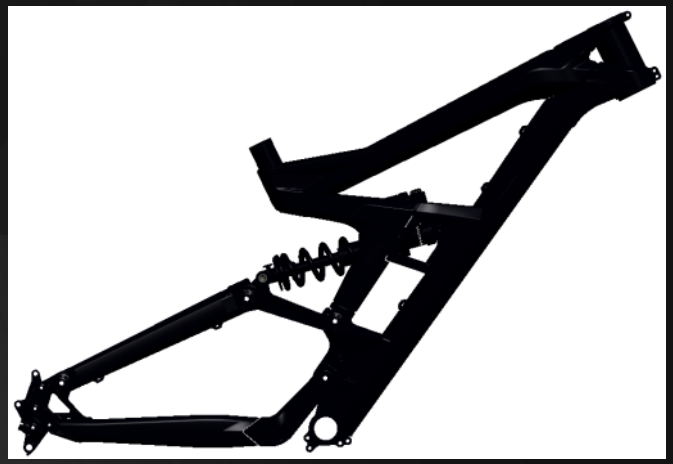
SCOTT

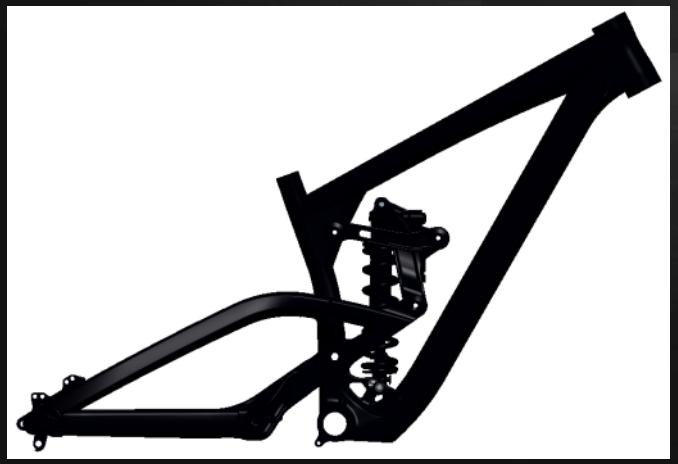
GAMBLER

BIKE
2013

GOALS



OLD GAMBLER



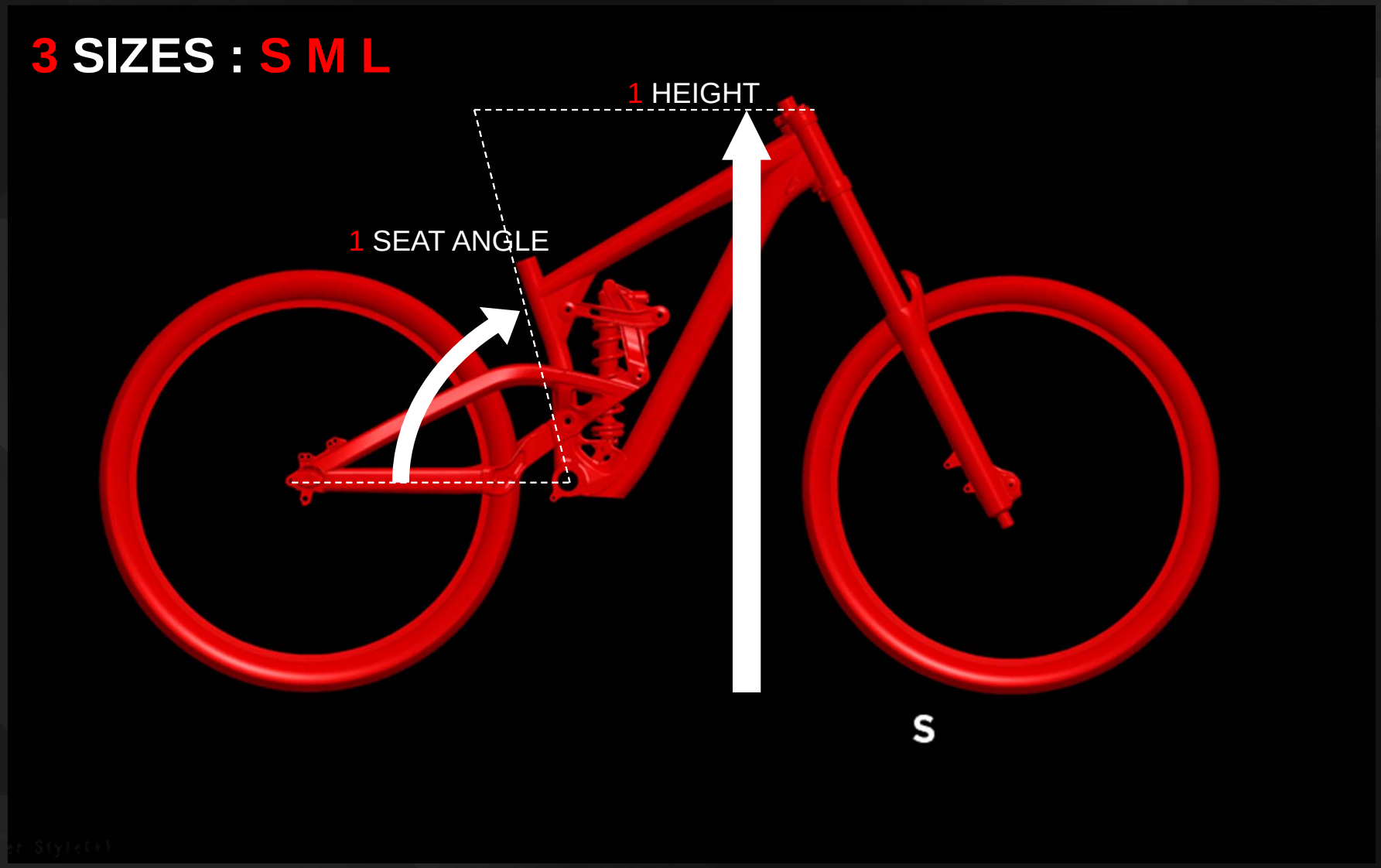
NEW GAMBLER

Weight	→	Lighter
Stiffness	→	Optimized stiffness
Adjustment	→	More adjustable

HIGHLIGHTS

GEOMETRY

3 SIZES : S M L



ADJUSTABLE GEOMETRY

LOW
LONG
SLACK

STEEP AND ROUGH TRACKS

ADJUSTABLE GEOMETRY

HIGH
SHORT
STEEP

FLAT AND TWISTY TRACKS

SPECIFICATIONS

Rear wheel travel :	210mm / 8.2’’
Fork travel :	200mm / 7.9”
Shock length (eye-to-eye) :	267mm / 10.5”
Head tube :	1.5” straight
BB housing :	83mm threaded or BB PF107 (2 different frames)
Dropouts options :	0mm / + 15mm
Weight :	3.9kg (without shock)

SCOTT

GAMBLER

SUSPENSION SYSTEM

LONG SHOCK

- 267mm / 10.5’’ Eye-to-Eye length 89mm / 3.5’’ stroke
- Low ratio (same than Gambler 2012), to use softer (lighter) springs
- Oil stress reduced passing through damper : better quality damping for longer
- Lower oil speed : less heating on long runs : more consistent damping at the end of the run
- Wider tuning range from external adjusters
- Lower pressure on seals

