FAA070-10	Dust Seal	*	*	*	2
3	FEE799	Bottom Stopper	*	*	*	1
4	FKE216-20	Upper Assy	*	*	*	1
4	FKE216-30	Upper Assy	*	*	*	1
5	FEE152	Fork Nose	*	*	*	1
6	FEP053	Rebound Rubber	*	*	*	1
7	FEE286-10	Rebound Spacer	*	*	*	2
7	FEE286-10	Rebound Spacer	*	*	*	1
8	FEP189-20	Rebound Spring	*	*	*	1
9	FEE798	Support tube	*	*	*	1
10	FEE434	Spring Guide	*	*	*	2
11	FEP249-10	Damper	*	*	*	1
12	FEP252-70	Main Spring	*	*	*	1
12	FEP251-80	Main Spring	*	*	*	1
12	FEP236-80	Main Spring	*	*	*	1
13	FKE052-03	Adjuster Assy	*	*	*	1
14	FUN006-26	Damper Unit	*	*	*	1
15	FKE027-33	LO Top Cap Assy	*	*	*	1

SR SUNTOUR

Product Overview 2010

SR SUNTOUR

(Overview in accordance with Scott's specifications)



26"

XC

ATB

XCM V2

SF10-XCM V2 HLO

Travel: 80/100/120mm

System: Hydraulic Speed Lock

Spring: Coil Spring

Function: Speed Lock Out

Damping: Fixed Rebound

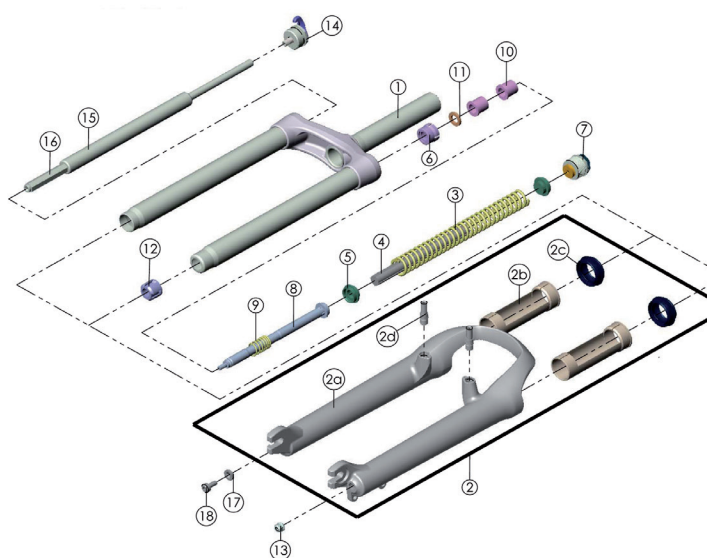
Steerer tube: Steel (STKM)

Crown: Alloy

Stanchion tube: Steel (STKM)

Stanchion tube diameter: 30mm

Bottom case: Alloy Monocoque



No.	Parts Code	Parts Name	80	100	120	QT
1	FKE083-34	Upper Assy	*	*	*	1
2	FKE233	Bottom Case Assy	*	*	*	1
2a	FPB213	Bottom Case	*	*	*	1
2b	FEE785	Slider Sleeve	*	*	*	2
2c	FAA070-20	Dust Seal	*	*	*	2
2d	FSB241-16	Canli Boss	*	*	*	2
3	FEP449	Main Spring	*			1
3	FEP448	Main Spring		*		1
3	FEP447	Main Spring			*	1
4	FEP322-20	Damper	*	*	*	1
5	FEE434-20	Spring Guide	*	*	*	2
6	FEE805	Fork Nose	*	*	*	1
7	FKE009-10	Adjust Cap Assy	*	*	*	1
8	FEE800	Guide	*	*	*	1
9	FEP189-20	Rebound Spring	*	*	*	1
10	FEE286-10	Rebound Sleeve	*			2
10	FEE286-10	Rebound Sleeve		*		1
11	FEP053	Rebound Rubber	*	*	*	1
12	FEE806	Bottom Stopper	*	*	*	1
13	FSN023	Fixing Nut	*	*	*	1
14	FKE027-29	LO Top Cap Assy	*	*	*	1
15	FUN005-00	Damper Unit	*	*	*	1
16	FEE314-13	Support Tube	*	*	*	1
17	FSW025	Washer	*	*	*	1
18	FSB070	Fixing Bolt	*	*	*	1

SR SUNTOUR

Product Overview 2010

SUNTOUR

(Overview in accordance with Scott's specifications)



26"

XC

ATB

XCM V2
SF10-XCM V2
Travel: 80/100/120mm

System: Coil Spring

Spring: Coil Spring

Function: Preload Adjust

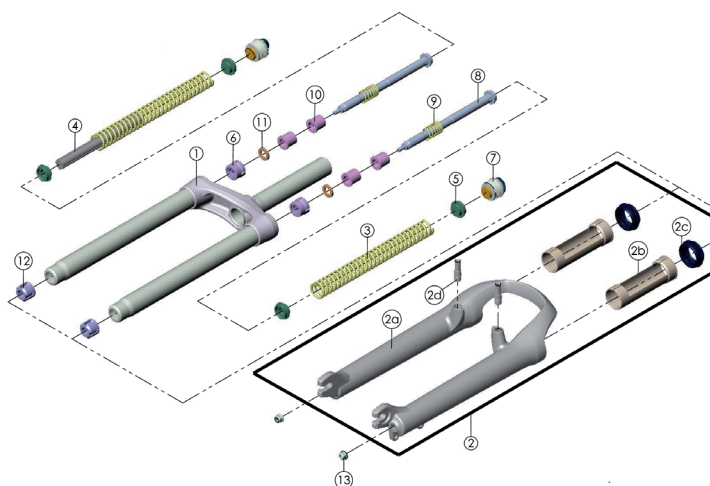
Damping: -

Steerer tube: Steel (STKM)

Crown: Alloy

Stanchion tube: Steel (STKM)

