



**SCOTT 2011
BIKE OWNERS
MANUAL**

SCOTT SPORTS SA | 17 RTE DU CROCHET | 1762 GIVISIEZ | SWITZERLAND
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GENIUS LT





The Genius LT should be adjusted exactly to the current rider for reaching maximum safety and fun while riding. All adjustments should be done at the local Scott dealer or according to this manual.

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GENIUS LT CONCEPT

Genius LT is a new step on All Mountain Bikes, redefining this category of bikes with a maximum travel of 185mm but yet good in uphill sections.

Scott's focus was not only on lightweight but also on a durable frame with an innovative suspension technology in combination with an optimized kinematics of the rear swingarm.

The combination of an optimized kinematics with an extraordinary suspension technology closes the gap between superlight dual-suspension marathon oriented bikes (e.g. Scott Genius) and the new generation of freeride bikes (e.g. Scott Voltage FR).

Genius LT was designed for riders looking for a dual suspended All Mountain Bikes bike offering a maximum rear wheel travel of 185mm.

Scott does not see frame, rear shock and kinematics as single components which are assembled together on a bike, but as a concept with all these components working together and offering an outrageous function by matching perfectly.

The Genius LT Concept is based on a new designed multi-pivot technology.

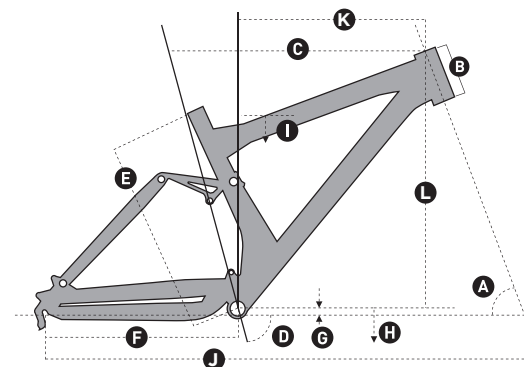
In combination with the linear shock characteristics the chain tension will be reduced and doing so the pedaling will not influence function or movement of the rear swingarm.

The Scott system, named TC (Traction Control) will allow you to reduce by remote control the rear wheel travel from 185mm to 110mm including a more progressive spring rate but still offering a supple break away.

No power will be lost and an optimum power transfer is guaranteed as the swingarm, in contrary to locked or automatic-locking systems, can follow the trail surface and will offer perfect traction and higher speed while standing on the pedals.

In addition the patented Scott TWINLOC system will help you to lock-out the front fork also on the fly with a remote control combined with the one of the rear shock.

GEOMETRY GENIUS LT



Size	S		M		L	
A Head angle	66.3°		66.3°		66.3°	
B Head tube length	120 mm	4.7 in	120 mm	4.7 in	120 mm	4.7 in
C Effective top tube horizontal	560 mm	22.0 in	585 mm	23.0 in	610 mm	24.0 in
D Seat angle	73.5°		73.5°		73.5°	
E BB center to top of seat tube	440 mm	17.3 in	460 mm	18.1 in	490 mm	19.3 in
F Chainstay length	428 mm	16.9 in	428 mm	16.9 in	428 mm	16.9 in
G BB offset	15 mm	0.6 in	15 mm	0.6 in	15 mm	0.6 in
H BB height	358 mm	14.1 in	358 mm	14.1 in	358 mm	14.1 in
I Standover height	775 mm	30.5 in	775 mm	30.5 in	783 mm	30.8 in
J Wheel Base	1125 mm	44.3 in	1150 mm	45.3 in	1175 mm	46.2 in
K Reach	383 mm	15.1 in	408 mm	16.0 in	433 mm	17.0 in
L Stack	599 mm	23.6 in	599 mm	23.6 in	599 mm	23.6 in
Stem Length	60 mm		60 mm		70 mm	

* All measurements are done with **Geometry Chip in LOW BB setting**.





TECHNICAL DATA GENIUS LT

Travel	185/110/0mm
Suspension Ratio	2.85/1.69/0
Piston stroke	65 mm
Shock length (Eye to Eye)	180mm
Shock Hardware Mainframe	14mm x 6mm,
Shock Hardware Linkage	14mm x 6mm,
Seatpost diameter	31.6mm
Headset	1 1/8" / 1.5", tapered, cups semi-integrated, 50-61mm cup OD
Fork travel	180mm
Fork length	565mm
BB housing	PF BB 92, 73mm, depending on model
Front derailleur	Shimano E-type / SRAM DM S3
Rear Hub Width	135mm, 142mm, depending on model/dropout system
Max tire width	61mm/2.4"
Bearings	4 x 6802/ 2 x 61800/ 2 x 6803
Chainguide	Alloy frame: ISCG 05, carbon frame: with adapter ISCG