LONG SHOCK

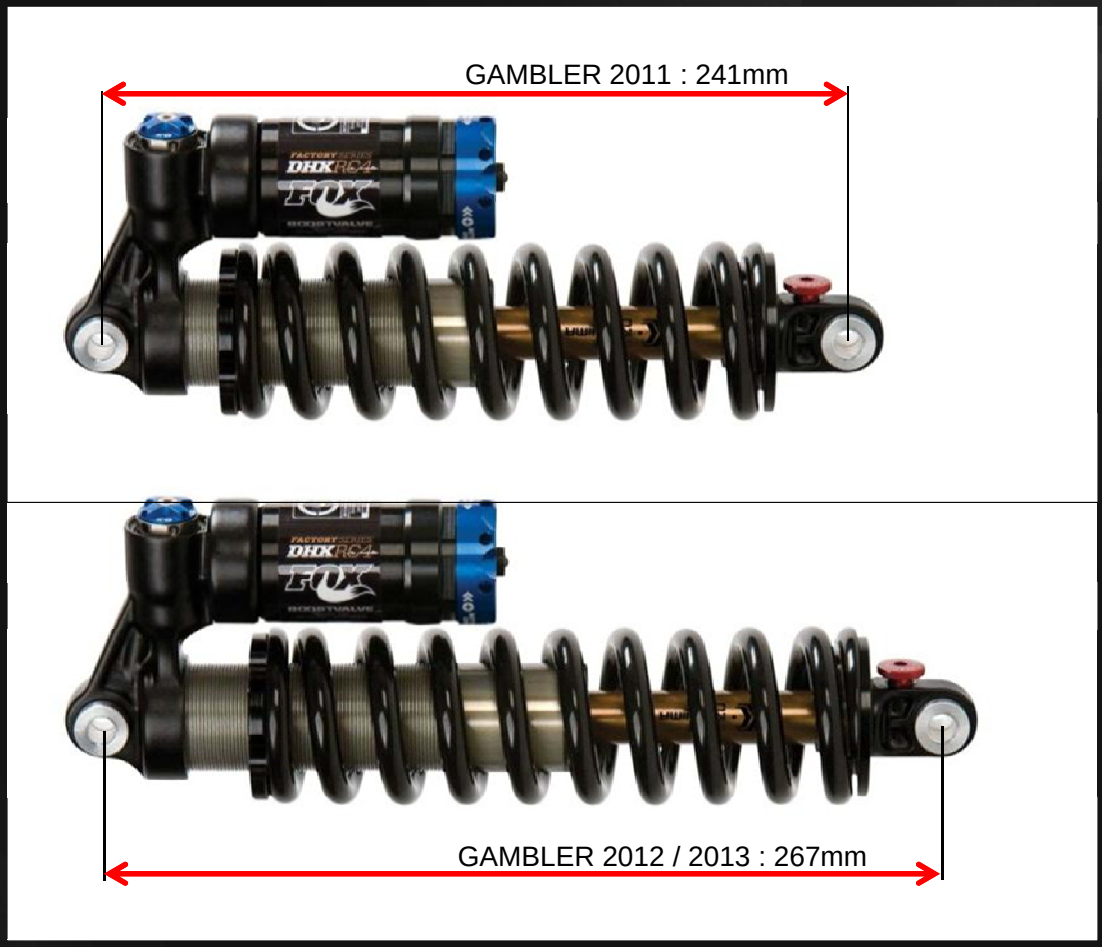
LONGER SHOCK

=

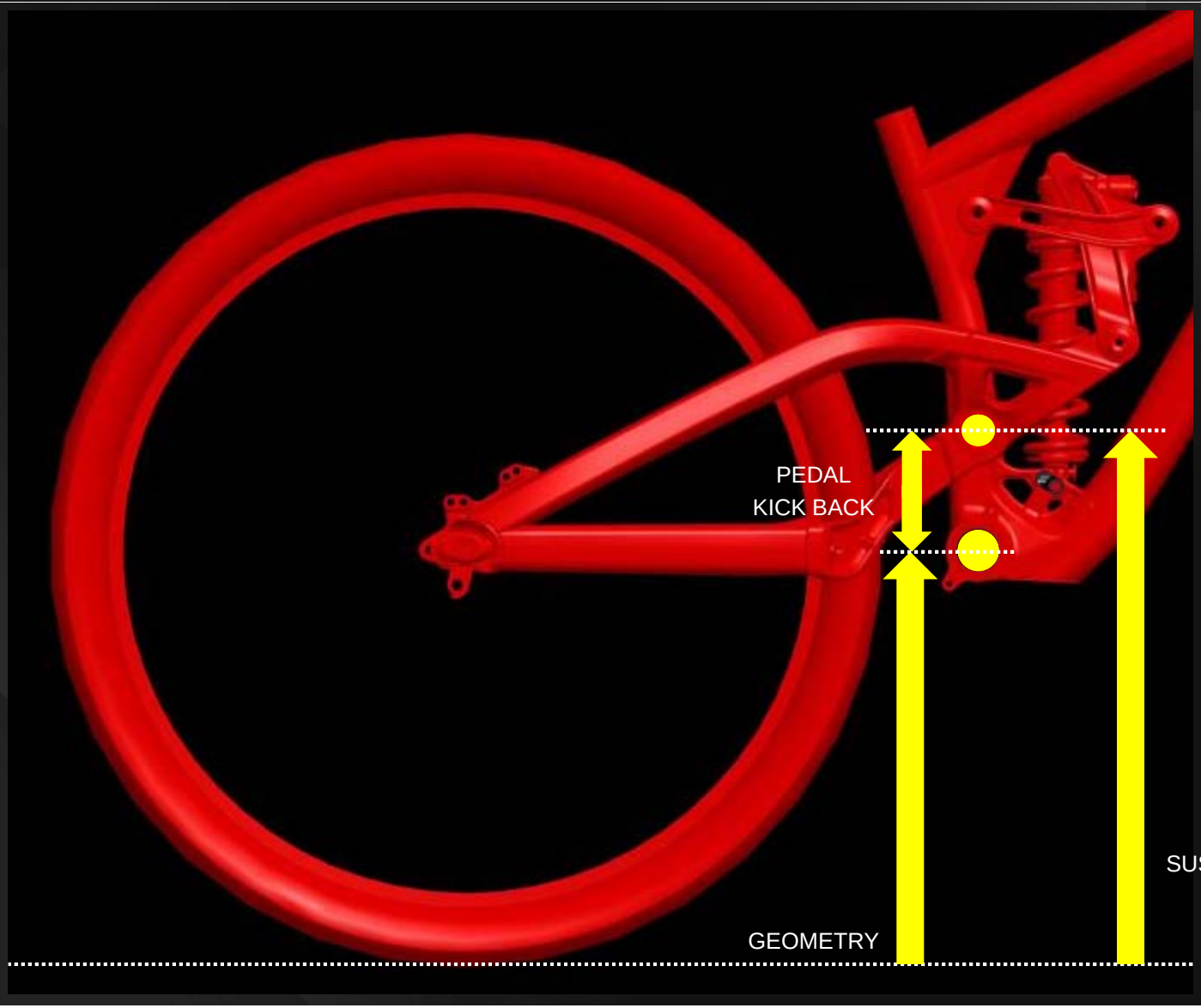
LOWER RATIO

=

BETTER QUALITY DAMPING

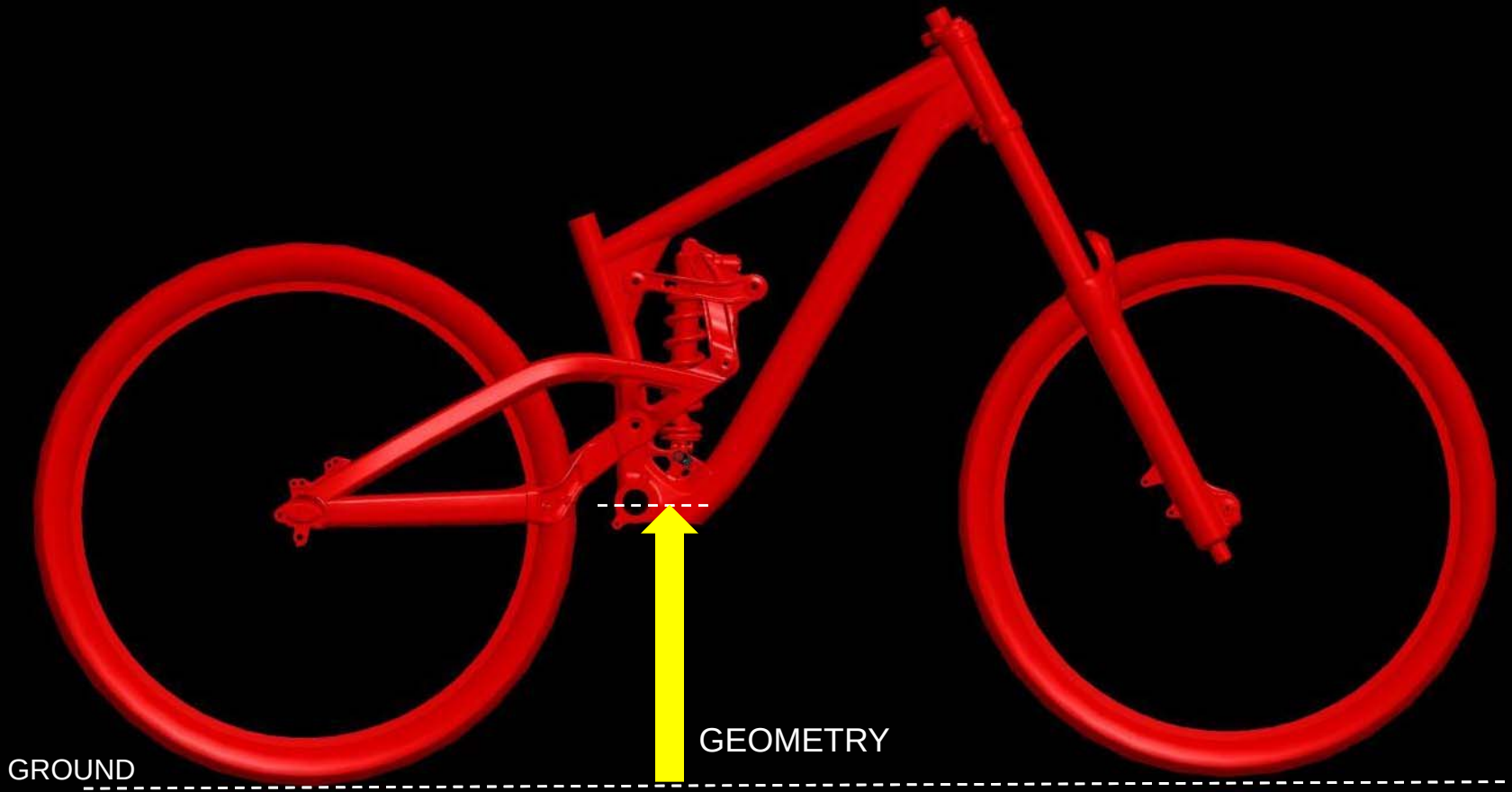


MAIN PIVOT POSITION

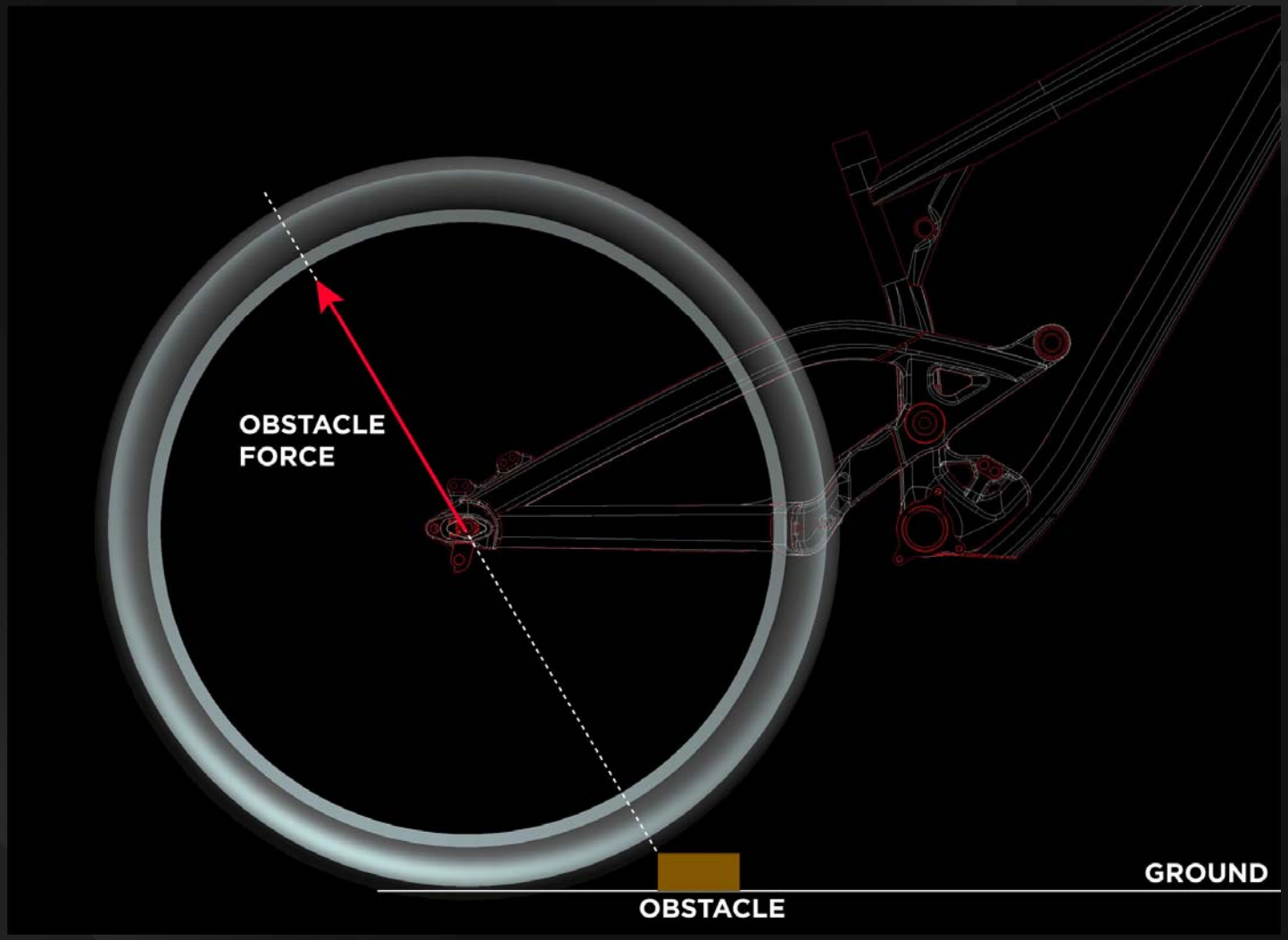


MAIN PIVOT POSITION / Geometry

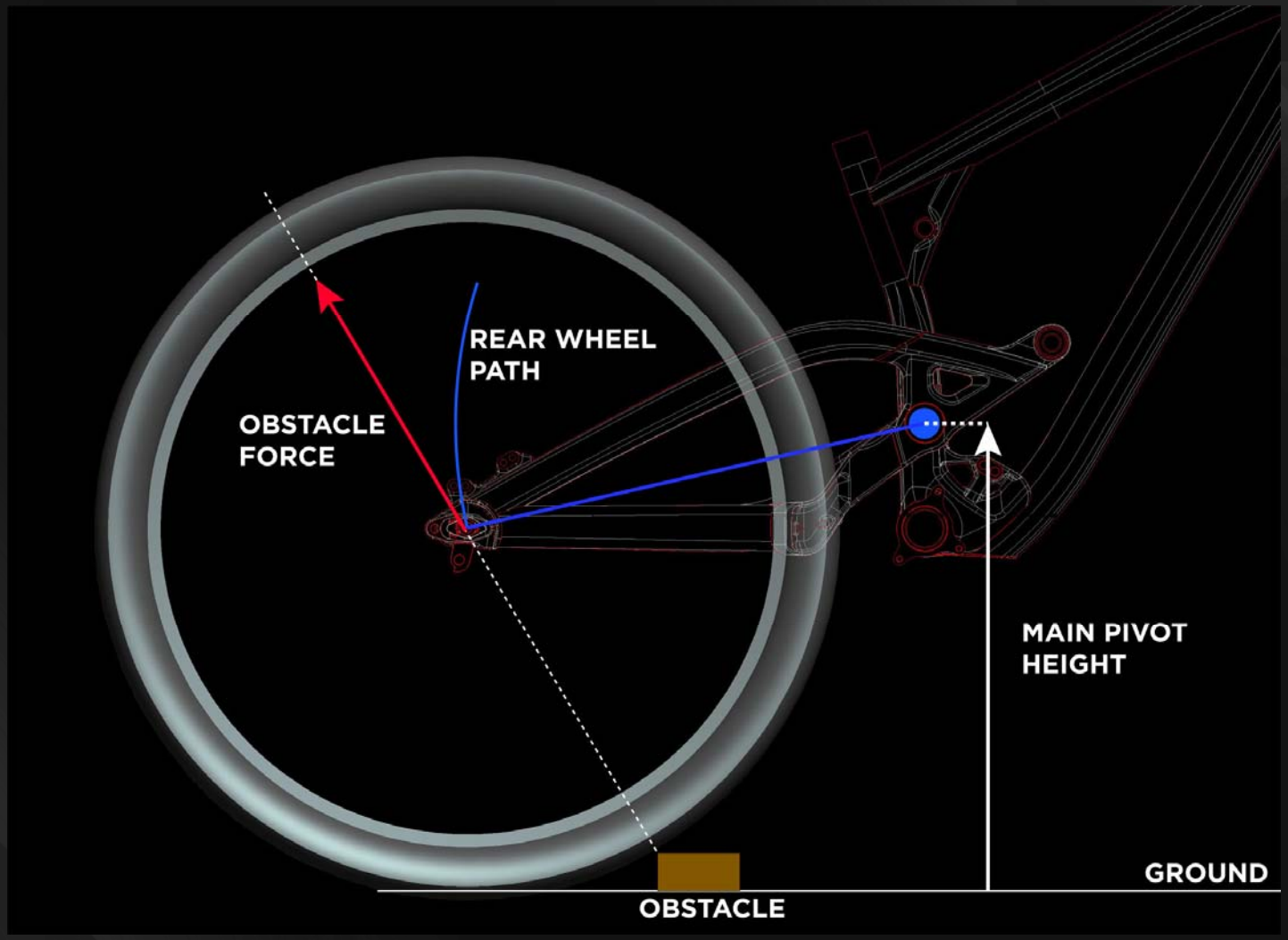
LOW BB = LOW CENTER OF GRAVITY = GOOD CORNERING PERFORMANCE



MAIN PIVOT POSITION / Suspension

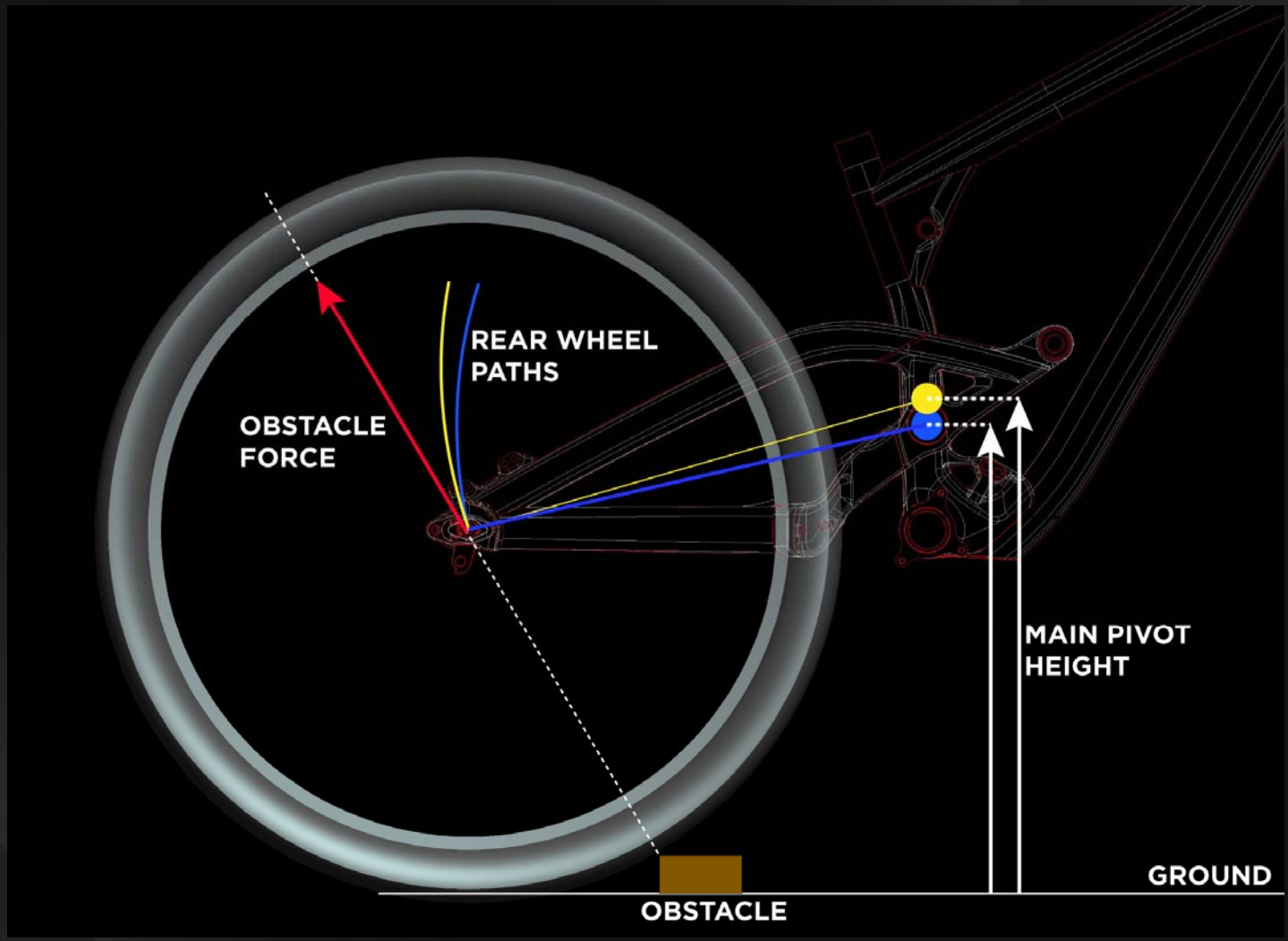


MAIN PIVOT POSITION / Suspension

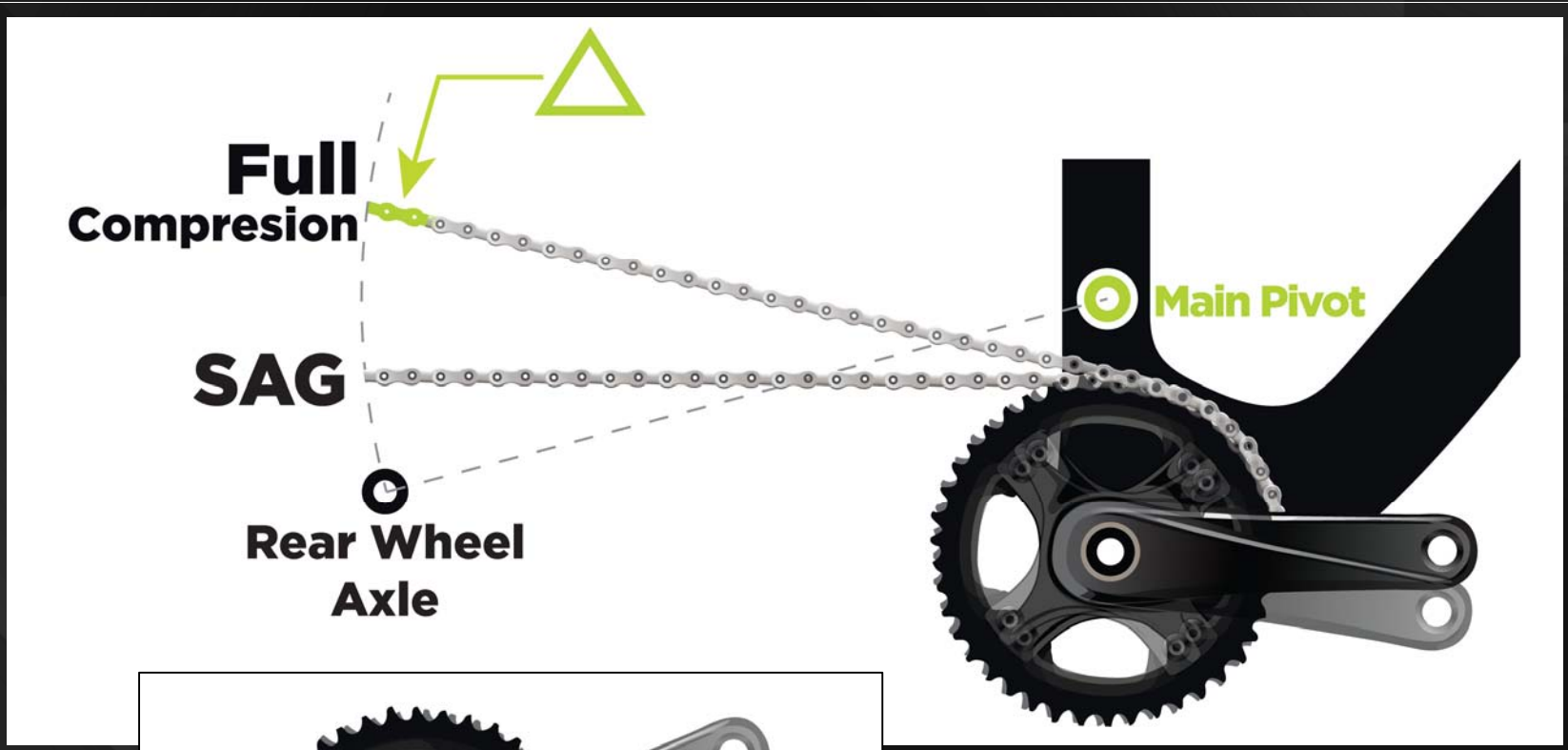


