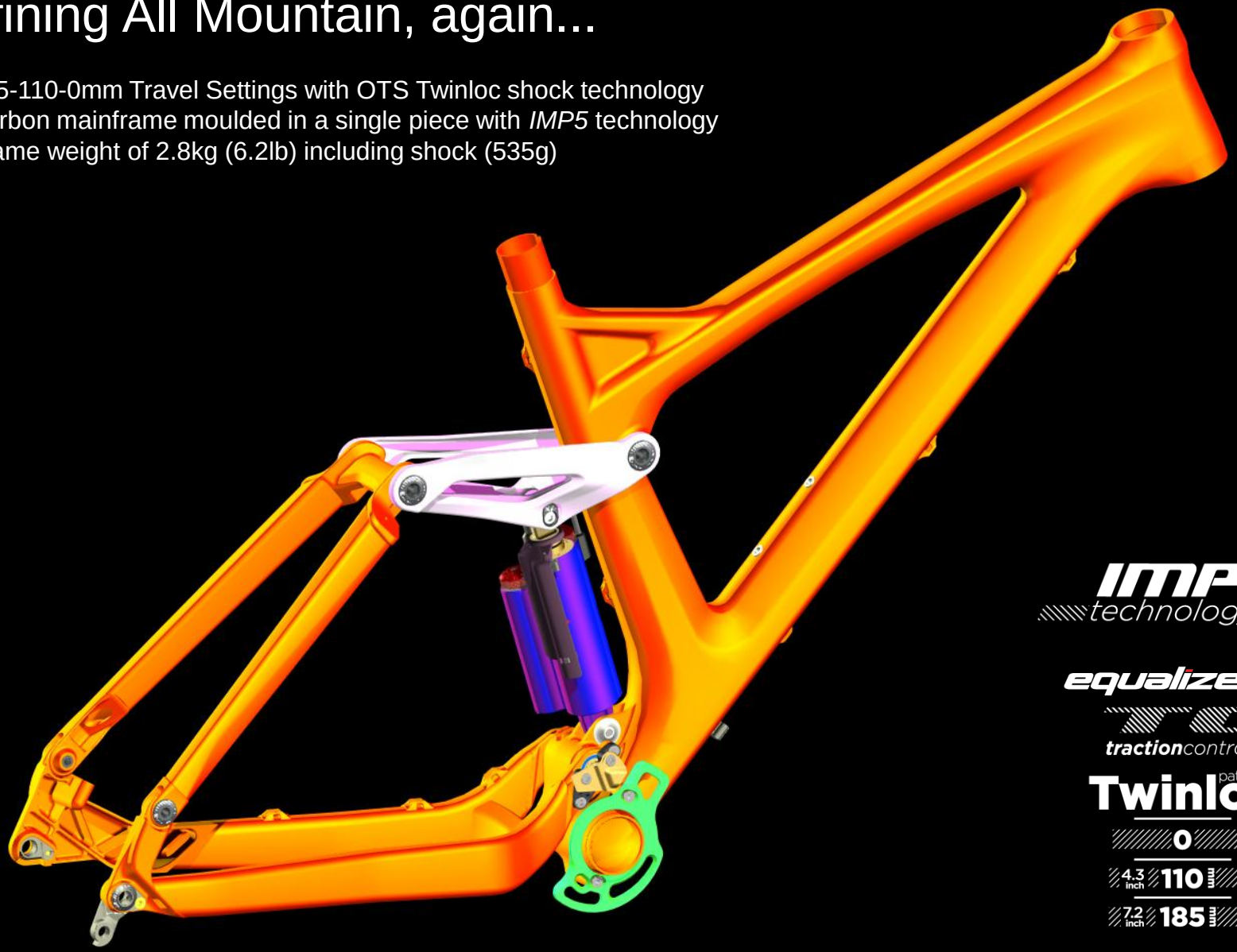
Genius LT

SCOTT

Redefining All Mountain, again...

- 185-110-0mm Travel Settings with OTS Twinloc shock technology
- Carbon mainframe moulded in a single piece with *IMP5* technology
- Frame weight of 2.8kg (6.2lb) including shock (535g)



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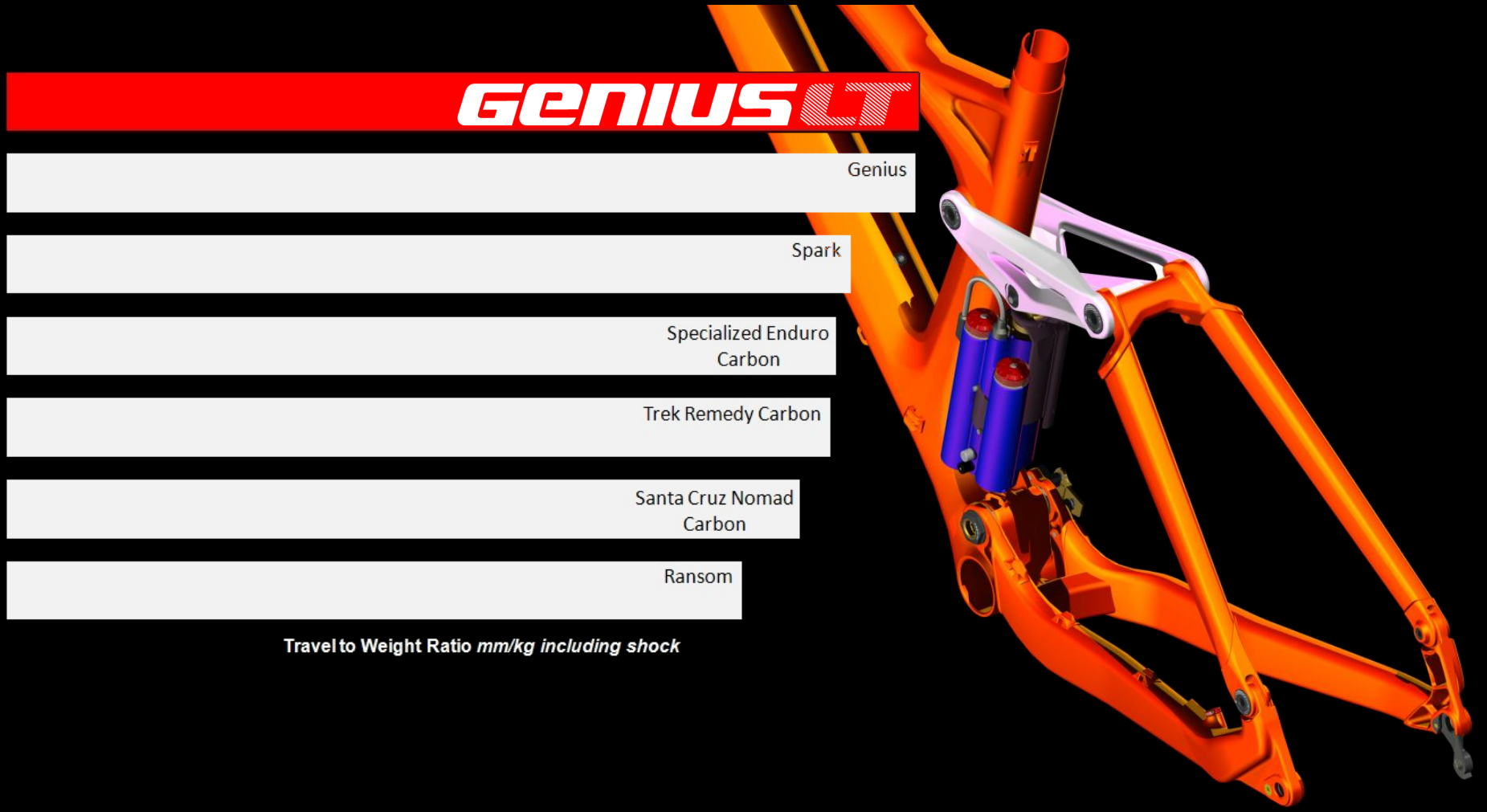
Lighter, longer All Mountain performance

- Travel to weight ratio equal to Genius trail bike – more travel per gram than Ransom and even Spark