Stanchion tube diameter: 30mm

Bottom case: Alloy Monocoque


No.	Parts Code	Parts Name	80	100	120	QT
1	FKE083-14	Upper Assy	*	*	*	1
2	FKE233	Bottom Case Assy	*	*	*	1
2a	FPB213	Bottom Case	*	*	*	1
2b	FEE785	Slider Sleeve	*	*	*	2
2c	FAA070-20	Dust Seal	*	*	*	2
2d	FSB241-16	Canti Boss	*	*	*	2
3	FEP237	Main Spring	*			1
3	FEP319	Main Spring		*		1
3	FEP435	Main Spring			*	1
4	FEP320-20	Damper	*	*	*	1
5	FEE434-10	Spring Guide	*	*	*	4
6	FEE805	Fork Nose	*	*	*	2
7	FKE009-10	Adjust Cap Assy	*	*	*	2
8	FEE800	Guide	*	*	*	2
9	FEP058-20	Rebound Spring	*	*	*	2
10	FEE286-10	Rebound Sleeve	*			4
10	FEE286-10	Rebound Seeve		*		2
11	FEP053	Rebound Rubber	*	*	*	2
12	FEE806	Bottom Stopper	*	*	*	2
13	FSN023	Fixing Nut	*	*	*	2

SR SUNTOUR

Product Overview 2010



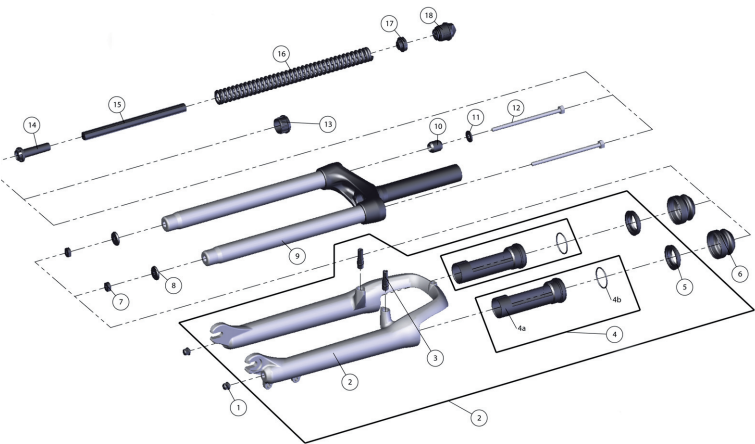
(Overview in accordance with Scott's specifications)



XCT V2

SF9-XCT V2

- Travel: 100mm
- System: Coil Spring
- Spring: Coil Spring
- Function: Preload Adjust
- Damping: -
- Steerer tube: Steel (STKM)
- Crown: Alloy
- Stanchion tube: Steel (STKM)
- Stanchion tube diameter: 28m
- Bottom case: Alloy Monocoque



No.	Parts Code	Parts Name	QT
1	FSN023	Fixing Nut	2
2	FKE183-00	Bottom Case Assy	1
3	FSK241-16	Canti Boss	2
4	FKE049	Slider Sleeve Assy	2
5	FAA094	Dust Seal	2
6	FAA158	Dust Boot (Mini)	2
7	FSN025	Nut Plate	2
8	FEE465	Bottom Stopper	2
9	FKE182-00	Upper Assy	1
10	FEP086	Rebound Rubber	1
11	FSW042	Washer	1
12	FSB107-10	Fixing Bolt	2
13	FEE676	Cap	1
14	FEE502-20	Spring Guide	1
15	FEP131-06	Damper	1
16	FEP350-30	Main Spring	1
17	FEE389-30	Spring Guide	1
18	FKE008-10	Adjuster Assy	1

SR SUNTOUR

Product Overview 2010

SR SUNTOUR

(Overview in accordance with Scott's specifications)


NCX

SF10-NCX D LO Lite 700C

Travel: 63mm

System: Hydraulic Speed Lock

Spring: Coil Spring

Function: Speed Lock Out

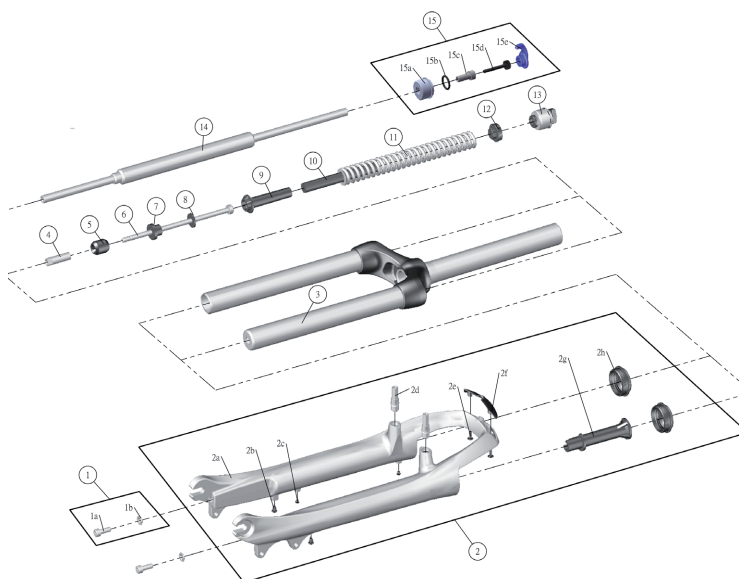
Damping: Fixed Rebound

Steerer tube: Steel (STKM)

Crown: Alloy

Stanchion tube: Steel (STKM)

Stanchion tube diameter: 28mm

Bottom case: Magnesium


No.	Parts Code	Parts Name	QT
1	FKA044	Fixing Bolt Set	2
2	FKE285	Bottom Case Assy	1
3	FKE178-80	Upper Assy	1
4	FSN027	Bottom Nut	1
5	FEP086	Rebound Rubber	1
6	FSB067-62	Fixing Bolt	1
7	FEE452	Rebound Spacer	1
8	FSW042	Washer	1
9	FEE765	Spring Guide Lower	1
10	FEP131-08	Damper	1
11	FEP413	Main Spring	1
12	FEE389-30	Spring Guide	1
13	FKE016-02	Adjuster Assy	1
14	FUN058-00	LO Unit	1
15	FKE028-23	LO Top Cap Assy	1