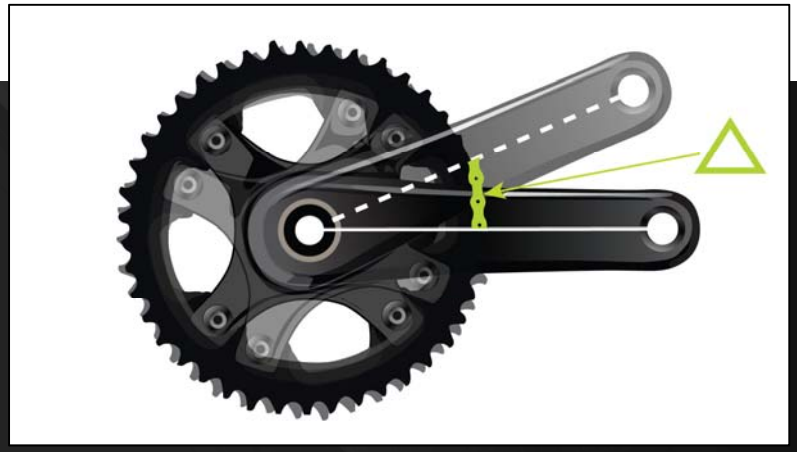
MAIN PIVOT POSITION / Suspension

HIGHER PIVOT
=
MORE
FORCES ALIGNMENT
=
BETTER SQUARE EDGE
HITS PERFORMANCE



MAIN PIVOT POSITION / Pedalling



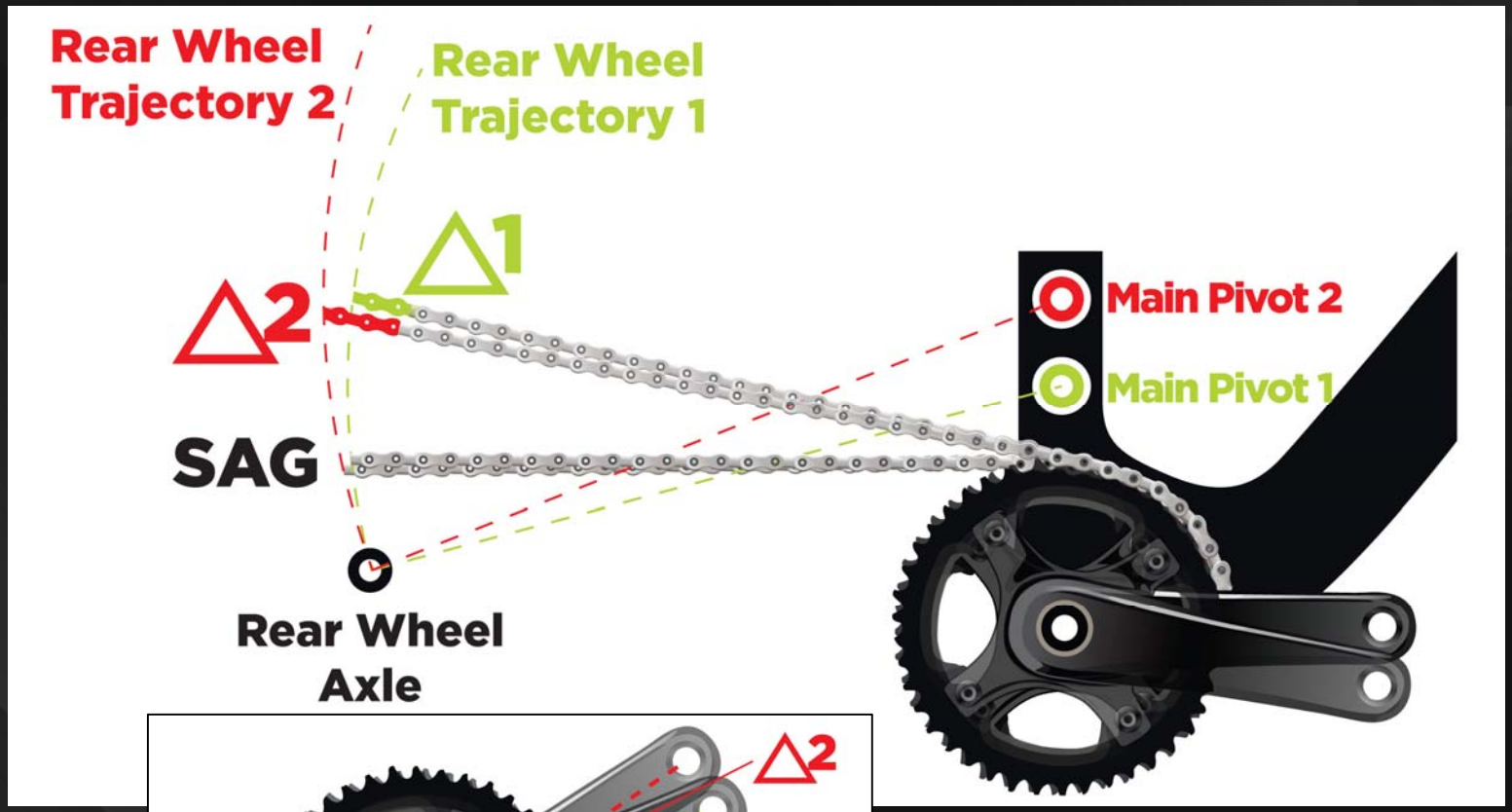


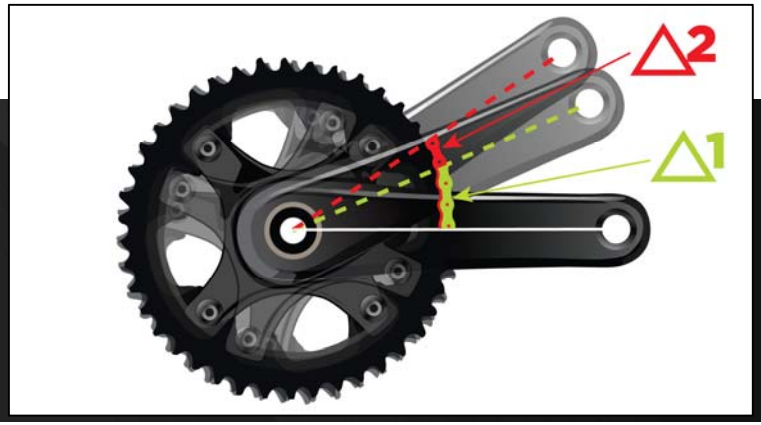
BACKWARD CRANK ROTATION

=

PEDAL KICK BACK

MAIN PIVOT POSITION / Pedalling



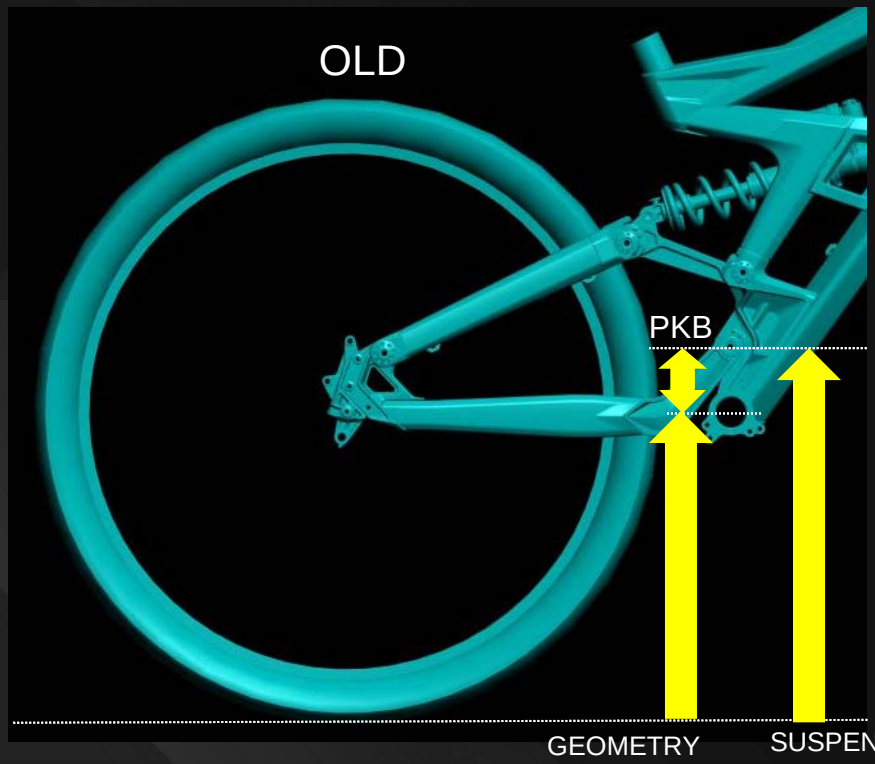


HIGHER PIVOT

=

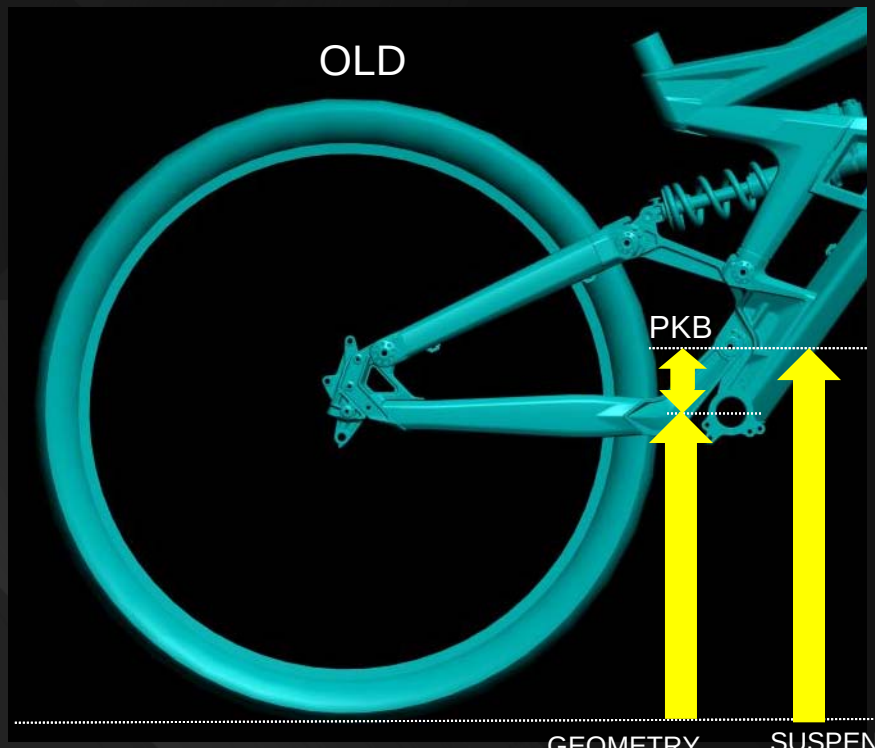
MORE PEDAL KICK BACK

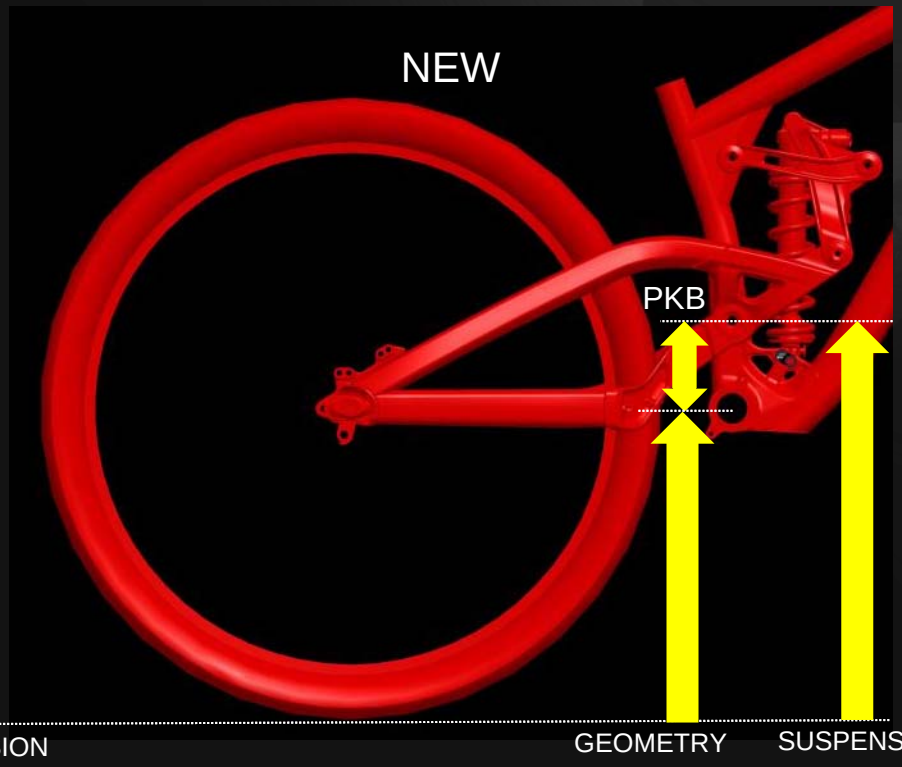