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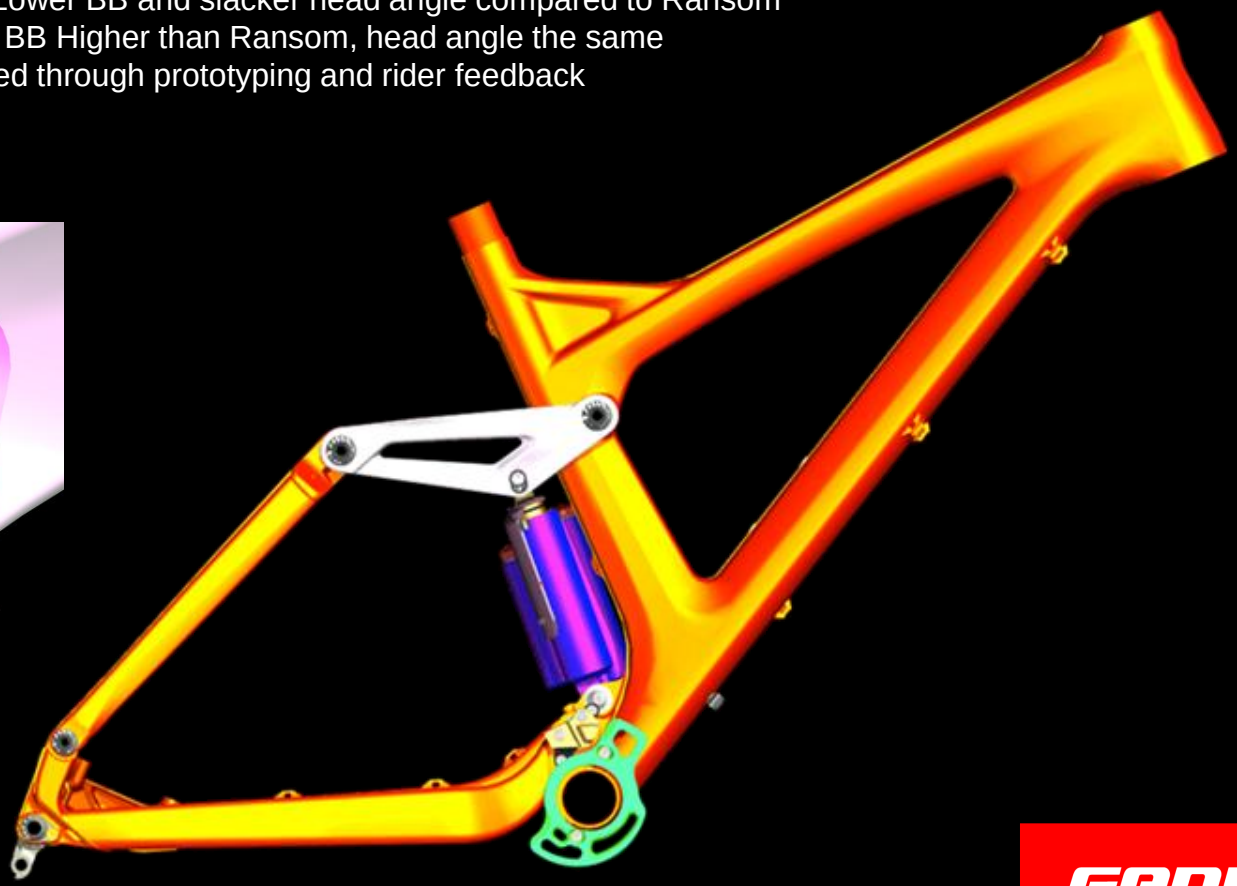
	SPARK	GENIUS	GENIUS LT	VOLTAGE FR	GAMBLER
Travel	110mm 4.4in	150mm 5.9in	185mm 7.3in	135-180mm 5.3 – 7.1in	190-230mm 7.5-9.1in
Uphill	75%	50%	40%	5%	
Downhill	25%	50%	60%	95%	100%

Geometry – Ransom Refined

- Two geometry settings for versatility, changed in seconds with shock chip
- Low Position - Lower BB and slacker head angle compared to Ransom
- High Position – BB Higher than Ransom, head angle the same
- Geometry refined through prototyping and rider feedback



	Ransom	GENIUS LT	
		Low	High
Rear Wheel Travel	165mm - 6.5''	185mm - 7.3''	189mm - 7.4''
BB Offset	16mm - 0.6''	15mm - 0.6''	23mm - 0.9''
BB Height with Schwalbe 2.4” @ Zero Travel	360mm - 14.2''	359mm - 14.1''	367mm - 14.4''
Head Angle	67°	66.3°	67°
Chainstay Length	430mm - 16.9''	428mm - 16.9''	426mm - 16.8''

Full Geometry

Low Standover Height

- Standover is similar to Ransom, even with +20mm travel
- Important for rider confidence

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Updated Geometry, Improved Kinematic

- Frame and shock developed as a system in collaboration with DT Swiss
- Complete control of kinematic and shock curve

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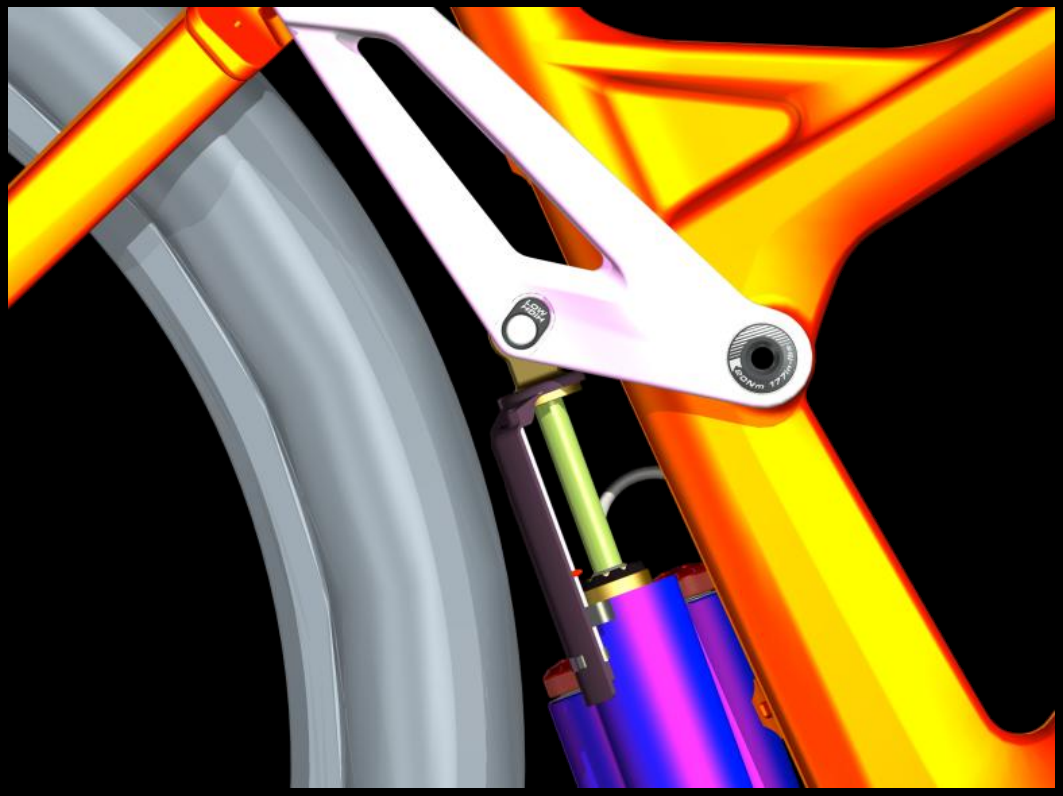
equalizer 3

- Building on proven Equalizer 2 shock
- Shock is inverted compared to Equalizer 2, this;

  - Increases clearance allowing our existing OTS technology to be applied to a bike with such long travel and short chainstays
  - Reduces the bike's unsprung mass by 400g enabling the swing arm to react faster to impacts
  - Lowers the bike's centre of gravity during impacts