GEOMETRY CHIP

With the help of the Geometry Chip you will be able to adjust your BB height above ground in 2 positions:

- Low BB: lower center of gravity over ground, slacker/ more relaxed headangle
- High BB: bigger clearance between pedals/ cranks and obstacles on the ground, steeper headangle



LOW Setting



HIGH Setting

Effect of Changing from LOW to HIGH	Head Angle	Seat Angle	BB Offset	Standover Height	BB Height
	°	°	mm inches	mm inches	mm inches
	0.7°	0.7°	8 0.3	1 0.04	8 0.3





TWINLOC – REMOTE CONTROL LEVER

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

While TRACLOC allowed 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 in combination with Equalizer 3 and a RockShox/SRAM fork on Genius LT 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:

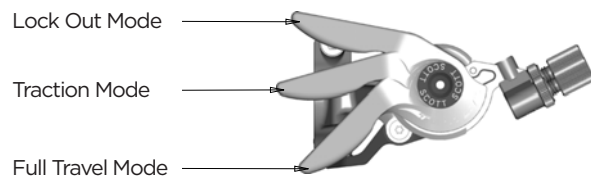
- **Full Travel Mode:** full travel rear, full travel front
- **Traction Mode:** traction mode rear, full travel front
- **Lock-out Mode:** lock-out rear, lock-out front

Scott offers as a spare part the TWINLOC lever for Equalizer 3 for RockShox/SRAM fork with Scott article number 219562.

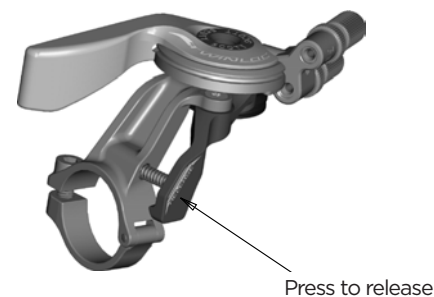
Important: You can only assemble the TWINLOC remote lever in “left side upward position” on the handlebar.

You have 3 positions on the TWINLOC remote lever.

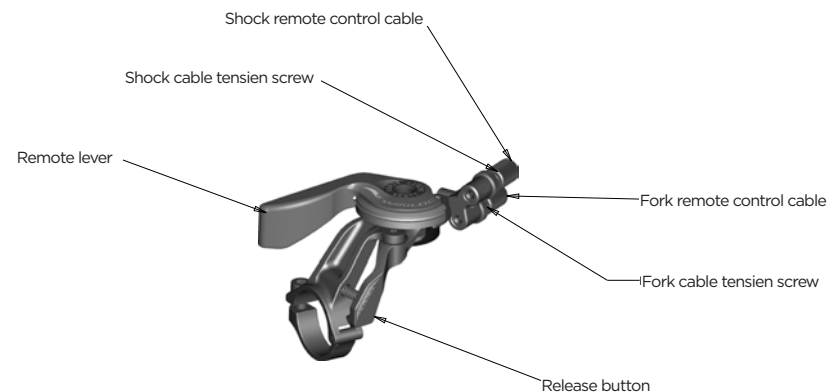
- **most forward position:** lock-out rear, lock-out front
- **middle position:** traction mode rear, full travel front
- **most backward position:** full travel rear, full travel front



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

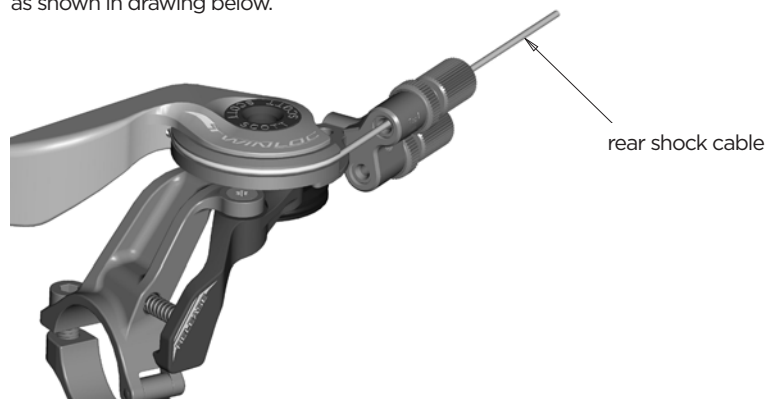


For the different parts of the TWINLOC lever mentioned in the following instruction please refer to the drawing with parts names below:





Please note that the cable for the rear shock is ALWAYS the upper cable on the lever as shown in drawing below.