MAIN PIVOT POSITION



	OLD
GEOMETRY	++
SUSPENSION	-
PEDALLING	++

MAIN PIVOT POSITION





	OLD	NEW
GEOMETRY	++	++
SUSPENSION	-	++
PEDALLING	++	+

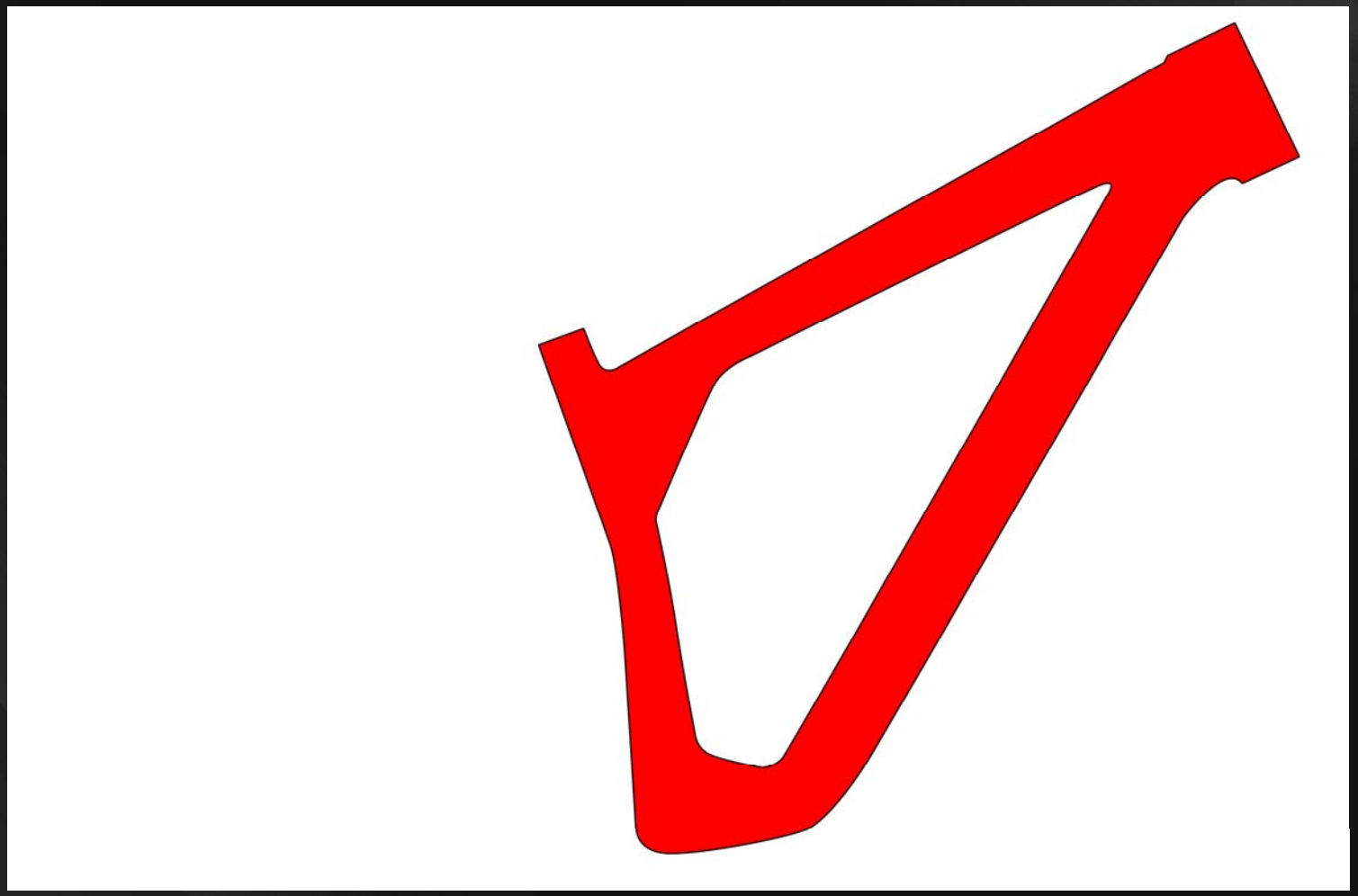
MAIN PIVOT HEIGHT VALIDATION

IDLER PULLEY PROTOTYPE

PEDAL KICK BACK
NOT SIGNIFICANTLY
NOTICEABLE

LIGHT MAINFRAME ASSEMBLY

LIGHT STRUCTURE = VOLTAGE-FR-STYLE MAINFRAME = CLOSED FRONT TRIANGLE

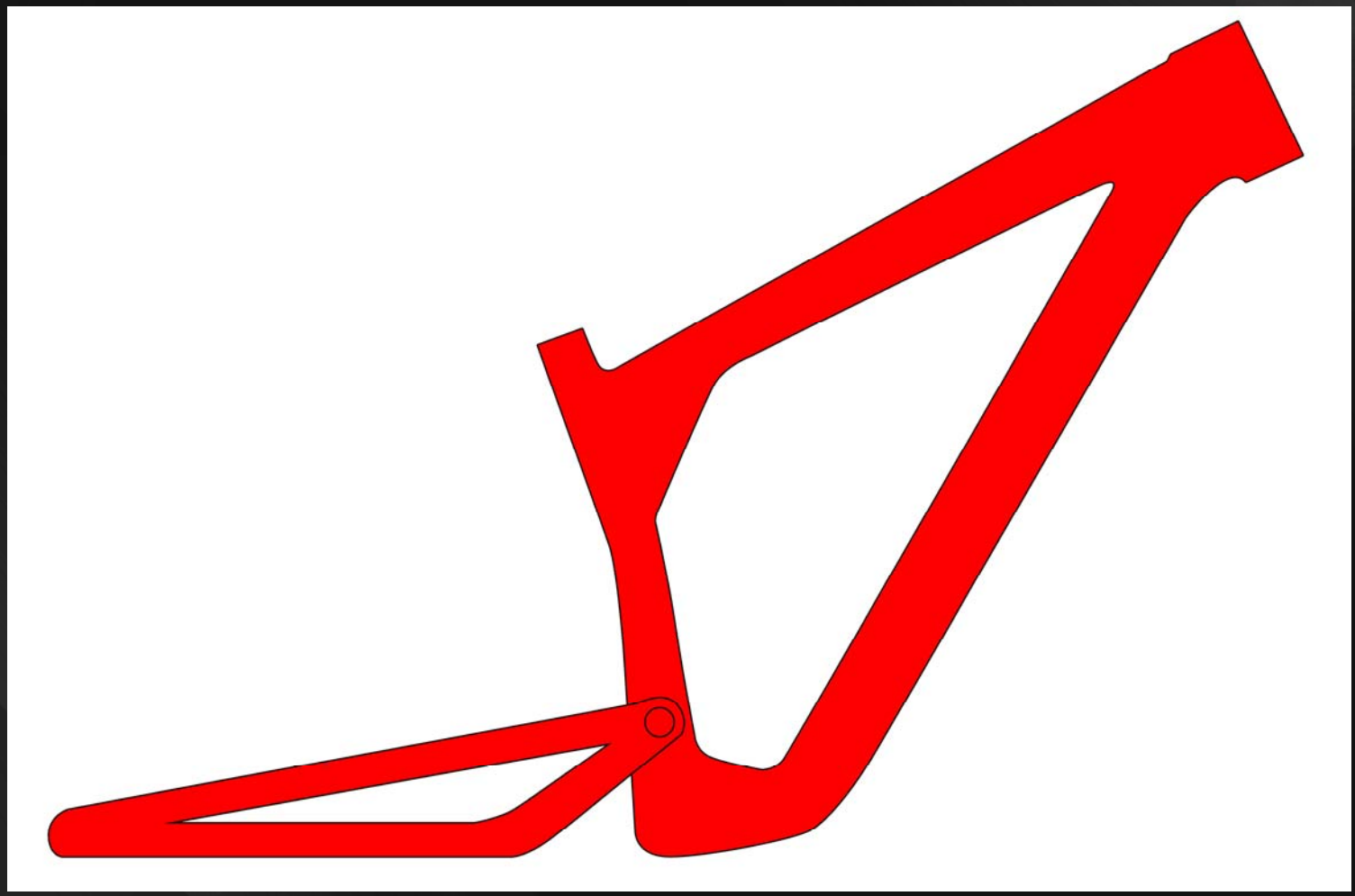


WEIGHT	✓
STIFFNESS	
SUSPENSION	
CENTRE OF GRAVITY	

LIGHT MAINFRAME ASSEMBLY

CLOSED REAR TRIANGLE + MAIN PIVOT REINFORCMENT