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DT SWISS

Genius LT

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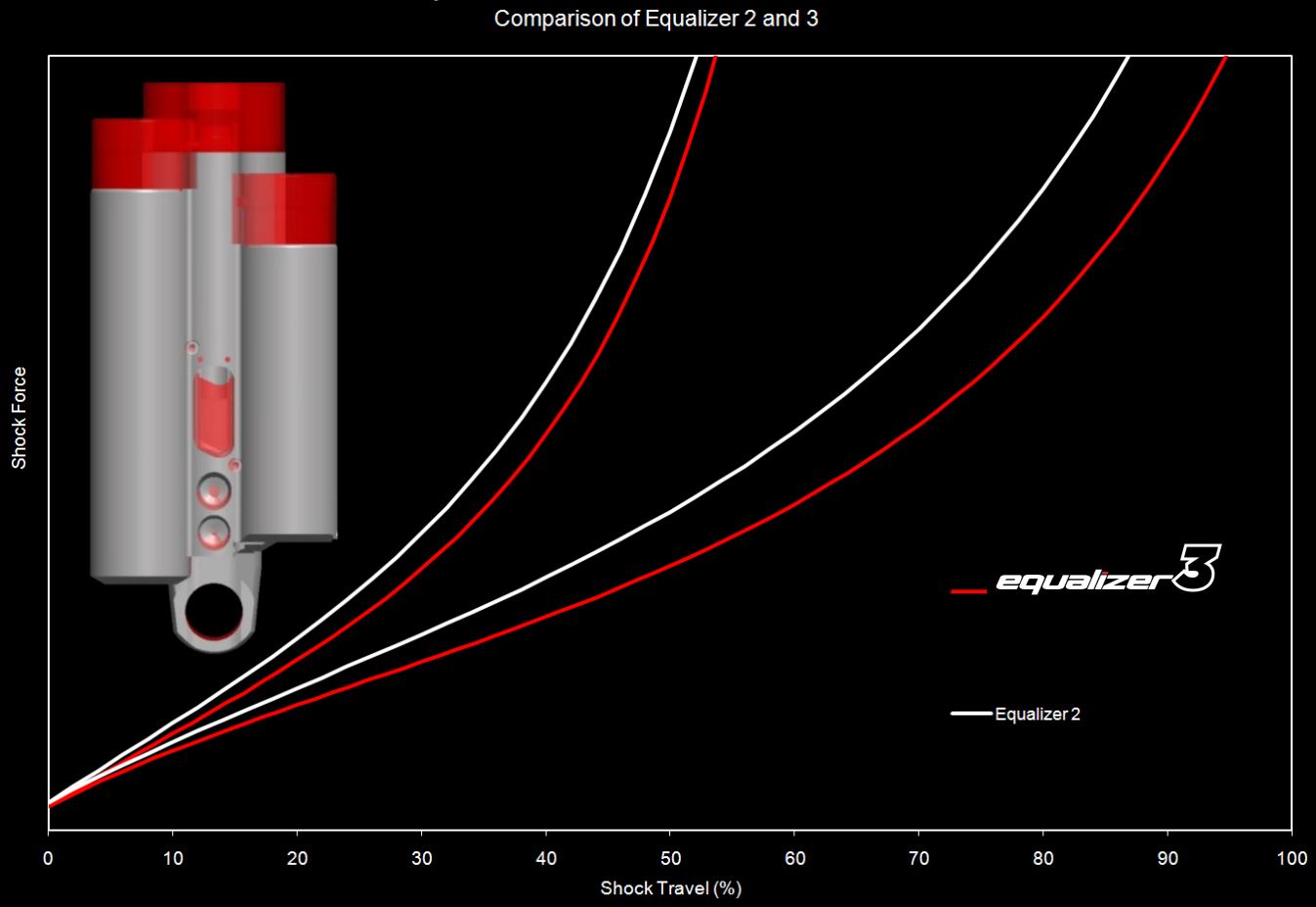
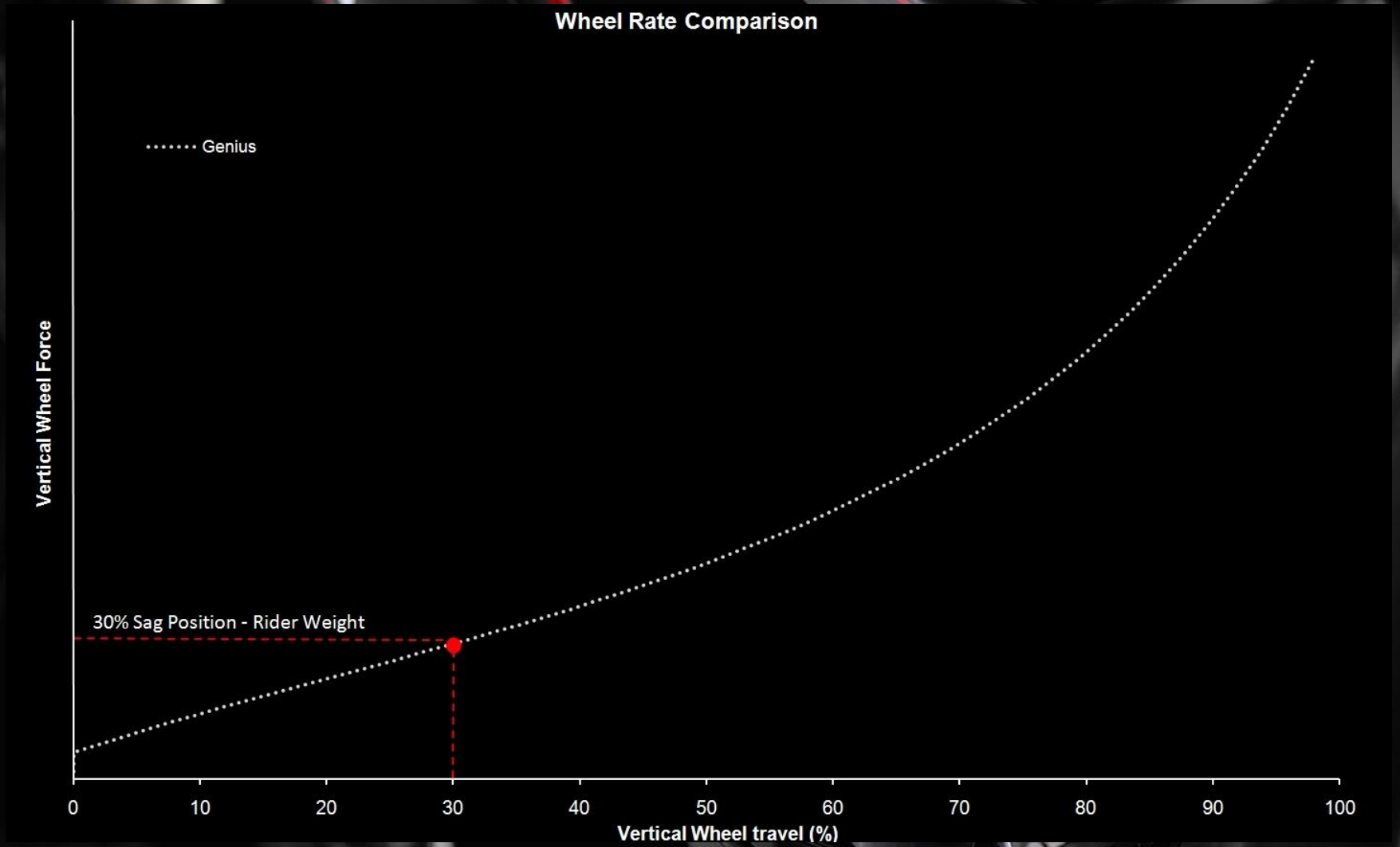
equalizer 3

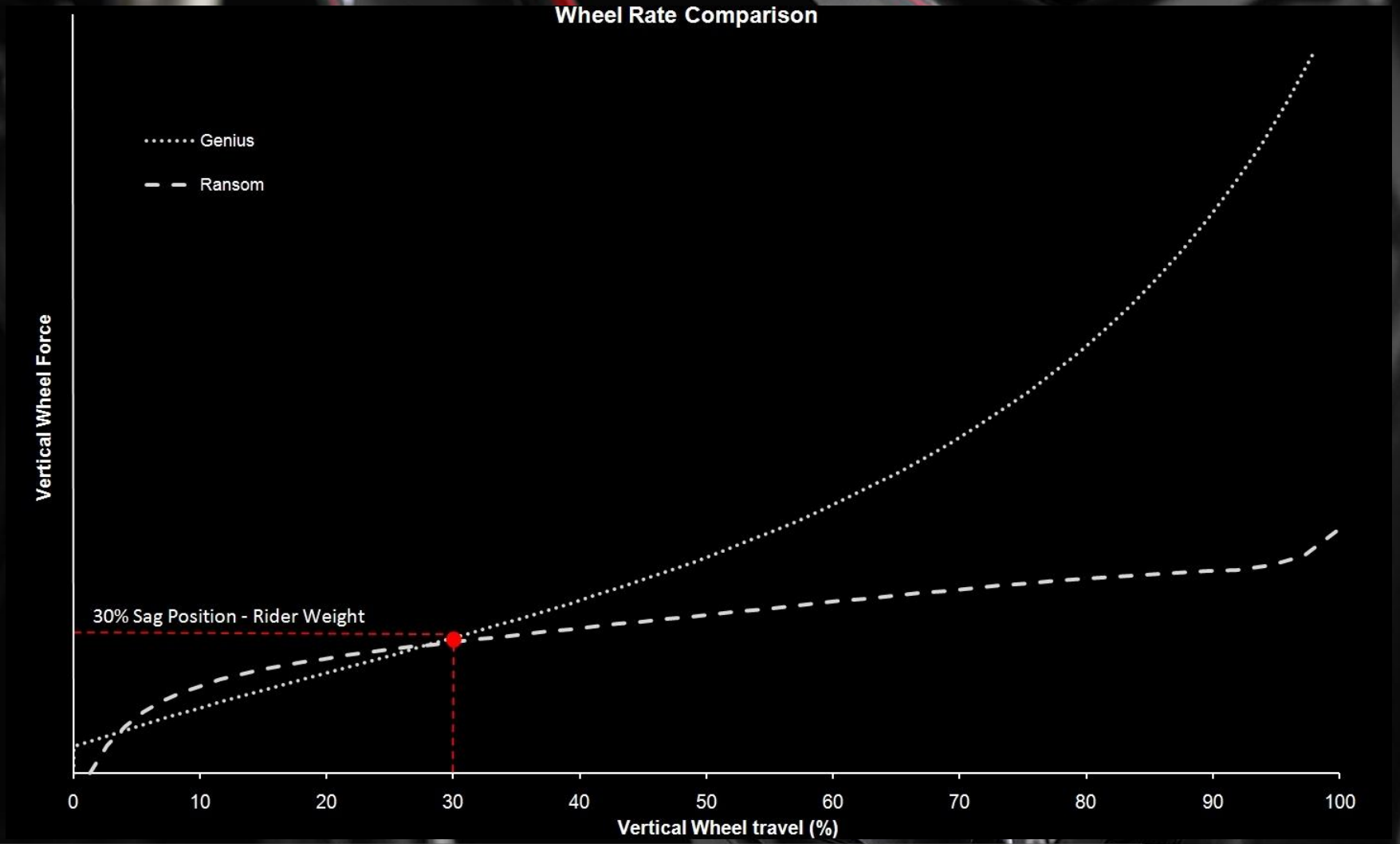
- Stroke increased from 50-65mm ratio reduced 3:1 to 2.8:1, reducing shock pressures 15%
- Sag Indicator – Ease of shock setup greatly improved
- Improved sealing at main piston and traction control cable entry
- New fender design encloses shock
- More Linear – Volumes Adjusted





Updated Kinematic

- Kinematic targets and performance were well defined from history
- Final kinematic between progressive Trail Bike curve of Genius, and linear curve of Ransom