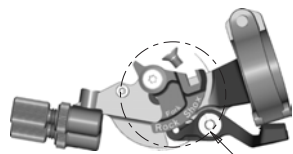
ASSEMBLY OF THE REMOTE CABLE

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:

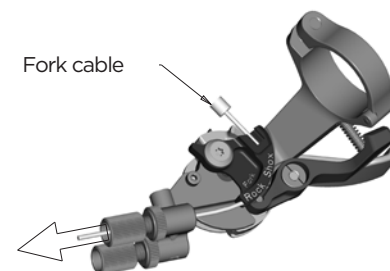


See Detail A

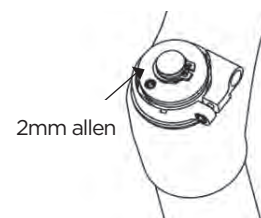


Detail A

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.



Fix the cable with the 2mm allen screw on the barrel adjuster on the fork crown with a tightening torque of 0.9Nm/ 8lb/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.



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".





REAR SHOCK-TECHNOLOGY

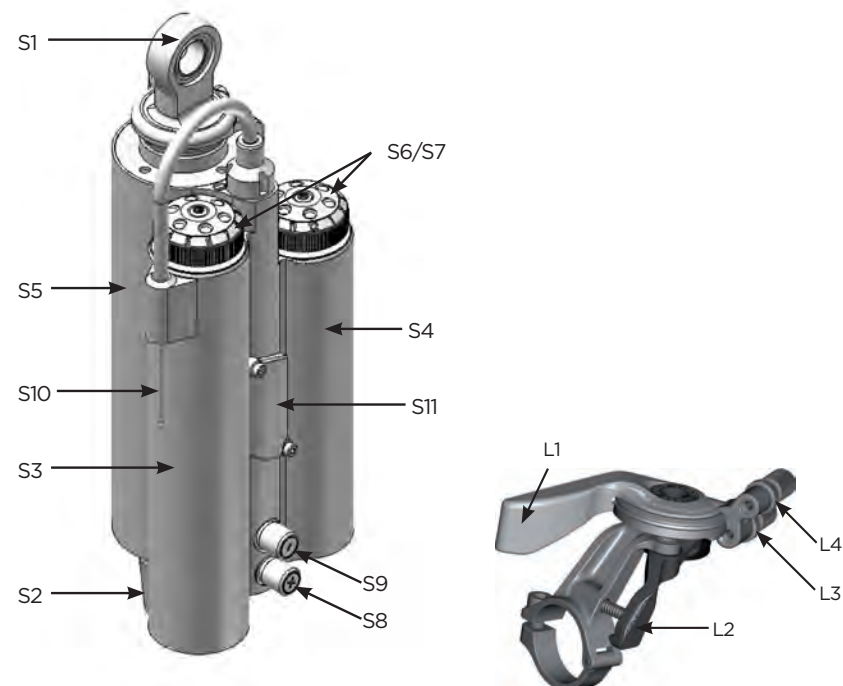
The heart of the TC-System is the new developed and innovative Scott Equalizer 3 Shock made by DT Swiss, offering three functions which make this system possible.

By using the TWINLOC remote lever you can chose following functions on the rear shock:

- 1. ALL TRAVEL MODE:** full travel of 185mm
- 2. TRACTION MODE:** by reducing the internal chamber volume inside the shock the travel of the shock will be reduced to around 60% (approx. 110mm) the characteristic of the air spring gets harder. This results in climbing without "bobbing" and offers still optimum traction of the rear wheel.
- 3. LOCK OUT MODE:** the shock is locked; climbing on asphalt roads is now possible without any power loss. Simultaneous a blow-off-system prevents the shock being damaged in case the rider did not open the system while crossing obstacles.

EQUALIZER 3 SHOCK AND TWINLOC REMOTE CONTROL LEVER

In the drawing of the shock and remote lever, shown below, you will see the parts indicated with numbers which will be used in the manual for the adjustment and set-up.



S1	Top eyelet/ Shock Bolt	L1	Remote Lever
S2	Down eyelet/ Shock Bolt	L2	Release Button
S3	Traction Mode Chamber	L3	Cable Tension Screw Fork Remote
S4	Full Mode Chamber	L4	Cable Tension Screw Shock Remote
S5	Shock Housing		
S6	Rebound- Screw		
S7	Rebound- Screw		
S8	Positive Chamber Valve		
S9	Negative Chamber Valve		
S10	Remote Control Cable		
S11	Cable fixing Screw (hidden behind dust protector plate)		





BASIC SET-UP OF THE TWINLOC REMOTE CONTROL OF EQUALIZER 3 SHOCK

To ensure perfect function of the Equalizer 3 shock it is very important to follow the steps shown below exactly.