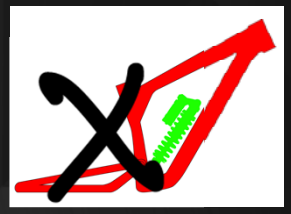
SEATSTAY BRIDGE = GOOD STIFFNESS

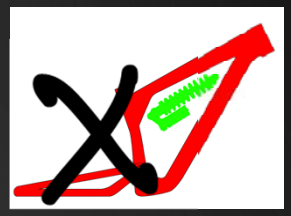


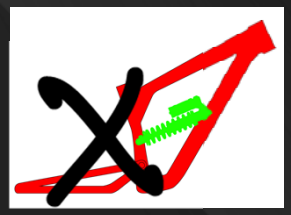
WEIGHT	✓
STIFFNESS	✓
SUSPENSION	
CENTRE OF GRAVITY	

LIGHT MAINFRAME ASSEMBLY

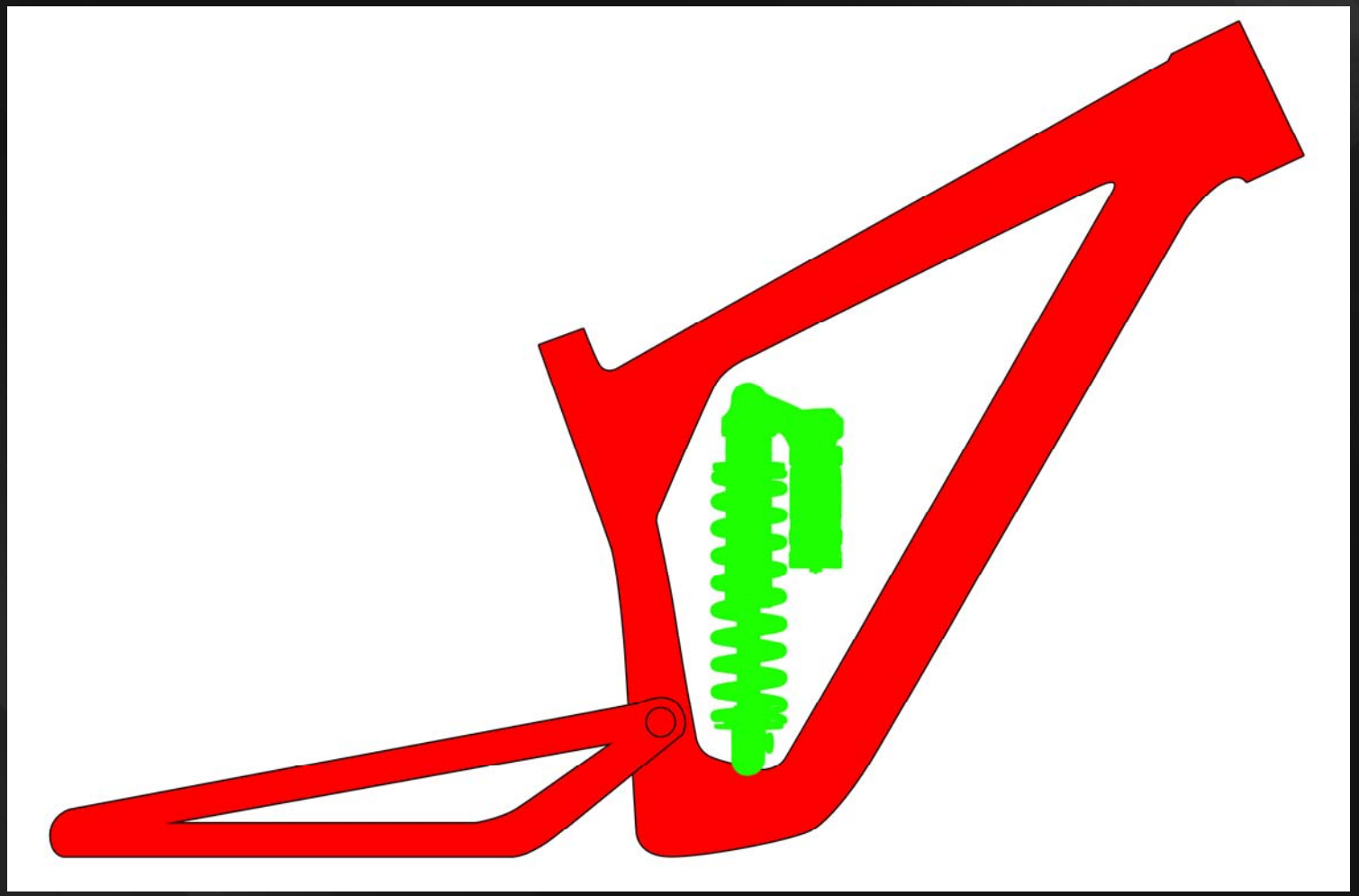
SHOCK ABOVE BB = MAINFRAME STIFF AND LIGHT





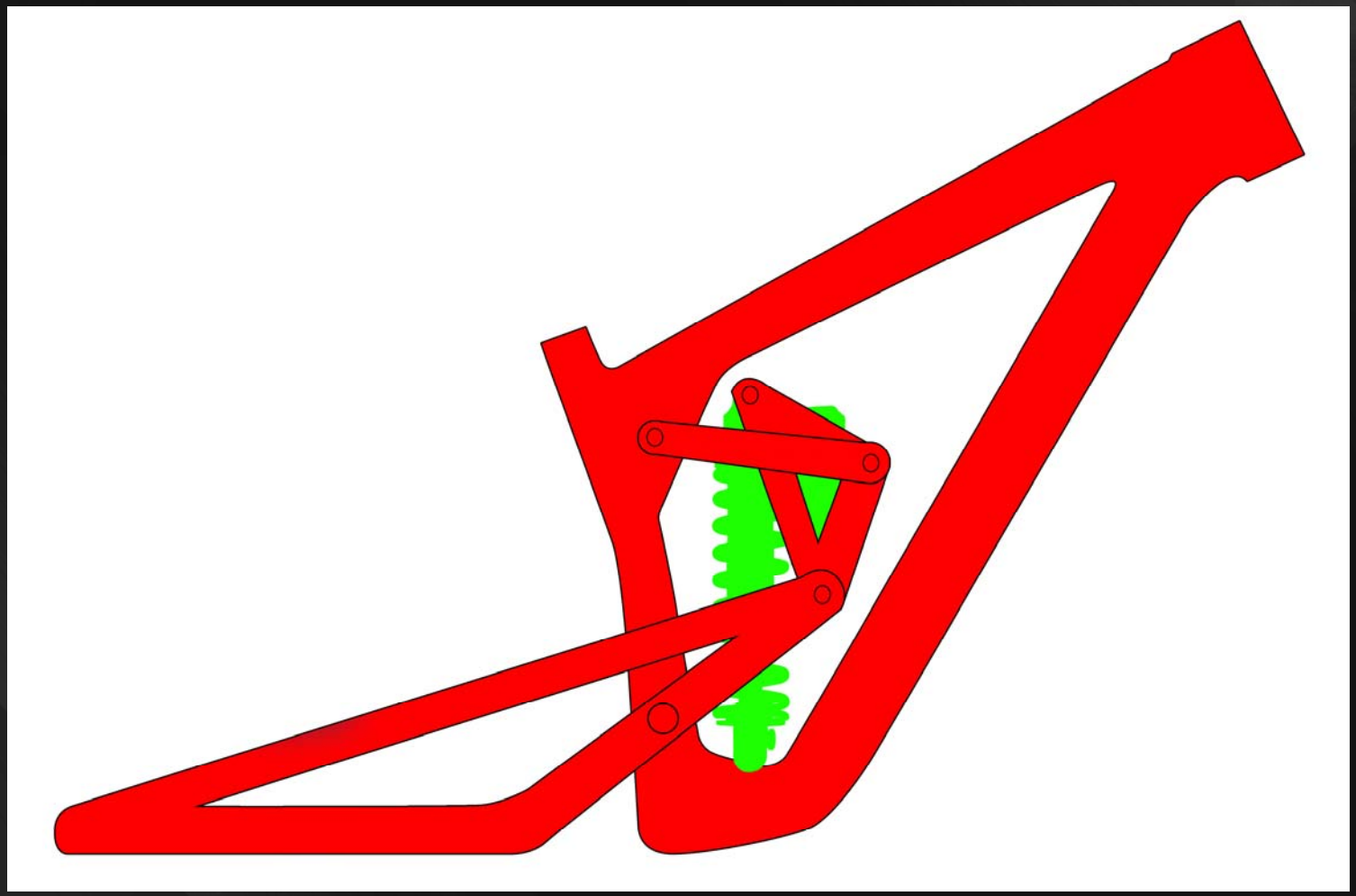


WEIGHT	✓
STIFFNESS	✓
SUSPENSION	
CENTRE OF GRAVITY	



LIGHT MAINFRAME ASSEMBLY

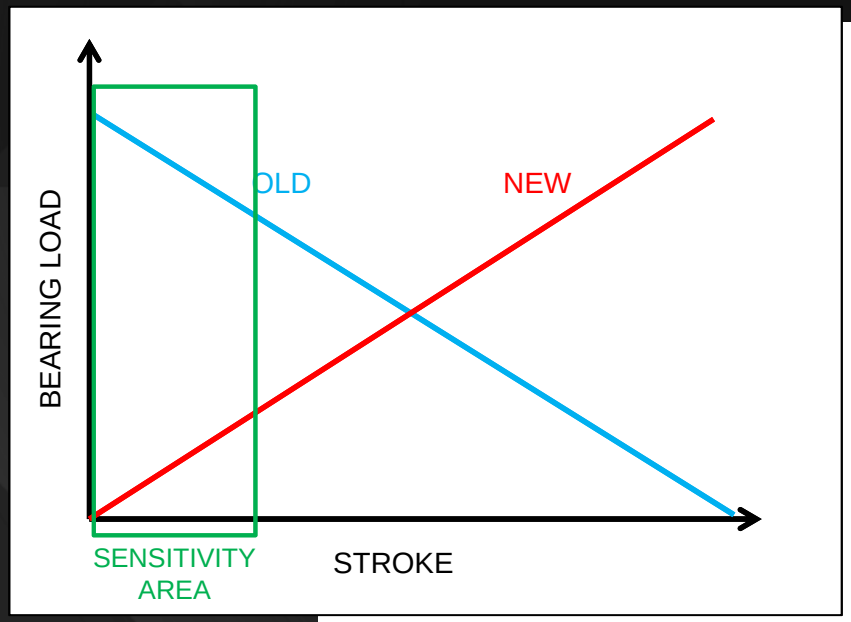
FLOATING LINK = TOTAL CONTROL OF THE SUSPENSION CURVE