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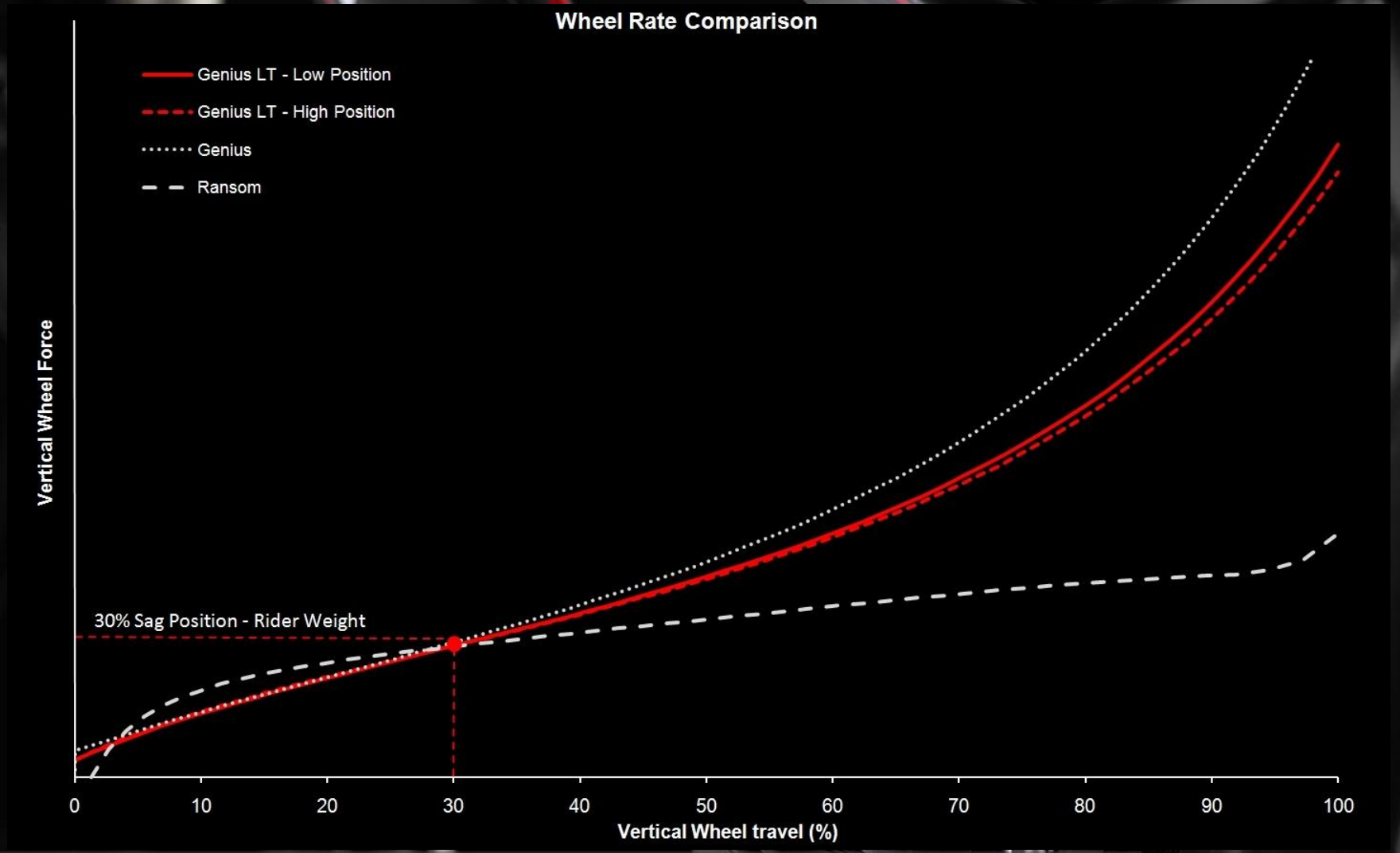

Updated Geometry, Improved Kinematic

- Kinematic targets and performance were well defined from history
- Final kinematic between progressive Trail Bike curve of Genius, and linear curve of Ransom

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Twinloc System on all models

- Still unique in the industry
- The tool that frees us to design such a versatile bike

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equalizer 3

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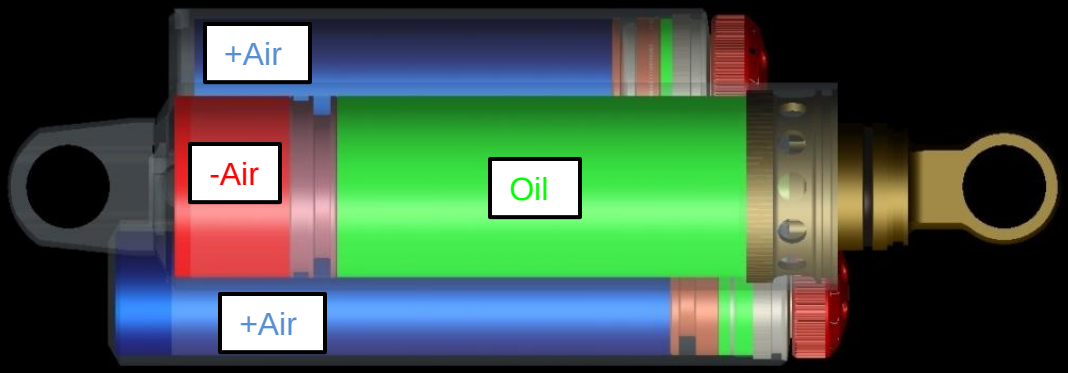
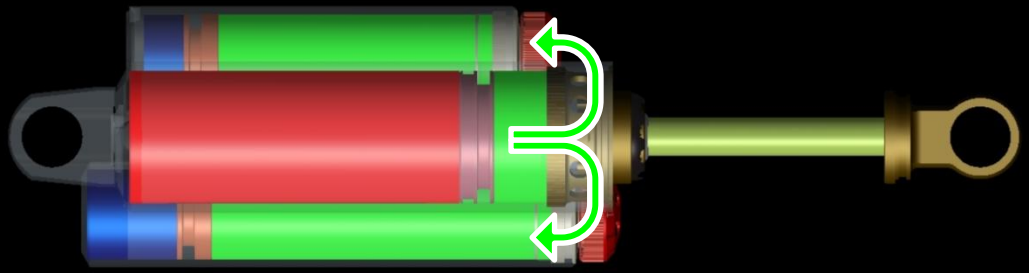
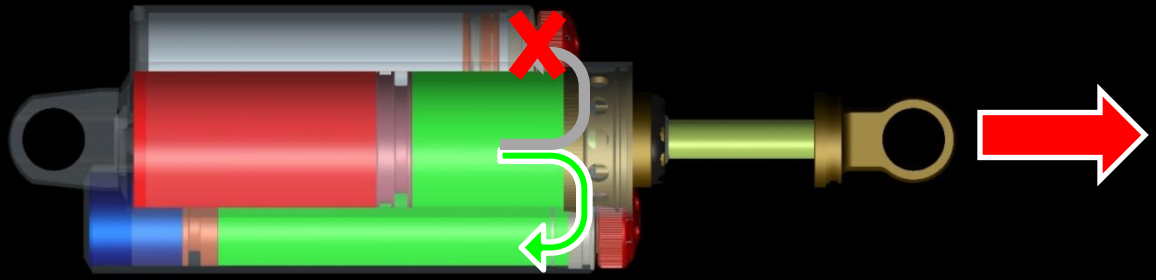
DT SWISS





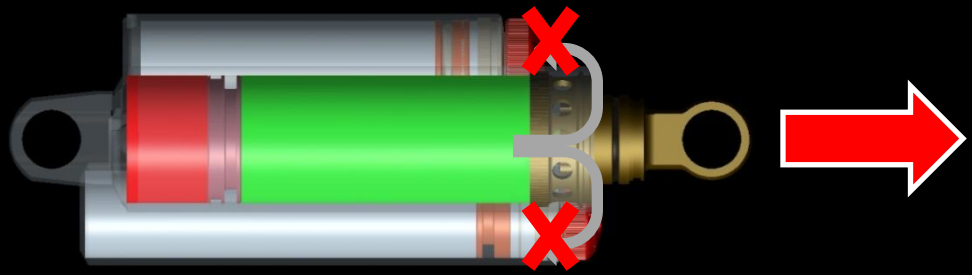
Full Mode

Oil is transferred to compress both positive air chambers



tractioncontrol

The small positive air chamber is closed. Reduced positive air volume increases spring rate and shock stroke



Lockout

Both positive air chambers are closed. The oil in the main chamber is incompressible. The shock is locked out