SR SUNTOUR

Product Overview 2010

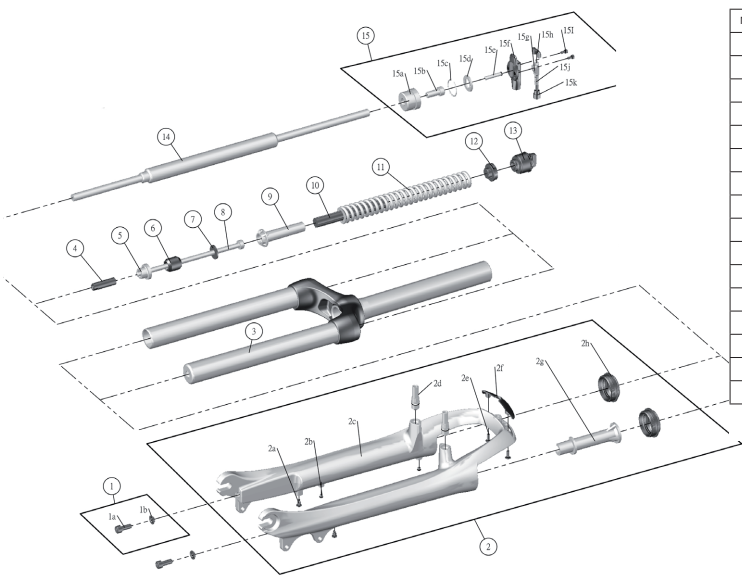


(Overview in accordance with Scott's specifications)



SF10-NCX D RL Lite 700C

- Travel: 63mm
- System: Hydraulic Remote Lock
- Spring: Coil Spring
- Function: Remote Lock Out
- Damping: Fixed Rebound
- Steerer tube: Steel (STKM)
- Crown: Alloy
- Stanchion tube: Steel (STKM)
- Stanchion tube diameter: 28mm
- Bottom case: Magnesium



No.	Parts Code	Parts Name	50	63	QT
1	FKA044	Fixing Bolt Set	*	*	2
2	FKE285	Bottom Case Assy	*	*	1
3	FKE178-85	Upper Assy	*	*	1
4	FSN027	Bottom Nut	*	*	1
5	FEE452	Rebound Spacer	*		1
6	FEP086	Rebound Rubber	*	*	1
7	FSW042	Washer	*	*	1
8	FSB067-62	Fixing Bolt	*	*	1
9	FEE765	Spring Guide Lower	*	*	1
10	FEP131-08	Damper	*	*	1
11	FEP413	Main Spring	*		1
11	FEP416	Main Spring		*	1
12	FEE389-30	Spring Guide	*	*	1
13	FKE016-02	Adjuster Assy	*	*	1
14	FUN059-00	RL Unit	*	*	1
15	FKE035-12	ML Remote Assy	*	*	1

SR SUNTOUR

Product Overview 2010

SR SUNTOUR

(Overview in accordance with Scott's specifications)



SPEED LOCKOUT



700C

TRKG

CITY

NEX V2 · 4610
SF9-NEX4610 V2 HLO

Travel: 63mm

System: Hydraulic Speed Lock

Spring: Coil Spring

Function: Speed Lock Out

Damping: Fixed Rebound

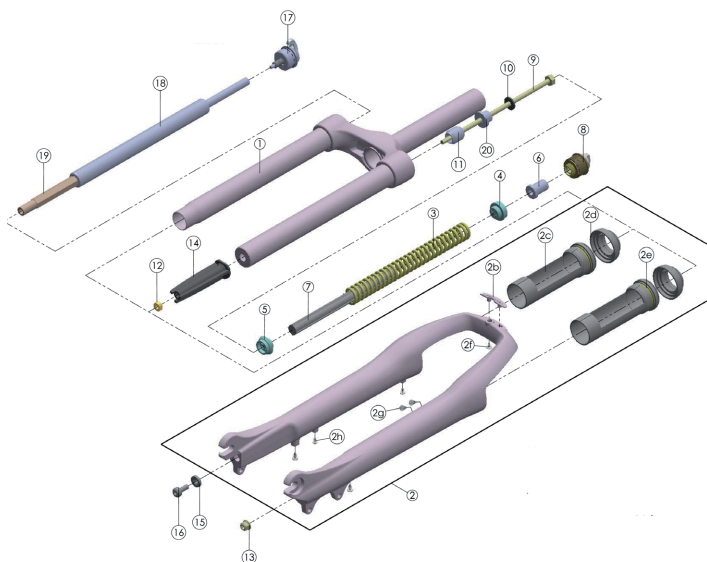
Steerer tube: Steel (STKM)

Crown: Alloy

Stanchion tube: Steel (STKM)

Stanchion tube diameter: 28mm

Bottom case: Alloy



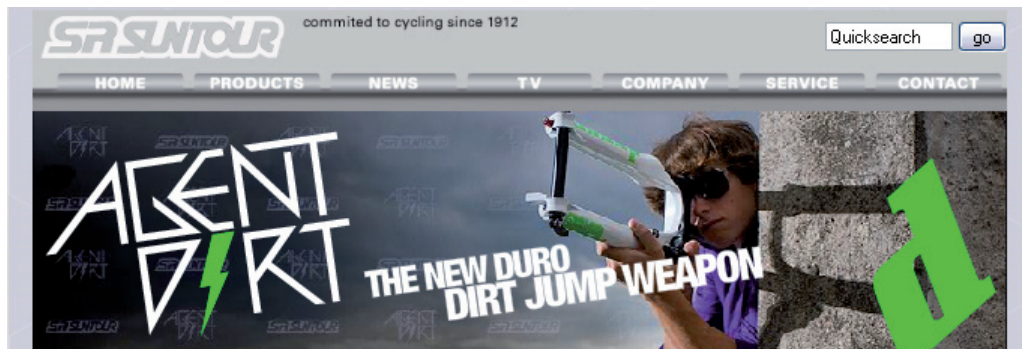
No.	Parts Code	Parts Name	50	63	QT
1	FKE236-10	Upper Assy	*	*	1
2	FKE230-10	Bottom Case Assy	*	*	1
2a	FPB241	Bottom Case	*	*	1
2b	FEE716	Brace Cover	*	*	1
2c	FEE460	Slider Sleeve	*	*	2
2d	FAA129	Dust Seal	*	*	2
2e	FAA192	O-Ring	*	*	2
2f	FSB114	Tapping Screw	*	*	2
2g	FAA199	Mount Cap M6	*	*	4
2h	FAA199-10	Mount Cap M4	*	*	4
3	FEP451	Main Spring	*	*	1
3	FEP450	Main Spring	*	*	1
4	FEE467-10	Spring Guide Upper	*	*	1
5	FEE468-10	Spring Guide Lower	*	*	1
6	FEE732	Spring Guide	*	*	1
7	FEP262-50	Damper	*	*	1
8	FKE005-20	Adjust Cap Assy	*	*	1
9	FSB067-80	Fixing Bolt	*	*	1
10	FSW003	Washer	*	*	1
11	FEP086	Rebound Rubber	*	*	1
12	FSN025-10	Nut Plate	*	*	1
14	FEE715	Bottom Stopper	*	*	1
17	FKE028-35	HLO Top Cap Assy	*	*	1
18	FUN050-00	Damper Unit	*	*	1
19	FEE314-07	Support Tube	*	*	1
20	FEE452	Rebound Sleeve	*	*	1

SR SUNTOUR

Webpages



www.srsuntour-cycling.com



www.srsuntour-tuning-base.com



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FAX: 39-02-3491613
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SRAM

40

SRAM

AVID

Avid Hydraulic Brake Setup Guide

TIPS FOR THE BEST POSSIBLE BRAKE SETUP.