WEIGHT	✓
STIFFNESS	✓
SUSPENSION	✓
CENTRE OF GRAVITY	

LIGHT MAINFRAME ASSEMBLY

PROGRESSIVE BEARING LOAD = COMFORT AND SENSITIVITY

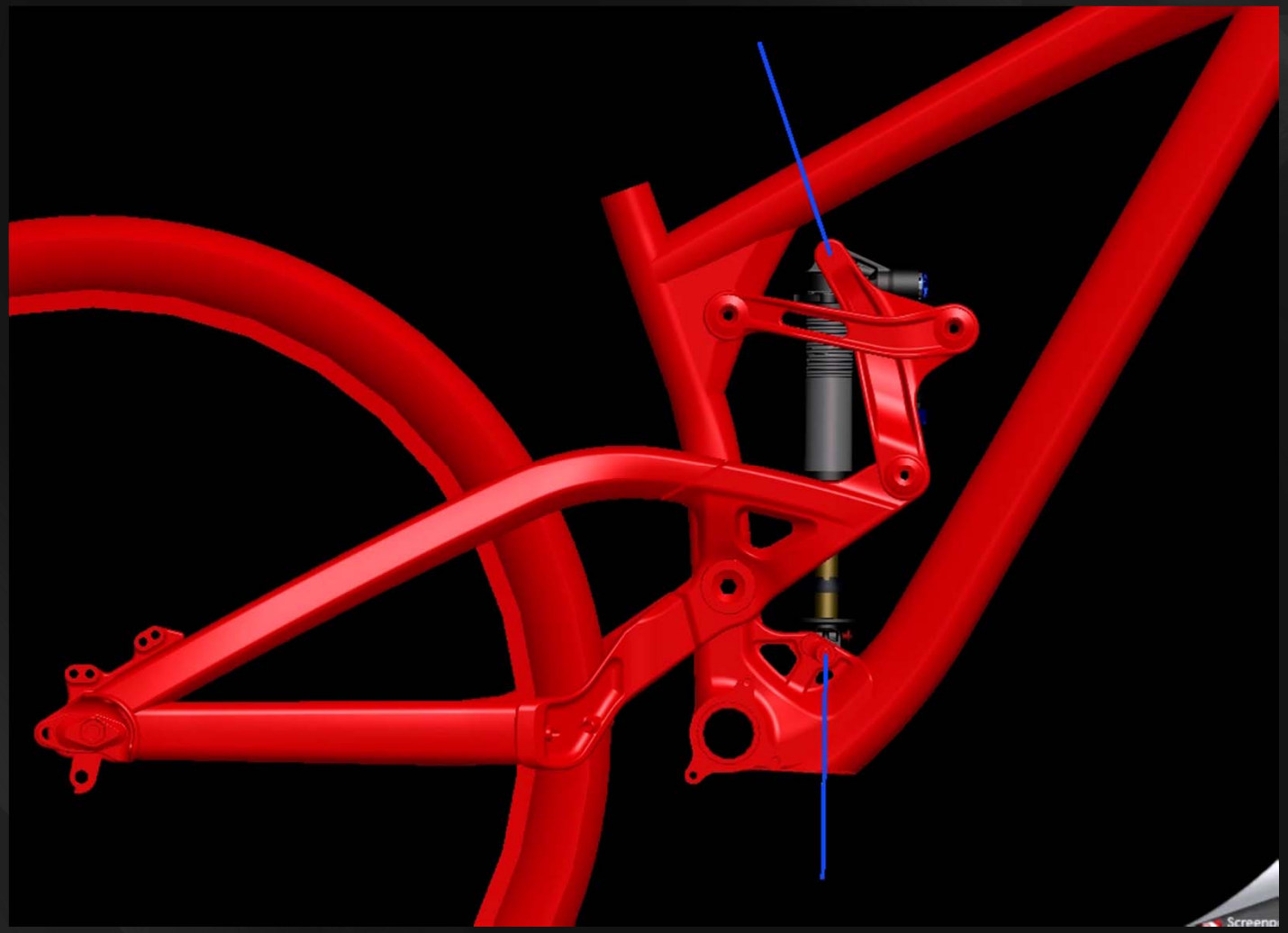


WEIGHT	✓
STIFFNESS	✓
SUSPENSION	✓
CENTRE OF GRAVITY	

LINKAGES

SMALL BUSHING ROTATION : less friction, longer lifetime

	OLD	NEW
LINK :	36.5°	12°
FRAME :	11°	8.5°



WEIGHT	✓
STIFFNESS	✓
SUSPENSION	✓
CENTRE OF GRAVITY	

CENTER OF GRAVITY

FORGINGS CENTERED AROUND
AND ABOVE BB

=

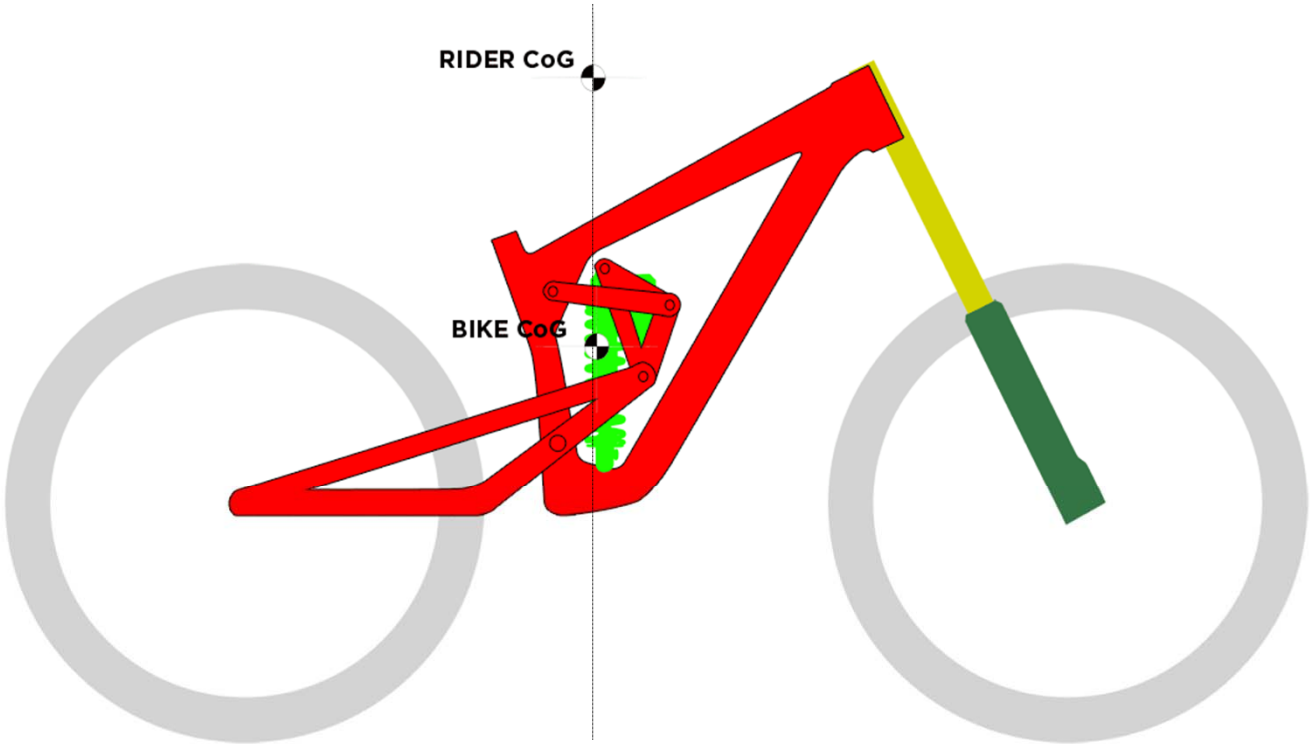
LOW AND CENTERED