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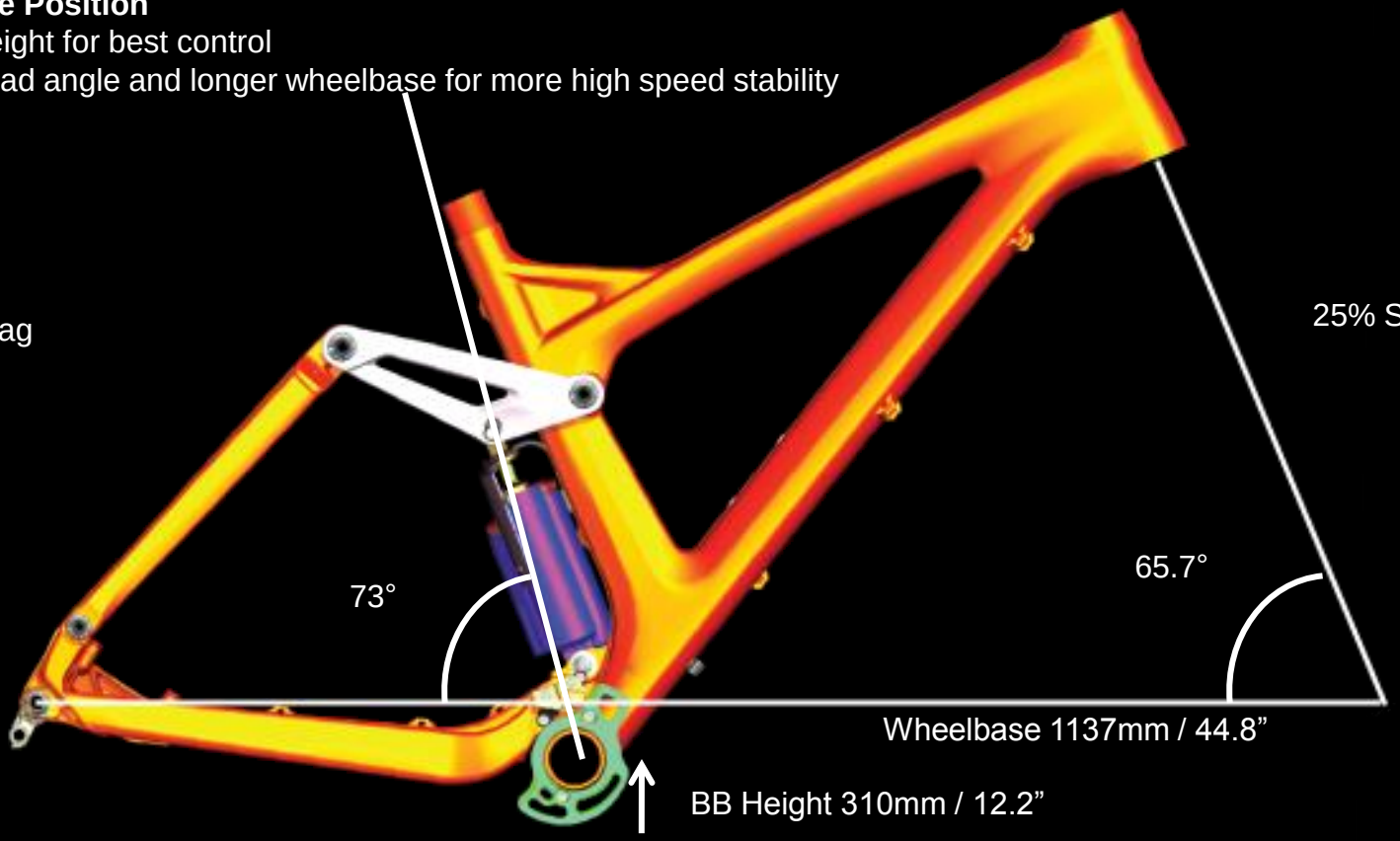
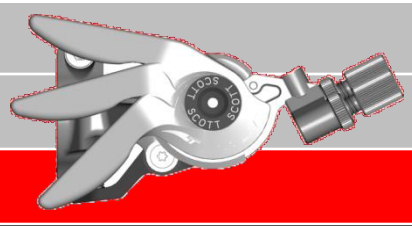
FULL MODE – Ride Position

- Low BB height for best control
- Slacker head angle and longer wheelbase for more high speed stability



(Low BB Setting)

Rear Wheel Travel	patented Twinloc	Front Wheel Travel
0	*Lockout*	0
4.3 inch 110 mm	*traction*control	180mm - 7.1”
7.2 inch 185 mm	*Full Mode*	180mm - 7.1”



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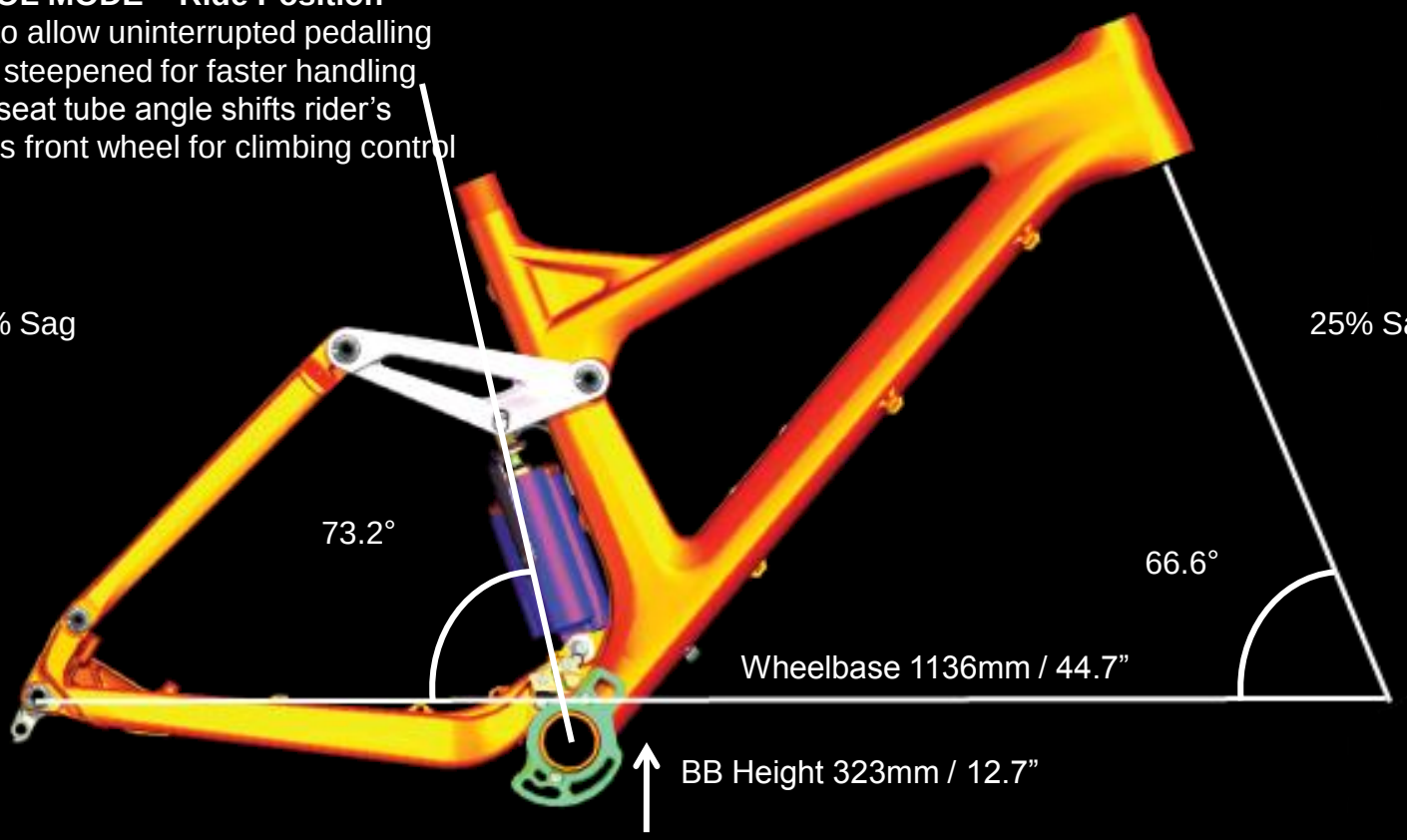
TRACTION CONTROL MODE – Ride Position

- BB Raised to allow uninterrupted pedalling
- Head angle steepened for faster handling
- Steepened seat tube angle shifts rider's weight towards front wheel for climbing control