Avid has some amazing, one-of-a-kind product features that consistently make us the choice of the best riders in the world. But there's another big factor at play when it comes to maximizing your braking performance: proper setup.

You can easily ruin an awesome brake's performance by setting it up wrong, and you can enhance the capabilities of any brake with the right setup.

If you follow the extremely simple steps described below, you can set up your bike's cockpit just like the pros do. You'll be amazed by the difference it'll make.

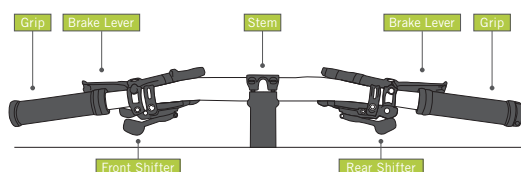
The general idea is simple. Brakes are all about leverage. The more power you build into brakes, the less effort it takes to use them. To achieve power, you need leverage. All Avid brakes are designed to deliver huge power, but unlike others in the brake business, we know the story doesn't stop there.

Another huge part of maximizing power is the marriage between the physiology of your hand and operation of the brake. The proper brake setup will help your hand take advantage of all of Avid's features, resulting in less fatigue, more power, more control and ultimately a much better ride!

START HERE ↓

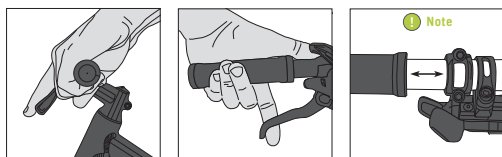
Step 1: Planning for the Right Setup

Determine your preference for the component placement on your handlebar. This is the typical setup:



- Note:** This is the typical setup that the vast majority of riders use, but it's not the only way to do it. Some people prefer the shifters to be "outboard" from the brake levers.
- Note:** If you are starting from scratch and you need to install your Avid brakes, refer to your installation guide included with the brakes or go to www.sram.com/en/service.

Step 2: Setting Angle and Spacing of Brake Levers



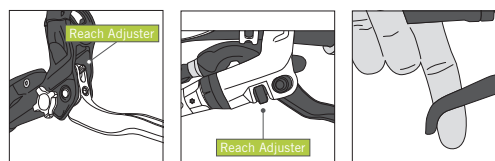
A. Pick a place where you can sit on the bike in a riding position. Keep your tools within arm's reach, because you'll need them in a second.

B. Start by placing one of your hands on the handlebar so that the heel of your hand is lined up with the end of the bar. Keep all of your fingers wrapped around the bar except your forefinger. Extend it out like you are pointing at something. While you are pointing, slide the brake lever and position it so the bend of the lever blade lines up with the base of the first knuckle on your finger. At this point, your finger may not reach the lever perfectly, but line it up so that it will when we adjust the reach in a moment.

C. Now check to make sure your finger is in a straight line with your arm, and that the lever blade just touches the bottom of your finger. Once everything is lined up, tighten your lever bolt.

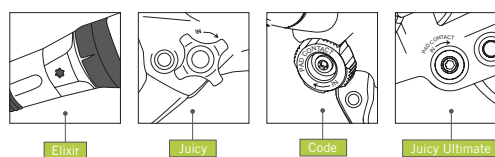
- Note:** This is the part of the process that people get wrong more than any other. Because it looks tidy, people tend to position the brake lever against the grip. That actually creates a problem, because it positions your fingers too close to the pivot of the lever. The closer your fingers are to the pivot on the blade, the less leverage you have...which translates into dramatically less power and more hand fatigue. You are much better off using the end of the lever, because that gives you the best leverage. If you follow the steps above, your grip and lever clamp will likely be farther apart than you are used to. That's okay, though. It's just the sign of someone who knows exactly what he or she is doing.
- Note:** This setup means that most often you'll use one finger to brake, which may be new to you. Rest assured, this is the right way to go. Using one finger to brake allows the others to keep a firm grip on the handlebar. When Avid brakes are set up in this fashion, you will have all the braking power you'll ever need. And by the way, you will find that the lever is still close enough to use your middle finger as well, if that's the way you want to roll.

Step 3: Reach Adjustment



On Avid brakes, the reach adjustment is always going to be a knob on the front of the lever, or a hex wrench bolt near the pivot. The goal here is to position the lever's bend exactly at the base of your first knuckle on your forefinger, so turn the reach adjuster until you get there.

Step 4: Pad Contact-Point Adjustment



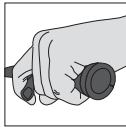
If you are the lucky owner of an Avid brake with Pad Contact-Point Adjustment, then you aren't done dialing in the goodness quite yet. This one-of-a-kind feature allows you to adjust the point in the lever's throw where the pads contact the rotor. *It is not reach adjustment. Reach adjustment moves the lever so your finger reaches the lever nicely. Pad Contact-Point Adjustment adjusts the place where the brake firms up and grips the rotor.* Ideally, you want to adjust that spot to where your hand's grip is strongest. Because everyone's hand is a bit different, it's nice to be able to select your own, perfect contact point. So, turn the adjuster until you feel like the pad contact is right where your hand feels strongest in your grip.

SRAM



Note: There are a few different Pad Contact-Point Adjusters on the various models of Avid brakes. If you're not sure where yours is, consult your owner's manual or www.avidbike.com.

Note: The Pad Contact-Point Adjustment DOES NOT move the pads.



Step 5: Match the Other Side

Now, set up the other side of the bar by matching the spacing of the clamps on the side you just completed. Visually adjust the vertical angle of the lever so it matches side one as well.

Note: Pad Contact-Point Adjustment is also used to "even out" the levers, so the spot where each lever's throw firms up is the same. It just feels right. And while you're adjusting, take note – no matter what you do to the contact point, the reach never changes.

Step 6: Position Shifters

Your brake levers are in position – now it's time to move the shifters into place. It's very easy. All you need to do is grip the bars like you are riding again, and extend your thumb like you are going to shift. With your thumb extended, just move the shifter until it touches it in a comfortable spot. It's okay for this to feel like a little bit of a stretch, because you don't shift as often as you brake, and you still have four fingers on the bar, anyway.