Please note that the following explanation shows a complete exchange/replacement of the cable, so in case you just want to double check e.g. the cable tension please see only steps 1, 7, 8 and 9.

Important:

For all following actions the TWINLOC lever needs to be in "ALL TRAVEL-MODE" position!



- 1 Remove the cap of the cable housing window on the shock by turning the screws counter clockwise using a 1.5 mm allen key



- 2 remove the end cap of the cable with pliers



- 3 loosen the cable fixing screw (S11) by turning it counter clockwise with a 2mm allen key.



- 4 remove the old cable by pushing/pulling it out from the TWINLOC lever

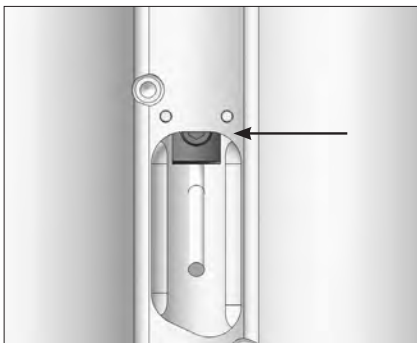


- 5 insert a new cable via lever hole and cable housing and push it into the shock as shown.

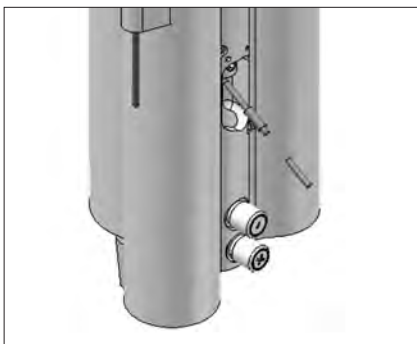




- 6** tighten the cable and fix the cablefixing screw (S11) by turning it clockwise with a 2mm allen key and a max. Tightening torque of 1.6Nm.



- 7** to double check accurate cable tension please push the TWINLOC lever to "Traction mode". The mid of the cable fixing screw (S11) should be at the edge of the upper cable housing window on the shock. For fine tuning please adjust the cable tension via the barrel adjuster (L5) on the TWINLOC lever.



- 8** push the "open ended" cable cap on the cable until it touches the cable sled, fix it by squeezing it with pliers and cut the cable just below the cap. Keep 35mm cable length from the edge of the cable sled.



- 9** remount the cap of the cable housing window on the shock by turning them clockwise using a 1.5 mm allen key and a maximum tightening torque of **0.3 Nm**

Important:

Please note that the maximum pressure of the Equalizer 3 shock is 28.0 bars/406 psi in the positive chamber and 22.4 bars/325 psi in the negative chamber which means a max. Rider weight of 110 kgs/243 lbs incl. riding gear and load.



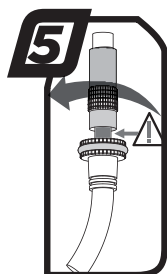
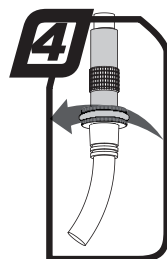
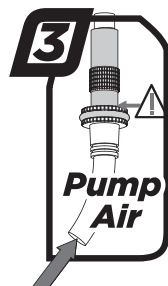
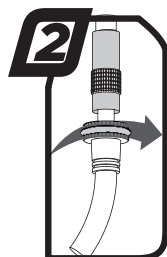
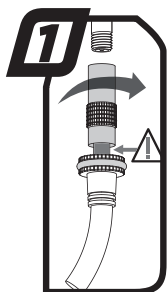


RECOMMENDED TOOLS FOR THE SHOCK SET-UP

For the set-up of the shock we recommend to use a shock pump with a scale up to 40 bars/600 psi with a special air valve connector preventing from air getting away while removing the pump from the shock valve, this will result in an exact air pressure.

Please note that air will flow into the hose and indicator when counterchecking the air pressure, so you have to set up again the recommended pressure after this action.

Make sure to balance at least this air loss when you make a check of the air pressure of the shock. Pls also note that the indicators of shock pumps have a tolerance of max. 10%



SET-UP GENIUS WITH EQUALIZER 3 SHOCK

The Set-Up of the Scott/DT Equalizer 3 Shock can be easy done within a few minutes..