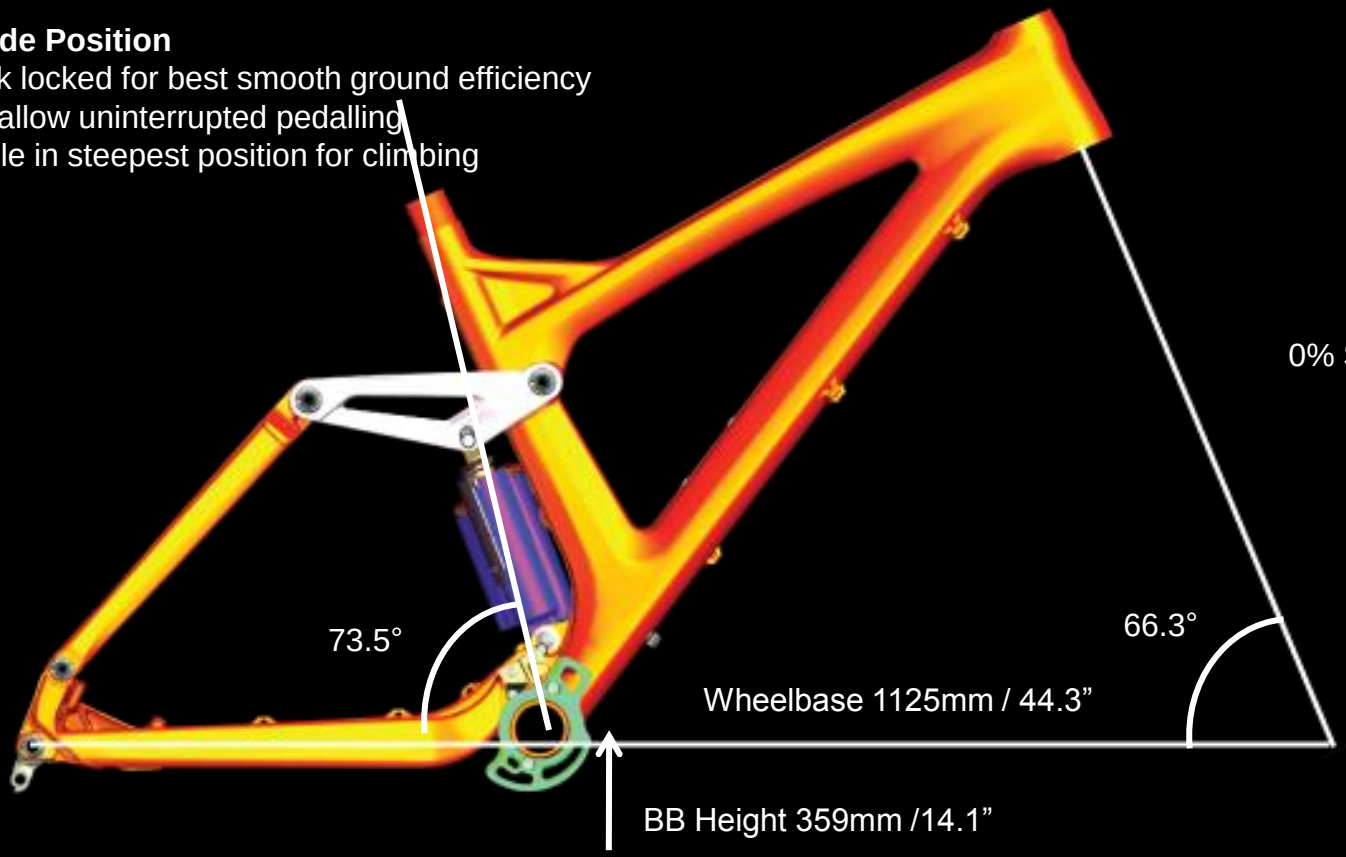


(Low BB Setting)

Rear Wheel Travel	patented Twinloc	Front Wheel Travel
0	*Lockout*	0
4.3 inch 110 mm	*traction control*	180mm - 7.1”
7.2 inch 185 mm	*Full Mode*	180mm - 7.1”

LOCKOUT MODE – Ride Position

- Fork and shock locked for best smooth ground efficiency
- Highest BB to allow uninterrupted pedalling
- Seat Tube angle in steepest position for climbing



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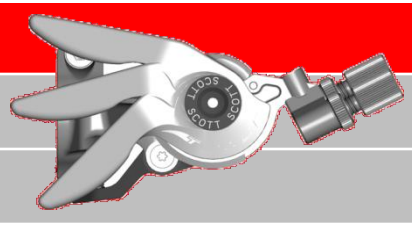

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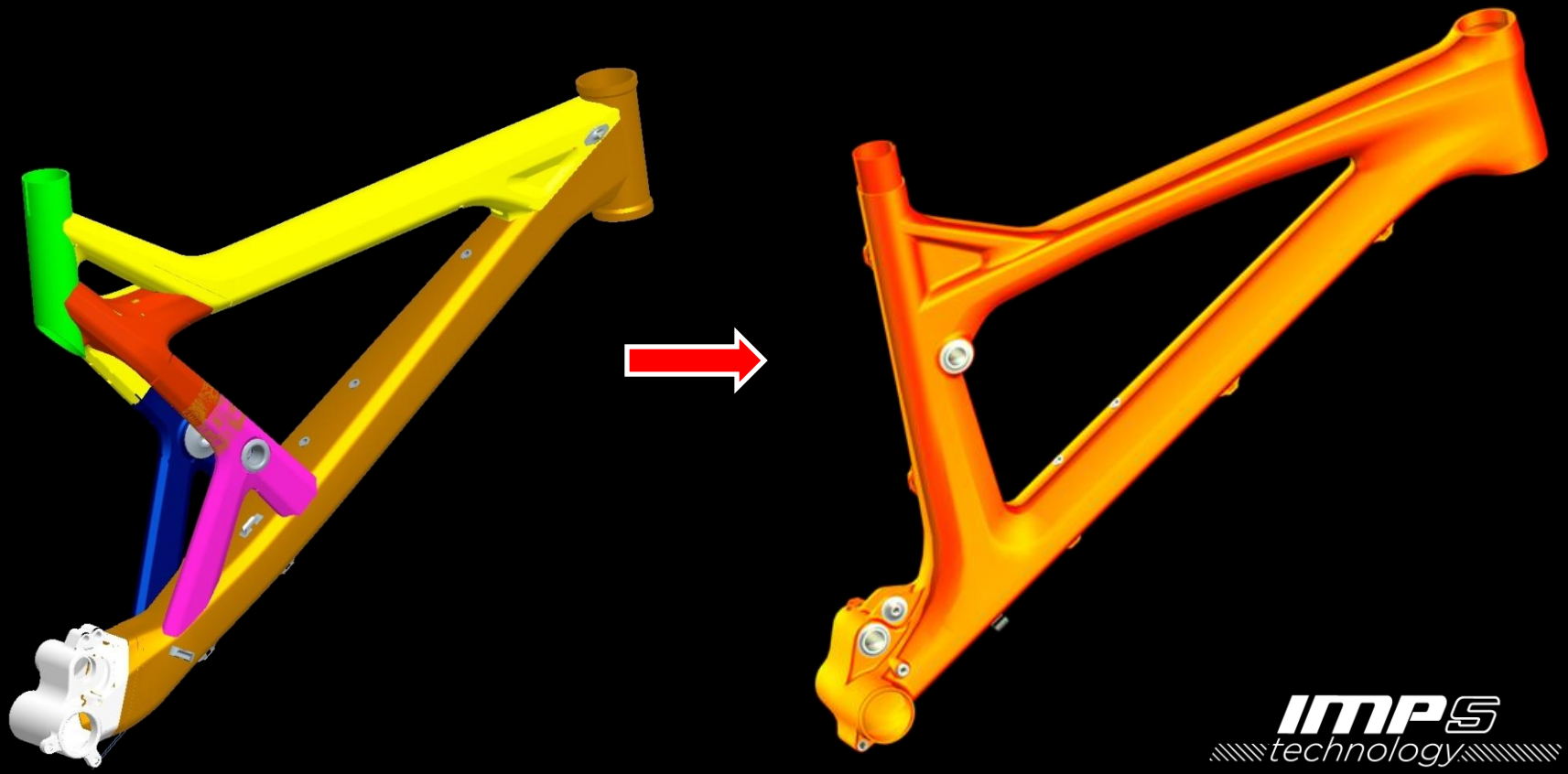
Mainframe Structure –

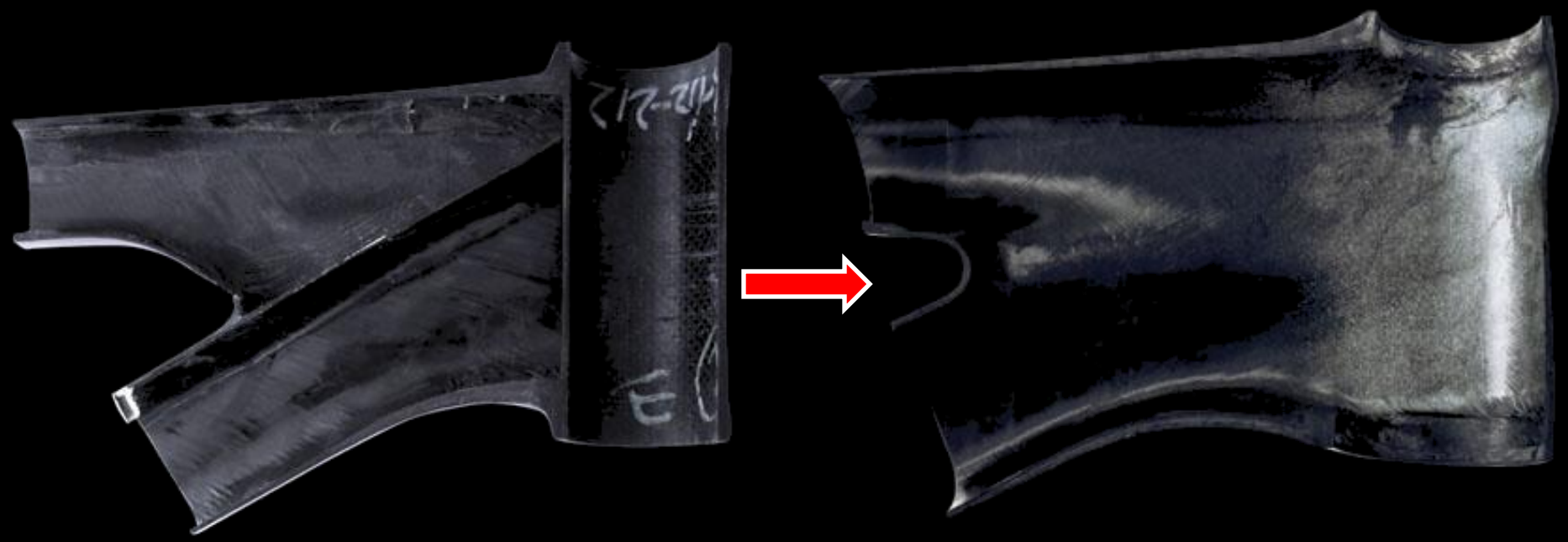
- One piece carbon Mainframe with *IMP5* technology
- Tapered head tube increases stiffness and steering precision and allows the down tube/ head tube junction to be optimized

B.B
I92
P.F.