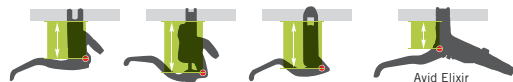
Note: If you are using Grip Shift shifters, the steps above obviously change a bit. Since the location of the shifter is predetermined, you can skip this step.

Step 7: Ride

You've now completed a setup procedure that's sure to enhance your braking control dramatically, so get out there and start riding. This is the way braking should be. Enjoy it!

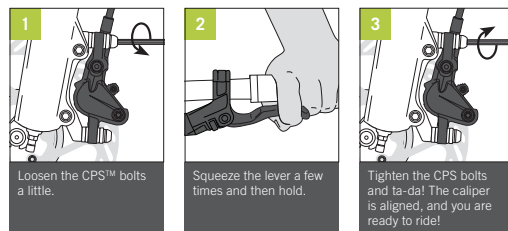
POWER RESERVE GEOMETRY™

At the end of the day, a brake lever simply multiplies the force your hand generates (just like a nutcracker). Avid's Power Reserve Geometry™ represents a way of thinking about the physics of leverage and your hands' comfort. This philosophy is fundamentally different than others in the business of brakes. Due to pivot placement, physics dictates that with other brake levers your fingers tend to slip off the ends as you pull. Avid is different. We designed our levers with the pivot closer to the handlebar – in fact, closer than anyone else in the industry. The resulting lever movement has less inward travel, an arc that's closer to your fingers' natural motion and one that delivers more force to the brake. The cool part is, every Avid lever has it.



TRI-ALIGN™ CALIPER POSITIONING SYSTEM™

Another original Avid technology making your life better... There's never been an easier brake to install. With Avid's Tri-Align Caliper Positioning System™, aligning the caliper to the rotor literally takes seconds.



More Tips for the Best Possible Brake Setup.

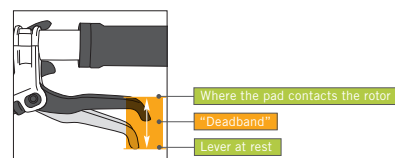
UNDERSTANDING AVID'S UNIQUE TECHNOLOGIES

Not all brakes are created equal. Sure, they all go in the same spot on your bike, and they all have levers, and these days most are hydraulic. But don't be fooled. There are some major differences between Avid and the others out there. We have a number of unique technologies that make dialing up true performance a snap. Let's take a moment and review some of the basics:

PAD CONTACT-POINT ADJUSTMENT

We're proud to have been the company that invented this feature before people even knew how much they needed it. As the name suggests, Pad Contact-Point Adjustment allows you to adjust the point in the lever's throw where the pads contact the rotor. That helps you do two simple – but important – things:

1. It lets you pick the position you'd like your fingers to be in when your brakes grip. That means you can perfectly match your fingers' comfort with the brake's power.
2. It allows you to balance both levers so the pads contact at the same point. No more uneven brake levers. Pad Contact-Point Adjustment is not a reach adjuster (although all of our levers have that, too). It's an oh-so-important performance enhancement that helps you dial in the perfect ride.



DEADBAND

Deadband is the distance your brake lever travels before the brake pad makes contact with the rotor. "Long deadband" means your lever moves a lot before the pad contacts. "Short deadband" means the lever moves very little before the pad contacts. There isn't necessarily a right or a wrong deadband. It has a lot to do with your hand, your preference and your comfort. The quickest way to adjust the amount of deadband your brakes have is to use Avid's proprietary Pad Contact-Point Adjustment. If your particular brake model doesn't have Pad Contact-Point Adjustment, try the Tech Tuning Tidbits on the opposite page.



SRAM

Tech Tuning Tidbits

ADVANCING THE PAD POSITION

Note: If lever pulls to the bar, a bleed is not necessarily required.

1. Remove wheel or red plastic pad spacer insert from disc brake caliper.
2. If your brake has Pad Contact-Point Adjustment, rotate the adjuster to the full "out" position. Now it's in the most open position (short deadband).
3. Squeeze the brake lever slowly several times while watching the brake pads move toward each other. Stop when you see an approximate 1mm gap between the pads.
4. Insert the red plastic pad spacer between the pads. The pads will be a little hard to push apart, so use some force to properly spread them to the correct position. Now, remove the spacer again.

5. Install wheels with rotors mounted to bicycle and give the lever a squeeze. The brake pads should now be properly advanced to the correct position, and the brake lever will have a proper firm feel. Repeat if necessary.

ADJUSTING THE AMOUNT OF DOT FLUID IN THE BRAKE

It is possible for your brake to have too much DOT fluid in it. As a result, the brakes may experience very short deadband, or in extreme cases, the pistons will not retract far enough, causing the brake pads to drag on the rotor. Here's how to take care of the problem:

1. If your brake has Pad Contact-Point Adjustment, rotate the adjuster to the full "out" position. Now it's in the most open position (short deadband).
2. Remove the wheel from the bicycle.
3. Using T10 Torx™ wrench (included in the Avid Bleed Kit), remove the lever body bleed screw.

4. Carefully insert the red plastic pad spacer between the brake pads to press the pads and caliper pistons apart.

5. A small amount of DOT fluid will flow from the lever body bleed port. While still applying light pressure on the pads, insert the bleed screw back into the lever body and tighten.

6. Spray lever body with soapy water and wipe clean with a rag.

7. Install the wheel back onto the bicycle and firmly squeeze the lever approximately 10 times to reset the pads; check for any leaks around the bleed port. Now there should be more deadband and less pressure in the system. If there is still excessive pressure after completing this procedure, perform a complete bleed of the system.

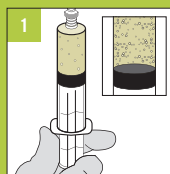
Performing the Perfect Brake Bleed

Our drip-free bleed process is so thorough, you'll never wonder, "Did I get all the air out?" You can see every bit of performance-robbing air being methodically extracted from the system.

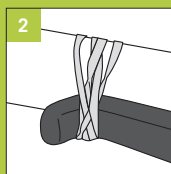
Refer to the Avid Juicy Bleed procedure at www.sram.com/en/service.