To adjust the air pressure of the air chamber of the Scott Equalizer 2 Shock please refer to the following instruction:



1. remove the valve cap of the positive valve (S8) which is the LOWER valve on the shock body and mount the shock pump with its adaptor on the valve.
2. pump the recommended pressure into the shock. On the shock body you will find a table showing the recommended air pressure of the positive chamber according to the rider's weight.
3. when you reached the needed pressure remove the pump and put the valve cap on the valve



4. remove the valve cap of the negative valve (S9) which is the UPPER valve on the shock body and mount the shock pump with its adaptor on the valve
5. pump the recommended pressure into the shock. On the shock body you will find a table showing the recommended air pressure of the negative chamber according to the rider's weight.
6. when you reached the needed pressure remove the pump and put the valve cap on the valve

Recommended Air Pressure

RIDERS WEIGHT		AIR PRESSURE POSITIVE		AIR PRESSURE NEGATIVE	
KG	LBS	BAR	PSI	BAR	PSI
40	88	11.0	160	8.0	116
45	99	12.0	174	8.5	123
50	110	13.0	189	9.0	131
55	121	14.0	203	10.0	145
60	132	15.0	218	10.5	152
65	143	16.0	232	11.0	160
70	154	17.0	247	12.0	174
75	165	18.0	261	12.5	181
80	176	19.0	276	13.5	196
85	187	20.0	290	14.0	203
90	198	21.0	305	14.5	210
95	209	22.0	319	15.5	225
100	220	23.0	334	16.0	232





SAG

The SAG should be **18mm** on the shock piston, which means approx. 25% SAG in Full Travel Position

To check the adjustment, please follow as shown below:

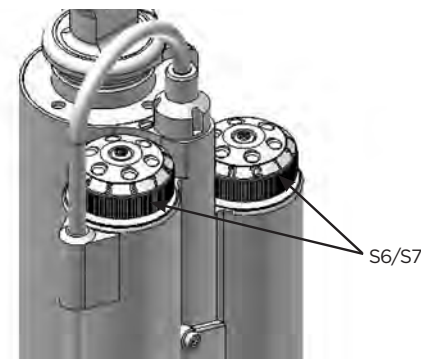
1. Sit on the bike, put your feet on the pedal.
2. Put your feet back on the ground and stand over the bike without bouncing the bike during this action
3. Check if the SAG indicator arrow matches with the indication on the shockbody
 - if arrow and indication match the air pressure is matching to your weight
 - if the arrow is above the indication on the shock body the air pressure of the air chamber is too high and should be carefully reduced by using the bleed knob of the shock pump until arrow and indication match
 - if the arrow is below the indication on the shock body the air pressure of the air chamber is too low and should be increased by using the shock pump until arrow and indication match



SET-UP OF REBOUND EQUALIZER 3 SHOCK

“Rebound” describes the speed the shock comes back to its original length after absorbing an obstacle.

By using the red rebound screws (S6 & S7) on the upper side of the Air Chambers you can adjust the rebound step by step.



Please refer to the following instruction:

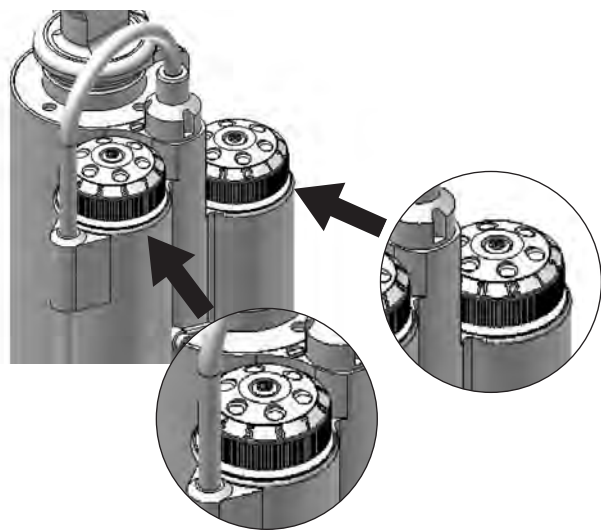
Ride your bike off a pavement (remain in the saddle) and check how many times it bounces.

- if it bounces 1-2 times, the set up is good.
- If it bounces more than 3 times the rebound is too fast.
Turn **BOTH** screws 1-2 “clicks” clockwise
- If it does not bounce the rebound is too slow.
Turn **BOTH** screws 1-2 “clicks” counter clockwise.

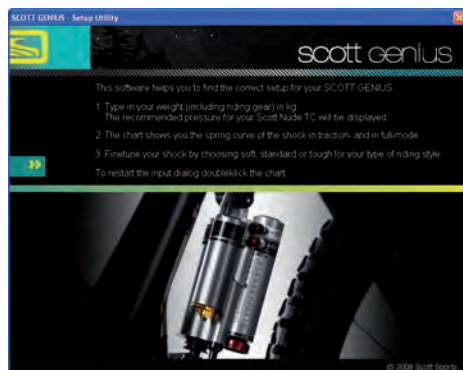


**Important:**

Please make sure that both rebound wheels show the same number below the arrow on the shock body.