Mainframe Structure –

- IMP5 allows use to reduce dramatically the separate components require to construct the mainframe





Ransom Head Tube
- Old Tube to Tube process
- Manufacture is convenient but excess material and discontinuity at joint

Genius LT Head Tube
- IMP5 process cancels excess material and allows fibre layers to continue around critical joint
- Rewards of a more complex process

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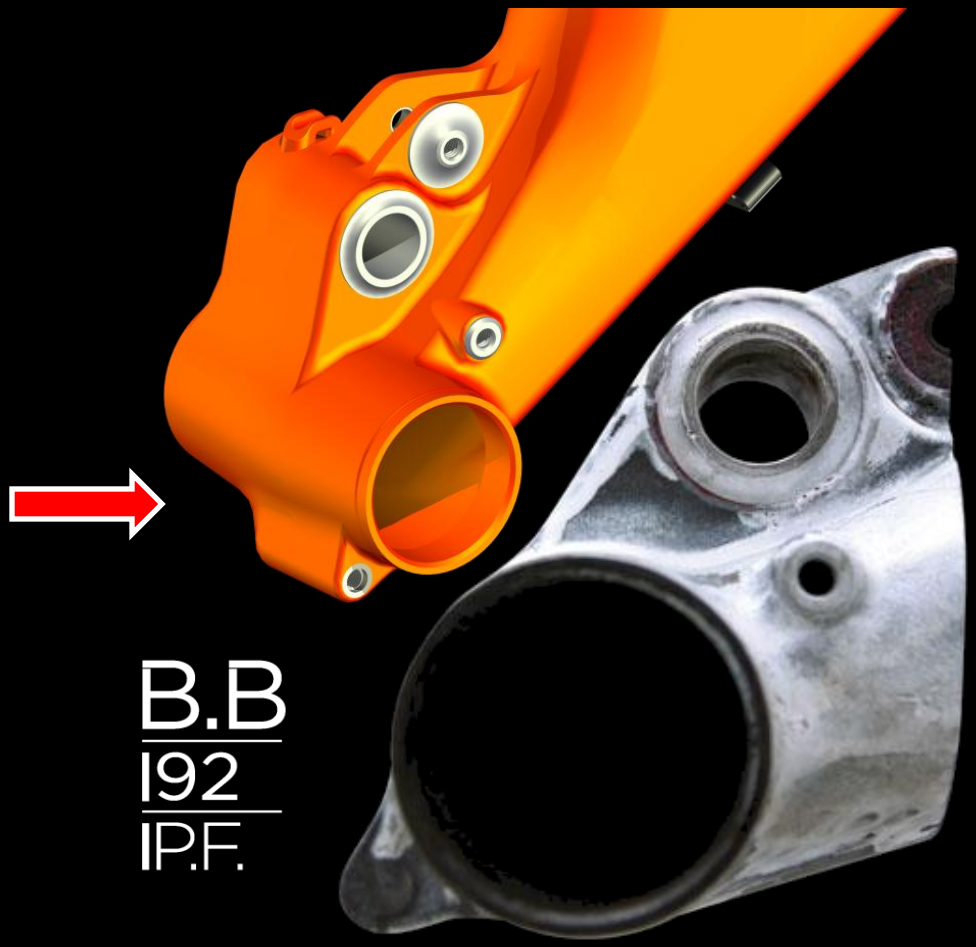
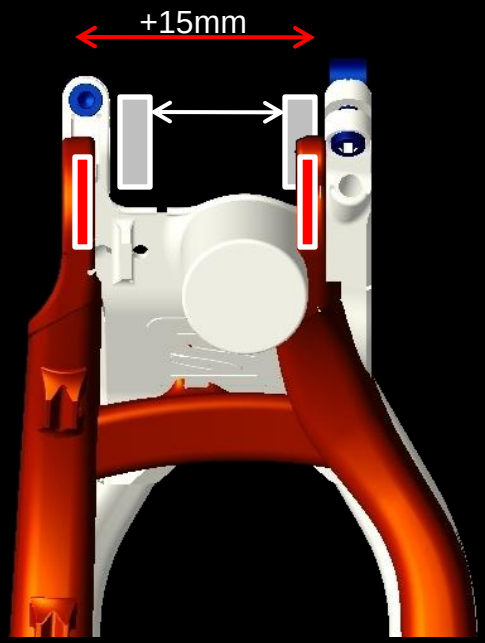
B.B
192
I.P.F.

Ransom Bottom Bracket
- Large alloy piece bonded to carbon structure
- Requires Extra thickness at bond



Genius LT Bottom Bracket Area
- IMP5 process allows us a fully integrated BB and main pivot, no joins, lighter weight, continuous fibres.



Structural design – Stiffness to match Travel

- Oversized bearings and hardware – Main pivot Ø17mm, linkage pivots Ø15mm
- Main pivot bearings are spaced 15mm wider than Ransom to maximise torsional stiffness
- Full length seat tube pivot – meets extra stiffness requirements of longer travel
- CST much longer weld contact than Ransom

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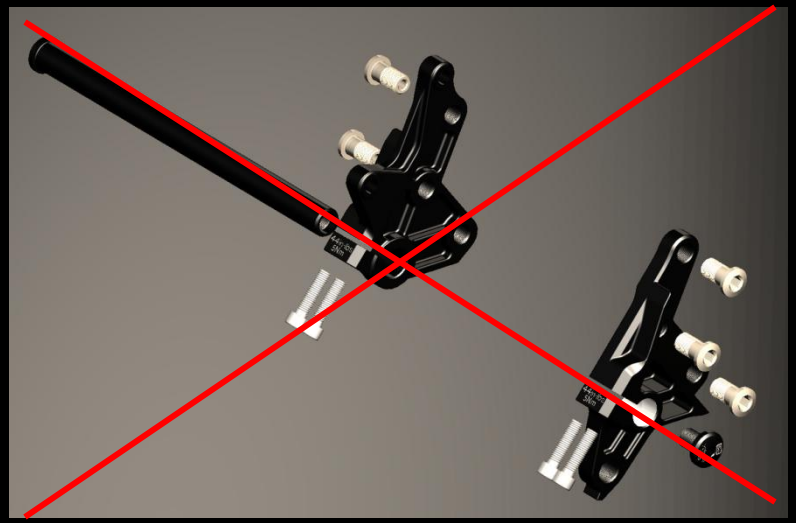
Optimised Linkage

- One piece aluminium design
- Key in providing stiffness to rear triangle

IDS-SL

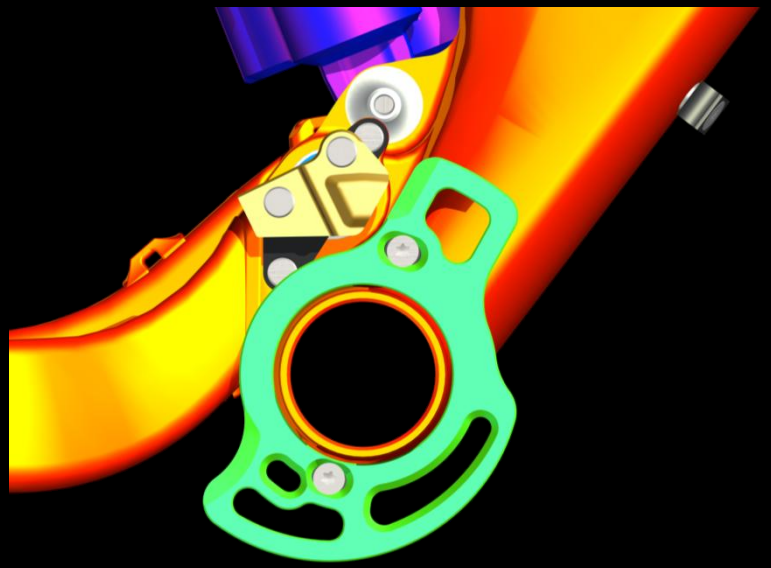
- Our lightest IDS system ever
- Designed for use with DT RWS axle/skewers
- Very simple wheel assembly and tightening
- Three hub options

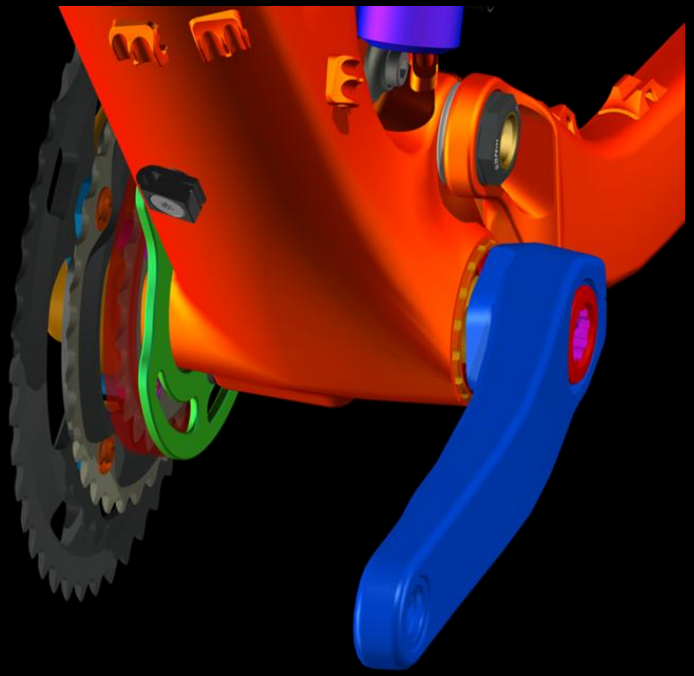


Hub	Axle/ Skewer	IDS LH	Hanger	IDS RH
142x12mm (Genius LT 10,20,30)	12mm RWS 			
135x12mm (Aftermarket)				
135x10mm - 5mm RWS (Genius LT 40)	5mm RWS 			