Symptom	First try this	Then try this
Short deadband	Check for DOT fluid overfill*	Bleed the brake
Long deadband	Advance the pads*	Bleed the brake
Sticky pistons	Advance the pads	Lubricate with DOT fluid or Avid DOT compatible grease**
Poor pad retraction	Advance the pads	Check for DOT fluid overfill
Slow lever return	Bleed the brake	Check seals

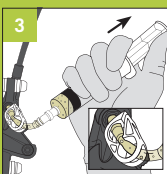
*Of course, you should start by adjusting the Pad Contact-Point if your brake has that feature. That's what it's for. **Never use chain lube on the pistons. The petroleum in the oil can ruin seals and brake performance.



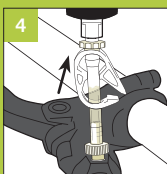
Close our special bleed clamp and pull to reveal the trapped air you couldn't even see before. When it's degassed, you're ready to bleed.



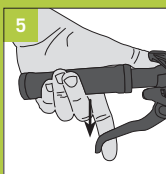
Tie-off lever to bar or squeeze and hold lever to bar. Tie off is probably better, because how many hands do you really have?



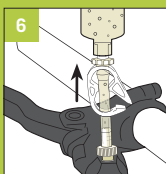
Bleed the caliper by sucking any air out into the syringe.
Untie the lever.



Push the air-free fluid up through the hose, through the lever and into the other syringe attached to the lever.



While holding the lever, push the fluid through the system until the lever returns to its position.



Bleed the lever by sucking any air into the syringe. Close the bleed ports, and give yourself a high-five, because you have the best-bleed brakes anywhere!

SRAM

ACCESSORIES



PIT-STOP™ CABLES

What good are awesome brakes and levers without the lifeline between them? Check out SRAM's full line of Pit-Stop cables. They'll be just the performance-enhancing trick you've been looking for, and yes, they are Avid certified.



TORX WRENCH, CROW'S FOOT



HYDRAULIC LINE CUTTER

(New Pit-Stop offering – Avid certified)



MATCHMAKER™



DRIP-FREE BLEED KIT



RIM WRANGLER™ AND SHORTY™ PADS



REPLACEMENT PAD INSERTS



DISC BRAKE MOUNTING BRACKETS



DISC BRAKE PADS

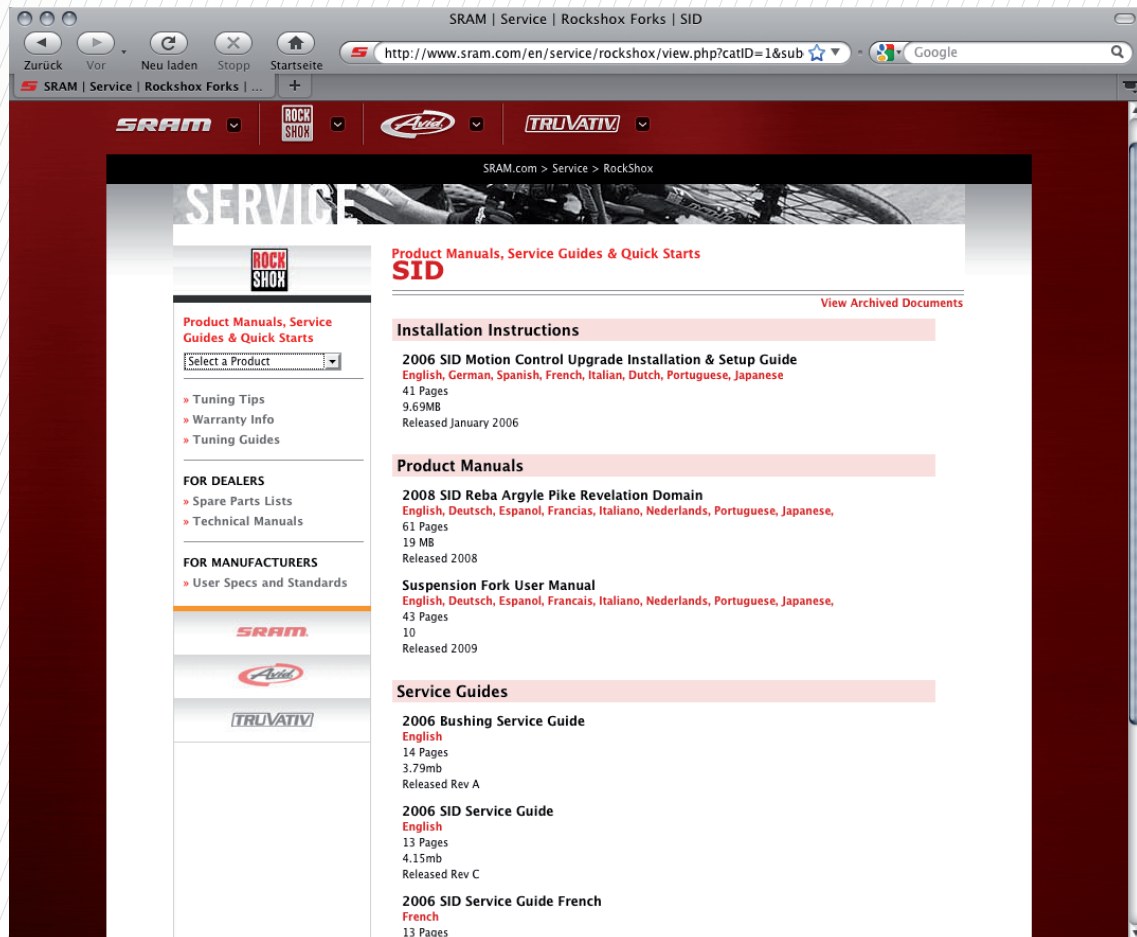


SRAM

ROCKSHOX QUICKSTARTS

Please visit the Sram Website for Rockshox Quickstart Guides and tuning tips:

http://www.sram.com/en/service/rockshox/tuning_tips.php



SRAM

ROAD

SRAM Tech Guide

SRAM Road Installation & Tuning

With the new DoubleTap® technology of the SRAM ROAD groupsets shifting is easier, faster and more precise than ever. Mounting and tuning SRAM Red, SRAM Force and SRAM Rival differs in some important points from traditional road components.

Very important: adjustment of the correct distance between the upper pulley and the SRAM cassette. Possibility to adjust the reach of the brake and the shift lever individually.

Adjusting the upper und lower derailleur limit screws



Mount the rear derailleur in the correctly adjusted derailleur hanger with a 5-mm-hex key. Recommended torque is 8-10 Nm. Adjust the lower limit with the screw H (H = High speed) so that the chain can't fall off the smallest cog. With the screw L the upper limit (L = Low speed). The chain must not fall off into the spoke side. You can check the correct limitations while moving the derailleur by hand on to the largest cog.