In case you want even more detailed figures of air pressure or tuning hints, you can download a program under www.scott-sports.com as a MS Excel file.

**Important:**

Note that you have to mount the Scott Equalizer 3 Shock always as shown underneath. Mounting the rear shock in a different position can cause severe damages to the frame, the linkage levers and the rear shock.



If you need new shock bushings/reducers and the related shock bolts to fix the shock on the frame you can order them, with

219563 Rear Shock EQ3 Mount Reducer Set

219564 Rear Shock EQ3 Mount Bolt Set

via the Scott distribution.

Important:

After a dismantlement of the rear shock, both fixing bolts should be tightened with a tightening torque of 5Nm/44in-lbs.

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





SET-UP OF OTHER SHOCK MODELS

Scott strongly recommends using only the Scott Equalizer 3 Shock with the Genius LT bike, as we designed both parts for a perfect matching combination with a linear suspension rate.

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 extend 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.

BB STANDARDS

Genius LT with is available with 2 different Bottom Bracket systems.

- The carbon frames are designed for PressFit Cartridges (PF).
PF BB 92 has a housing width of 89.5mm with an inner diameter for the cartridges of 41mm.
- The alloy frames are designed for 73mm threaded BB Cartridges.

FRONT DERAILLEUR (FD) MOUNTING DETAILS

On Genius LT you will find a Shimano E-type front derailleur but fixed directly on the swingarm without the plate that is fixed normally between the bottom bracket bearing cup and the bottom bracket housing of the front triangle or a SRAM Direct Mount Type S3 FD.

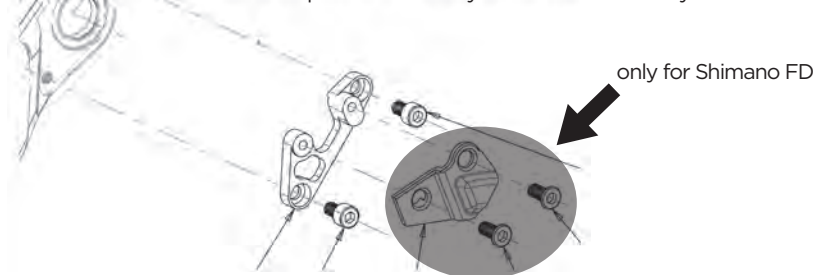
Please note that you always need to use the adapter plate attached to the bike or frame set between chainstay and front derailleur.

This adapter can be ordered at the Scott distribution with parts number:

219566 FD-Mount Plate Set Genius LT 2011 one size

FD Adaptor

- Similar to Genius design
- Chain plate uses same bolts as Genius
- New adaptor is secured by 2xM5x9mm Allen key bolts



For Genius LT carbon frames:



For Genius LT alloy frames:





CHAINGUIDE

The Carbon as well as the alloy frames of Genius LT can be fitted with ISCG chainguide systems.

A set of all spare parts for this action can be ordered via the Scott distribution with

219570 Chainguide ISCG Adaptor Set Genius LT

Details for the assembly on the carbon frames of Genius LT:



2 Bolt Scott standard

Use 1x 15mm long bolt. Top hole is secured by chain device bolt. Not for use with guides with bashplate mounted on ISCG boss.

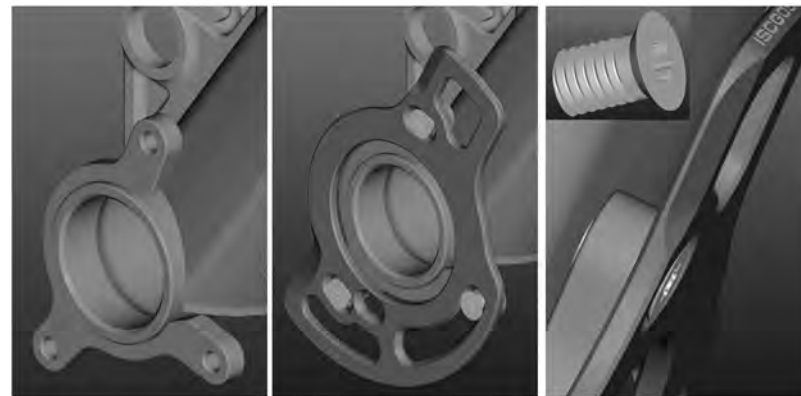


Triple chain blocker included with bikes



Use 15mm long T25 bolts with 2.5mm spacers

Details for the assembly on the alloy frames of Genius LT:



ISCG '05 integrated in frame

Chain Blocker mounts with 3x8mm T25 bolts, no spacers





HEADSET OPTIONS

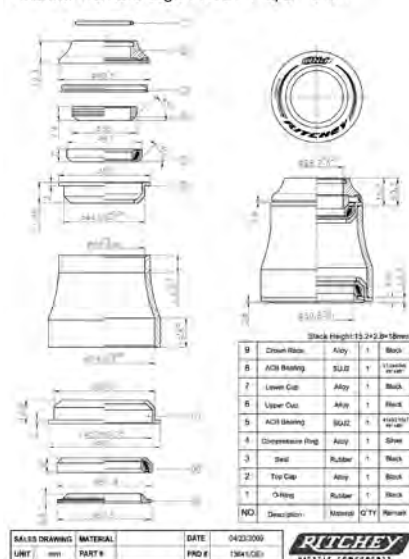
Genius LT features a tapered headset and fork steerer system to match with semi-integrated headsets of the “50-61”mm range.

The steerers of those forks are tapered from 1.5” to 1 1/8”.

This bigger diameter of the fork steerer as well as on the frame headtube helps to increase the stiffness and handling of the bike.



Headset Pro Zero Logic Press Fit Taper 18mm



Ritchey WCS Carbon Zero Tapered	PF 50-61mm	18mm UD
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Ritchey PRO Tapered	PF 50-61mm	12.9mm
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It is also possible to use forks with a standard 1 1/8” steerer tube when using a reducer headset such as e.g.

Ritchey WCS Carbon Zero Tapered	PF 50-61mm	18mm UD for 1 1/8 fork
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SCOTT SMART CABLE ROUTING:

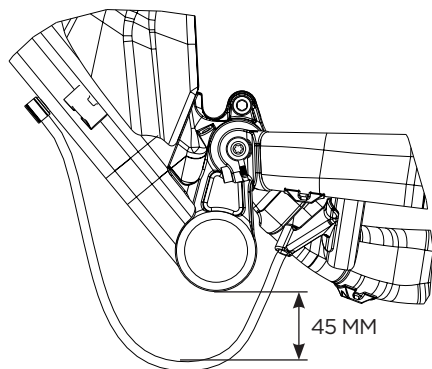
The direct and straight cable system on all our full suspension models allows Smart Cable Routing which is very resistant against water and dirt.





CABLE HOUSING LENGTH

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 **45mm**.



SEATCLAMP

Please make sure only to use the original seatclamp of Scott Genius LT with a diameter of 34.9mm.

This part can also be ordered as a spare part via the Scott distribution with

219569 Seatclamp 34.9mm QR Genius LT 2011

ADJUSTMENT OF SEATPOST-HEIGHT

Important:

The seatpost has to be inserted into the seattube at a minimum of 100mm.

Never use another seatpost diameter than 31.6mm or try to use a shim/reducer between seatpost and frame.

REAR DISC BRAKE MOUNT

Genius LT can be used with 3 different disc rotor sizes on the rear brake.

The rear disc brake on Genius LT is Postmount (PM) Standard on the left seatstay and all complete bikes are delivered with 185mm rotors, so between the calliper and the PM mount on the seatstay are 2 washers with a laser logo of “185mm”.

219568 Brake Mount Adapt.Spacers 4mm f/185mm





It is also possible to use 180mm rotors. To do so, please remove the 2 washers with a laser logo of "185mm" and fix the calliper directly on the PM on the seatstay.



In case you want to use a rotor with 203mm please use an adaptor offered by the manufacturer of the brake system of your choice.



This adaptor needs to be assembled between PM and the calliper.



Important:

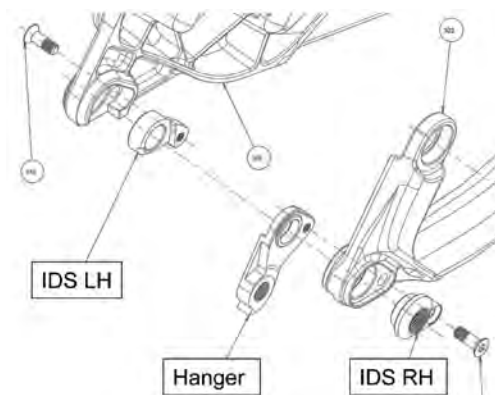
Please note that it is not possible to use other rotor dimensions than those shown in the text above!

IDS 2 / REPLACEABLE DROPOUT

All Genius LT bikes feature the new IDS 2 System of Scott.