DIRECT POSTMOUNT 180

- Stiffer mount
- Caliper and cable protected, cancelled parts save weight





Chain Blocker

- Plate sandwiches chain between small chainring
- Compatible with 3x and 2x chainsets
- Prevent chain drop damaging frame

ISCG 05

- Optional adaptor for riders wishing to run a chain device for single or 2x chainset
- Removable to leave clean light mainframe

Tyre Clearance

- Increased 4mm compared to Ransom chain stay

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Cable Routing

- Full length housings throughout – best sealing and security
- All Cables run under down tube – zip tie guides allow fiddle free cable replacement
- Clean routing for telescopic seat post – cable or hydraulic

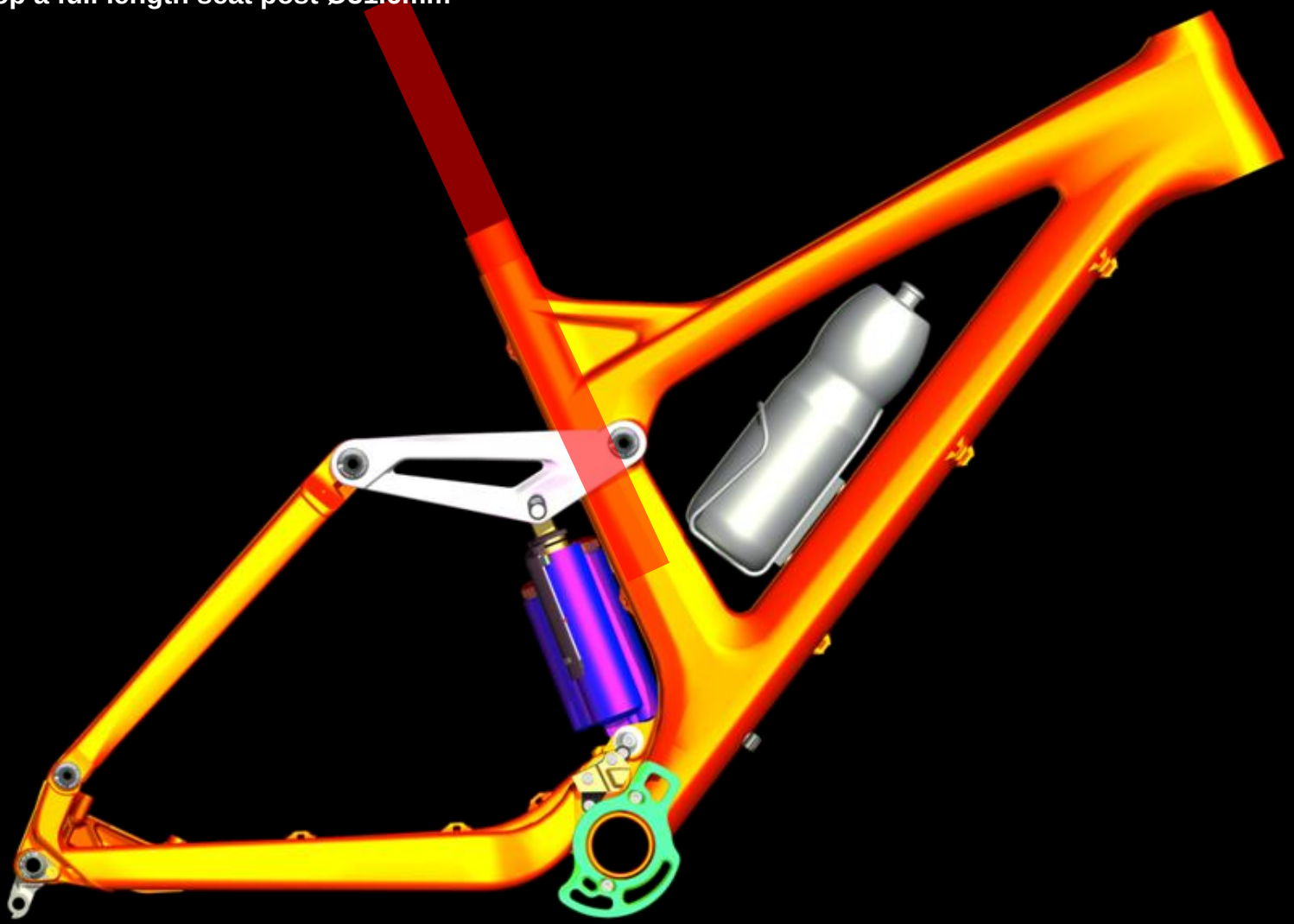
Internal CST Cable routing

- Rear Derailleur cable runs inside RH CST
- Cable is protected, lines are clean

scr cablerouting

Versatility

- **Accepts 750ml water bottle**
- **Possible to drop a full length seat post Ø31.6mm**



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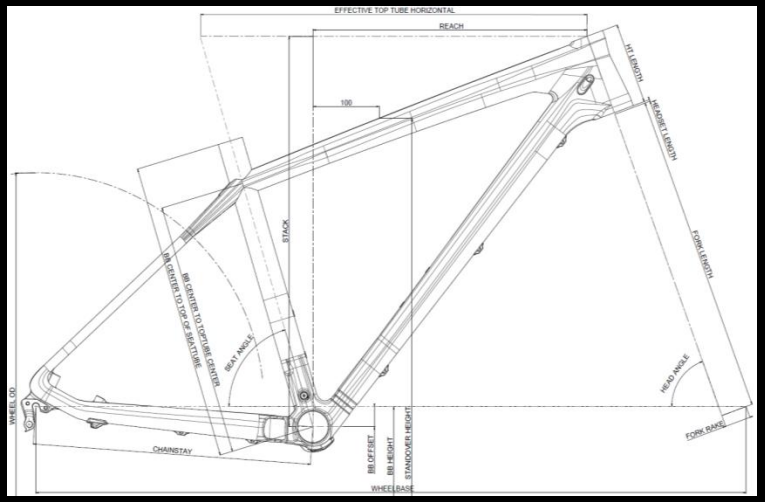

Size	S		M		L	
Chip Setting	Low	High	Low	High	Low	High
Vertical Rear Wheel Travel mm	186	190	186	190	186	190
Fork Rake mm	41					
Head Tube Angle mm	66.3°	67.0°	66.3°	66.9°	66.3°	66.9°
Fork Length mm	565					
Lower Headset Length mm	3					
Head Tube Length mm	120					
Horizontal Top Tube Length mm	560	558	585	583	610	608
Top Tube Actual Length mm	502		523		544	
Seat Tube Angle	73.5°	74.2°	73.5°	74.1°	73.5°	74.1°
BB Centre to Top of Seat Tube mm	440		460		490	
BB Centre to Top Tube Centre mm	440		460		490	
Chainstay Length mm	428	426	428	426	428	426
BB Offset mm	15	23	15	23	15	23
BB Height @0% Travel mm	358	367	15	23	15	23
Wheel OD mm	687					
Standover Height @100mm fwd BB mm	775	788	775	776	783	796
Wheel Base mm	1125	1122	1150	1147	1175	1172
Reach mm	383	390	408	414	433	439
Stack mm	599	594	599	594	599	594
Stem Length mm	60		60		70	
Cockpit Length mm	620	618	645	643	680	678

Size	S		M		L	
Chip Setting	Low	High	Low	High	Low	High
Vertical Rear Wheel Travel "	7.3	7.5	7.3	7.5	7.3	7.5
Fork Rake "	1.6					
Head Tube Angle	66.3°	67.0°	66.3°	66.9°	66.3°	66.9°
Fork Length "	22.2					
Lower Headset Length "	0.1					
Head Tube Length "	4.7					
Horizontal Top Tube Length "	22.0	22.0	23.0	23.0	24.0	23.9
Top Tube Actual Length "	19.8		20.6		21.4	
Seat Tube Angle	73.5°	74.2°	73.5°	74.1°	73.5°	74.1°
BB Centre to Top of Seat Tube "	17.3		18.1		19.3	
BB Centre to Top Tube Centre "	17.3		18.1		19.3	
Chainstay Length "	16.9	16.8	16.9	16.8	16.9	16.8
BB Offset "	0.6	0.9	0.6	0.9	0.6	0.9
BB Height @0% Travel "	14.1	14.4	0.6	0.9	0.6	0.9
Wheel OD "	27.0					
Standover Height @100mm fwd BB "	30.5	31.0	30.5	30.6	30.8	31.3
Wheel Base "	44.3	44.2	45.3	45.2	46.2	46.2
Reach "	15.1	15.3	16.0	16.3	17.0	17.3
Stack "	23.6	23.4	23.6	23.4	23.6	23.4
Stem Length "	2.4		2.4		2.8	
Cockpit Length "	24.4	24.3	25.4	25.3	26.8	26.7