CENTRE OF GRAVITY

WEIGHT	✓
STIFFNESS	✓
SUSPENSION	✓
CENTRE OF GRAVITY	

CENTER OF GRAVITY

RIDER AND BIKE WEIGHT CENTERED ABOVE BB

BIKE CoG MOVES LOWER UNDER COMPRESSION



CENTERED MASS

CoG = Center of Gravity

WEIGHT	✓
STIFFNESS	✓
SUSPENSION	✓
CENTRE OF GRAVITY	✓

SUSPENSION CURVE

SIMILAR OVERALL CURVE than Gambler 2012

SUSPENSION CURVE

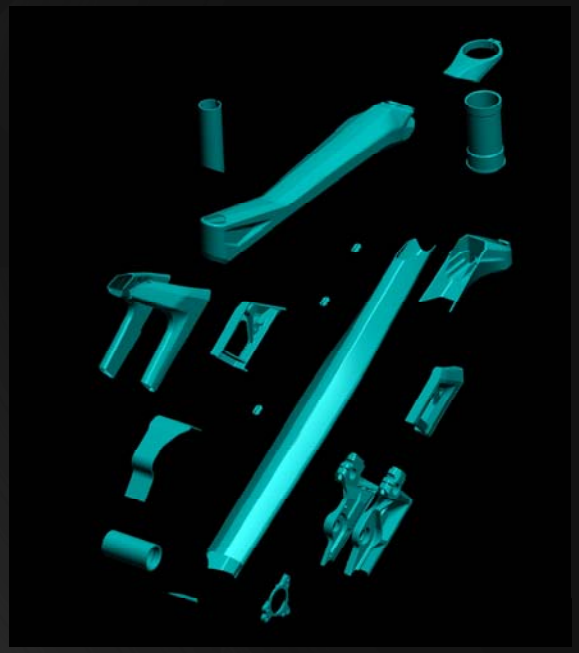
SIMILAR OVERALL CURVE than Gambler 2012

TESTING

3 RIDEABLE PROTOTYPES WERE TESTED AND VALIDATED BY TEAM SCOTT11 RIDERS

FRAME ASSEMBLY

MAINFRAME