Correct housing length

Choose a long housing length from the cable stop at the chainstay to the rear derailleur to avoid friction and guarantee precise shifting. You should take only 1.1-mm inner cables with a fitting nipple head. Already cut inner cables won't fit through the shifters (only new ones will work).

Fixing the inner cable

The inner cable is routed over the semi-circular guide and is fixed with 5-6 Nm under the plate.

VERY IMPORTANT: Correct distance between upper pulley and cogs!

The following step is crucial for the shifting performance of the SRAM rear derailleur and is different to the known products of Shimano® and Campagnolo®. Put the chain on the inner chainring and the inner cog. In this Configuration the distance between the top of the cog teeth and the upper pulley should be 6mm (picture on the right side). You can adjust the distance between the pulley and the cassette with the B-screw (circled in the picture below). **Attention: If you change the cassette this distance should be adjusted to the new largest cog.**

Adjusting the shifting

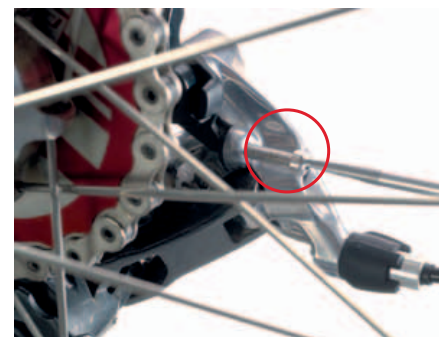
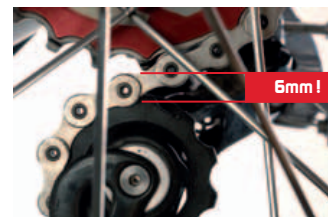
With the tension screw, you tune the cable tension: The chain should climb up the cogs easily or drop down fast and easy without delay when you push the shift lever or tap it shortly.

Trim position on the front derailleur

The front derailleur of the SRAM groupsets has its trim position on the outer chainring. A light tap on the lever will allow you to trim the front derailleur – no more rub on the larger cogs. This is because we achieved a better chainline while the chain is running on the outer chainring and the smaller cogs. The



SRAM Force and SRAM Rival (MY 2008) have this trim position on the inner chainring. You can move the front derailleur 2mm to the outer side when the chain is running on the smaller chainring. The chainline is optimized for the smaller gears.



SRAM

SRAM RED™

SRAM FORCE™

SRAM RIVAL™

SRAM ROAD

039



Reach adjustment of the SRAM shift lever

You can adjust the reach of the SRAM Double Tap shifters individually to your needs and your handsize.

ATTENTION: When adjusting the reach you should always tune the shift lever first, then the brake lever!

You can adjust the reach of the SRAM shift levers according to your hand size or your individual needs (arrows in the pictures). The excenter at the upper part of the carbon shift lever (arrow in the lower picture) can be moved with a needle or a pick in 6 different positions. **TIP:** Imagine a clock. Main positions are 12 o'clock = 10mm/minimum distance. 3 o'clock = 5mm, 6 o'clock is 2,5mm, 9 o'clock = 0mm/max reach.



Reach adjustment of the SRAM brake lever

To adjust the reach of the brake lever you roll back the hood covers. With a 3mm hex key (picture left) you can shorten the distance of the lever to the handlebar while turning the screw clockwise. Difference between max and min is 10mm.

Mounting the front derailleur

Picture on the right side: For compact cranks the front derailleur for the brazed on version is mounted in the upper thread (arrow). For

standard cranksets with 53/39 you use the lower thread of the derailleur.

Tuning the front derailleur

The distance between the outer cage of the front derailleur to the teeth tops of the outer chainring should be 1 - 3mm. Take care that the cage is absolutely parallel to the chainring.



Shortening the chain

You find the correct chain length while positioning the chain over the bigger chainring and the largest cog – without going through the pulleys! To this length you add one inner link and the Powerlock. After you have closed the Powerlock you should check the smooth and easy running of the chain. **ATTENTION:** After having locked the Powerlock you can't open it again. You have to use a standard chain tool and a new Powerlock. To close the Powerlock correctly you need a minimum of force which is most easily achieved by putting power on to the pedal.



SRAM

ROAD COMPACT

SRAM Compact

COMPACT: No mountain too steep

Every spare minute you have next to work, family and friends is all about cycling. Still this is not enough time to get in shape like a pro – but thanks to SRAM Compact no mountain will be too steep. The 50/34 double chainring system gives you the racing look and the pro bike feel with the extra gear range to climb those nice 15 km passes in the Alps. SRAM Compact – the lightest chainring system with the benefits of a triple crankset.

Groupset	Crank versions	Crank lengths	Cassettes
	50x34 52x36 52x38	165 167.5 170 172.5 175 177.5mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-26: 11-12-13-14-15-17-19-21-23-26 11-25: 11-12-13-14-15-17-19-21-23-25 11-28: 11-12-13-14-15-17-19-22-25-28

Groupset	Crank versions	Crank lengths	Cassettes
	50x34 50x36 52x36 52x38	170 172.5 175 177.5mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-25: 11-12-13-14-15-17-19-21-23-25 11-26: 11-12-13-14-15-17-19-21-23-26 11-28: 11-12-13-14-15-17-19-22-25-28 12-25: 12-13-14-15-16-17-19-21-23-25 12-26: 12-13-14-15-16-17-19-21-23-26 12-27: 12-13-14-15-16-17-19-21-24-27

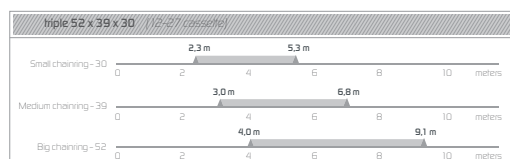
Groupset	Crank versions	Crank lengths	Cassettes
	50x34 50x36 52x36 52x38	165 170 172.5 175 177.5 180mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-25: 11-12-13-14-15-17-19-21-23-25 11-26: 11-12-13-14-15-17-19-21-23-26 11-28: 11-12-13-14-15-17-19-22-25-28 12-25: 12-13-14-15-16-17-19-21-23-25 12-26: 12-13-14-15-16-17-19-21-23-26 12-27: 12-13-14-15-16-17-19-21-24-27



What does compact mean?