3 different version of IDS 2 are available,

- RWS 12/142
- RWS 12/135
- RWS 5/135



They all can only be used in combination with the DT Swiss RWS skewer/axle.



Axle



Skewer





Options:

1. RWS 12/142

The RWS 12/142 features a rear hub width of 142mm for 12mm through axle which only matches with the related 142mm rear dropouts in combination with the 12mm DT RWS.

219574 Dropout Set IDS 2 142/RWS 12

2. RWS 12/135

The RWS 12/135 features a rear hub width of 135mm for 12mm through axle which only matches with the related 135mm rear dropouts in combination with the 12mm DT RWS.

219573 Dropout Set IDS 2 135/RWS 12

3. RWS 5/135

The RWS 5/135 features a rear hub width of 135mm for regular QR axles which only matches with the related 135mm rear dropouts in combination with the 5mm DT RWS.

219572 Dropout Set IDS 2 135/RWS 5

Beside the complete sets as shown above for a change of the rear hub/axle system you can also order the right side RD hanger separately via the Scott distribution in case you need this to repair a damage on the RD hanger.

219575 Dropout Hanger right side IDS 2 135/RWS5

219576 Dropout Hanger right side IDS 2 135/RWS12

219577 Dropout Hanger right side IDS 2 142/RWS12

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 a travel of 180mm (565mm from mid of axle - top of crown), as this will not influence the geometry and alter handling of the bike.

Important:

No triple clamp forks are allowed on Genius LT!

PIVOT MAINTENANCE

The pivot and bearings on SCOTT Genius LT are extremely easy to maintain.

An external treatment with a grease spray after every bike wash is all you have to do. We do not recommend heavy grease sprays since these will leave a film on the parts which is difficult to remove. We recommend the same for the chain also.

If you have to change the bearings you can order them included in a service kit at your local SCOTT dealer with

219565 Swingarm-Rep. Kit Genius LT

or buy them with international parts number as shown below in a hardware store.

- 4 x 6802 (15x24x5mm)
- 2 x 6803 (17x26x5mm)
- 2 x 61800 (10x19x5mm)

In case of a change of the bearings or of the rear swingarm you should contact your local SCOTT dealer as you need special tools for disassembly and assembly.





WARRANTY

Model

Year

Size

Frame Nr.

Shock Nr.

Date of purchase

WARRANTY

SCOTT bikes are made using the most innovative production and quality methods. They are equipped with best components of well known parts suppliers.

Doing so SCOTT warrants its frames and swingarms for five years (subject to compliance with maintenance ranges, see below) and SCOTT forks (provided it is a fork of SCOTT) for two years for defects in material and/or workmanship in case of purchase of completely assembled bikes.

This warranty of 5 years for the frames shall only be granted in case once a year a maintenance service has been effected according to maintenance requirements as set forth in this manual by an authorised SCOTT dealer.

The authorised SCOTT dealer shall confirm the effected annual maintenance service by stamp and signature.

In case such an annual maintenance service has not been effected the warranty of 5 years for the frame shall be reduced to 3 years.

Costs for maintenance and service have to be born by the owner of the SCOTT bike.

On Gambler, Voltage Fr and Volt-X the warranty period is limited to 2 years.

The warranty period starts at the day of purchase. This warranty is limited to the first buyer, what means the first person who uses the bike and only with the use it was made for. Furthermore, this warranty is limited to purchases via authorized SCOTT-dealers

The warranty is solely granted in case of purchase of a completely assembled bike to the explicit exclusion of purchases of not completely assembled bikes.

In case of a warranty claim the decision to repair or to replace the defective part is up to SCOTT. Non defective parts will only be replaced at the guarantee's own expense.

Fair wear and tear is not covered by the warranty.

A complete list of all parts of wear and tear can be found in the next chapter of this manual.

In addition, you will find at the end of this manual a protocol for the handing over of the bike which will remain in copy at the SCOTT dealer after acceptance and signature of the consumer.

It is obligatory to show this protocol of handing over together with the defective part in case of a warranty claim given that it provides evidence of purchase. Otherwise no warranty is granted.

In principle, this warranty is granted worldwide. Claims must be made through an authorized dealer, for information regarding the nearest dealer, write or call this company or the national SCOTT distributor.

Normal wear, accident, neglect, abuse, improper assembly, improper maintenance by other than an authorized dealer or use of parts or devices not consistent with the use originally intended for the bicycle as sold are not covered by this warranty.

Hereby SCOTT grants a voluntarily manufacturer's warranty. Additional entitlements according to national warrant of merchantability are reserved.

For warranty info on the Equalizer 2 shock please refer to the attached manual of DT Swiss.