Just like standard cranksets, Compact uses 2 chainrings. But instead of having a 130mm bolt circle diameter (BCD), it has a 110mm BCD. This difference in bolt circle diameter enables you to mount smaller chainrings than on a standard crankset (compact chainrings are therefore not compatible with standard cranks). With a compact, 50x34 and 50x36 chainring combinations are now possible.

Road gear ratios (based on common specifications):



Why choose compact?

- Compact offers simple and crisp shifting like a standard set up.
- You ride in a more comfortable position - Narrower Q-factor* than a triple crankset.
- Climbing becomes painless – it is the lightest transmission combination on the market.
- Climbing is easy on the low gears and descending is fun on the harder gears – Thanks to the wide gear range.
- You take full advantage of your 20 gears - Fewer crossovers.

*Def: The Q-factor refers to the distance between the left and right pedals.

SHIMANO

41

SHIMANO

SHIMANO DURA ACE Di2

Di2
DIGITAL INTEGRATED INTELLIGENCE



DURA-ACE
EVOLUTION OF PERFECTION

The new DURA-ACE Di2. The electronic road components featuring Di2 technology. An addition to the new mechanical DURA-ACE series, it delivers state-of-the-art shifting technology. From the leader in innovation and design. It's time for a revolutionary road racing feeling.

Experience the evolution of perfection. www.dura-ace.com

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DURA-ACE

EVOLUTION OF PERFECTION

Di2

DIGITAL INTEGRATED INTELLIGENCE

DURA-ACE Di2

■ Why digital shifting?

This is currently one of the most hotly discussed topics in road cycling circles.

Compared to its mechanical counterpart, digital shifting with Shimano's Di2 (Digital Integrated Intelligence) technology offers lots of advantages that make it attractive to pro riders and road racing enthusiasts.

- **Faster gear shifting:** When the shift button is pressed, the front or rear derailleur immediately moves to the new position, thanks to the digital controls. Just like turning on a light.
- **No manual effort required:** Just a flick of the finger is enough, no need to move levers.
(This is a huge advantage for people who have small hands or when hand-arm movement is restricted.)
- **More precise shifting:** No danger of over- or under-shifting. Digital technology is superior to human abilities when it comes to precision. Shifting is always executed with the same force, with the same precision, and fast as lightning.
- **Automatic trimming:** The computer unit calculates the chain inclination and adjusts the position of the front derailleur like magic, so the chain doesn't rub.
- **Multi-position shifting:** Eliminates the need to change hand position for shifting, e.g. on time trial bar extensions.

The advantages of DURA-ACE Di2 can make the difference between winning and losing in road racing. And for recreational riders who love their road bikes, it helps them to get even more fun out of cycling. DURA-ACE Di2 is definitely a must for anyone who loves innovation.

A test ride says more than a thousand words. When you and your customers have experienced this perfection yourselves, you'll know exactly what we mean!

SHIMANO

Frequently asked questions, and the right answers

Rechargeable battery

■ **How many kilometres can I ride with a fully charged battery?**

Up to 2000 kilometres, but at least 1000. The distance depends on the number of gear shifts and the prevailing temperatures.

■ **Do I need to recharge each time after/before cycling?**

No. Just check battery indicator.

■ **How do I check the battery charging level?**

When you press and hold the shift buttons, the battery charging level is indicated:

Continuous green light: 100%

Flashing green light: 50%

Continuous red light: 25%

Flashing red light: 0%

■ **What happens when the battery runs down?**

When the battery power falls below 25%, a red warning light will start to shine continuously on the cable control unit, but you will still be able to change gears over a distance of approx. 250 kilometres! In the worse case, first the front derailleur, then the rear derailleur will stop at its current position. But you will still be able to ride.

■ **How long does it take to recharge the battery?**

Approx. 1.5 hours.

■ **How many times can I recharge the battery?**

Shimano guarantees at least 500 recharging cycles.

■ **Can the battery holder interfere with the bottle cage?**

Yes, with very small frame sizes. This can be solved by using a battery mount adaptor (ISMB401).

■ **Is the battery already charged when I buy it?**

No, it should be charged before taking your first ride. (The battery loses power over time, similar to that of a mobile phone.)

■ **Will the battery charger be delivered with the bike?**

We recommend that it should, but this depends on the bike manufacturer.

■ **Where can I buy a new battery and what will it cost?**

The battery is a unique design and will be available at bike dealers.
The recommended retail price is about 70 euros.

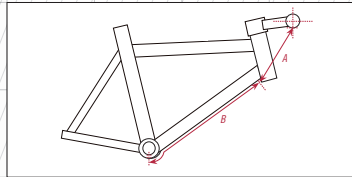


SHIMANO

Cables

■ How can I calculate the correct length of the external electric wires?

The optimum length is calculated as follows:
 $\text{Length} = A + B - 30$



There are three different lengths of wires available:

Wire length / Length range
 S = 650 - 770 mm
 M = 710 - 830 mm
 L = 770 - 890 mm

■ When the electric wire is broken, do I need to replace the complete wire?

The wire is one unit, so if it breaks, the whole wire has to be replaced.

■ How can I fix the external wire on the frame?

There is a special wire cover which is available in black, white and grey.

Switches

■ Is there an electric switch available for multi position on the handlebar?

Yes. This will be available from 2010.

■ How many switches can I combine?

Only one additional switch can be used in combination with ST-7970 or ST-7971.



Miscellaneous

■ What will the group cost?

The digital DURA-ACE Di2 will cost approx. 50% more than the mechanical DURA-ACE version.

■ What is the weight difference?

The weight difference versus DURA-ACE is + 56 grams.

■ Is it possible to upgrade from the predecessor model DURA-ACE 7800 (up to 2008) to Di2?

Unfortunately, this will not be possible.

■ Is there a reach adjuster?

Yes, the reach can be adjusted as desired.

■ Are there any restrictions regarding the cassette sprockets?

No, except that the 11-28 cassette cannot be used because the capacity is not sufficient.

■ How do you adjust the system?

Adjustment can be done at the control unit for the wire.

■ Does Shimano offer special DURA-ACE Di2 training for dealers?

Yes, the national Shimano distributors offer such technical training courses. Please contact your distributor to find out the dates.

■ What happens if the bicycle falls on the rear derailleur?

There is a special safety mechanism that releases the rear derailleur to prevent it from being damaged. Pressing the button on the junction for 5 seconds or more will restore the connection between the motor and the rear derailleur.

DURA-ACE
 EVOLUTION OF PERFECTION

Di2
 DIGITAL INTEGRATED INTELLIGENCE

www.dura-ace.com

3