OLD GAMBLER :

19 pieces

2435g

Forging all along the mainframe
(HT to BB to ST)

NEW GAMBLER :

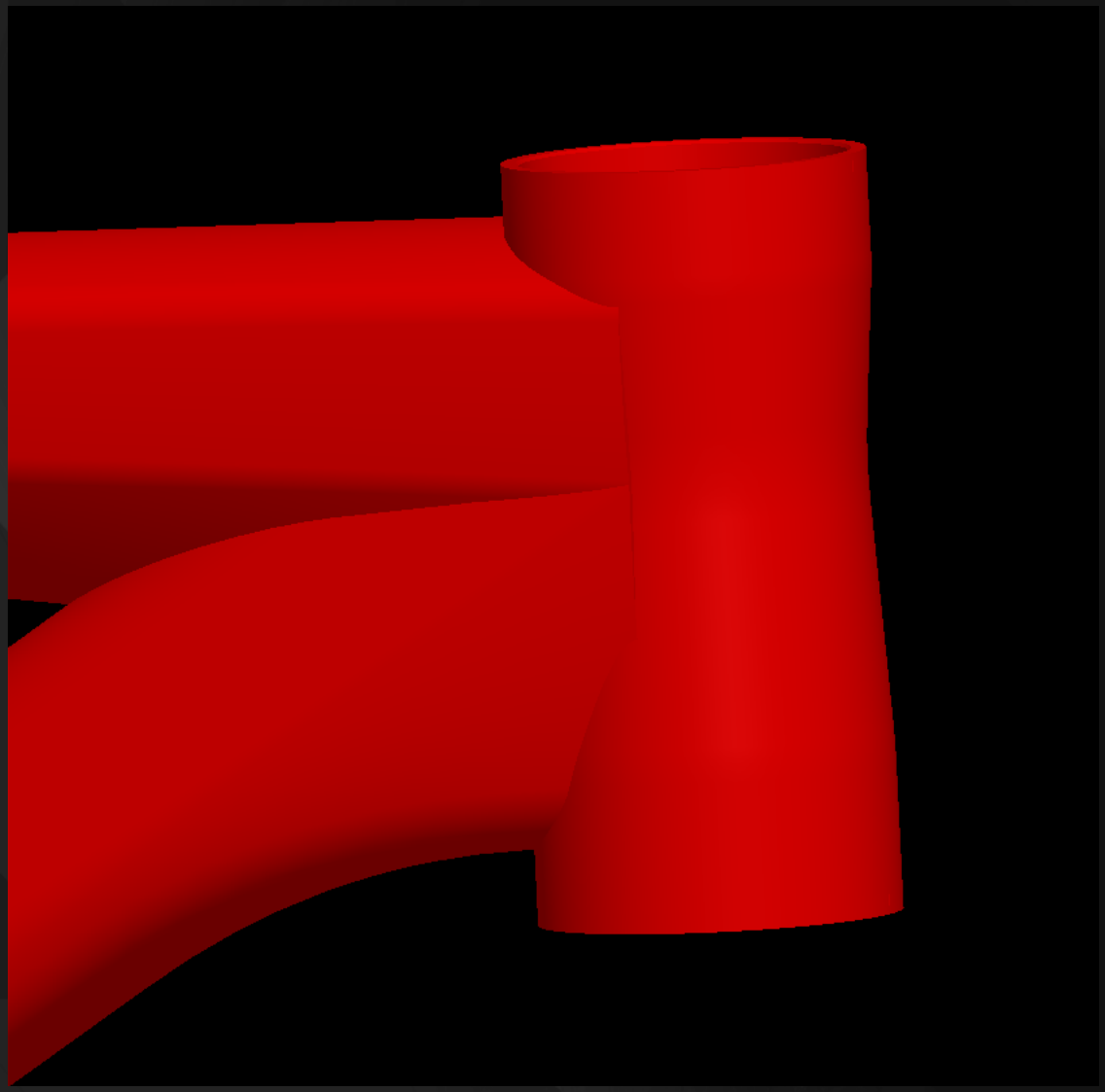
10 pieces

1715g

Forging parts mostly located
around BB

- 720 g

MAINFRAME



HEAD TUBE

Lightweight structure

Straight 1.5”

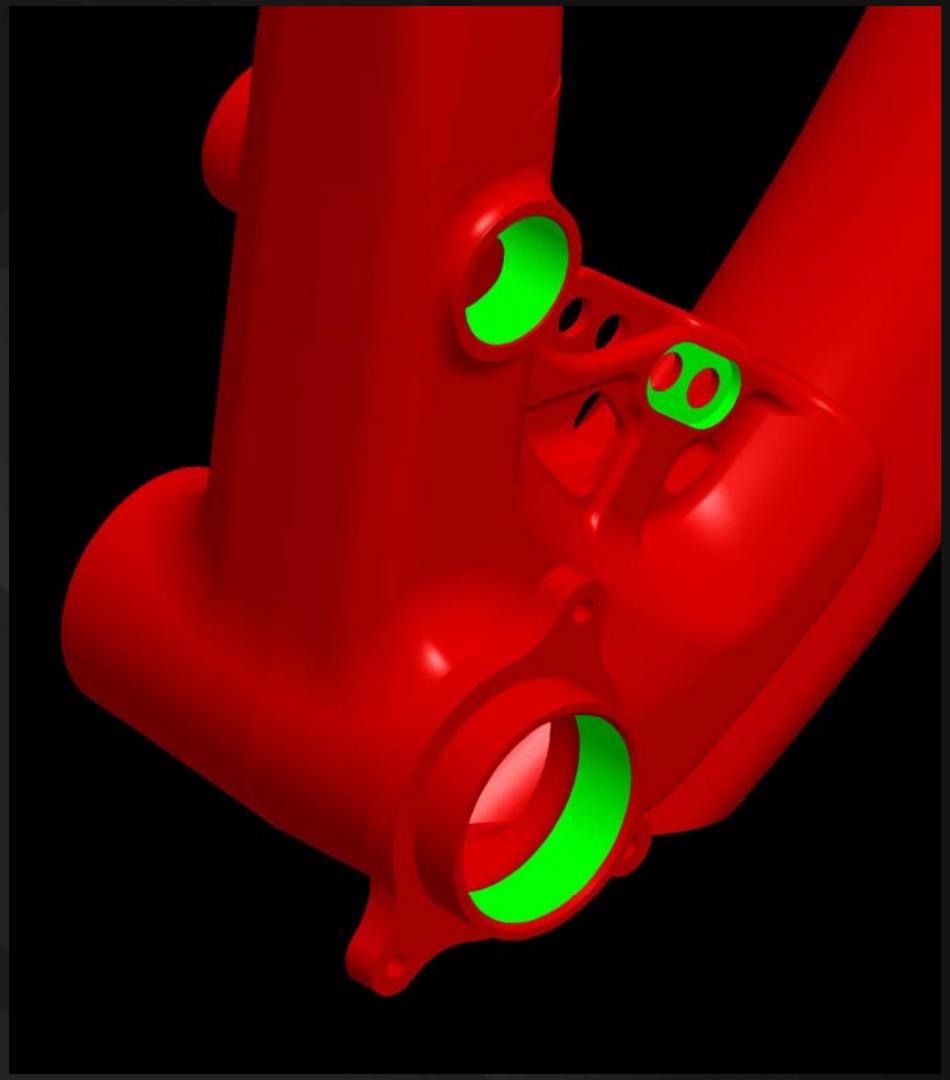
Semi-integrated headset

Compatible with ALL forks on the market

Angleset compatible

B.B 107 P.F.

MAINFRAME



BOTTOM BRACKET

Bottom Bracket + Main Pivot + Shockmount
= 1 piece
= Perfect alignment
= weight / stiffness ratio

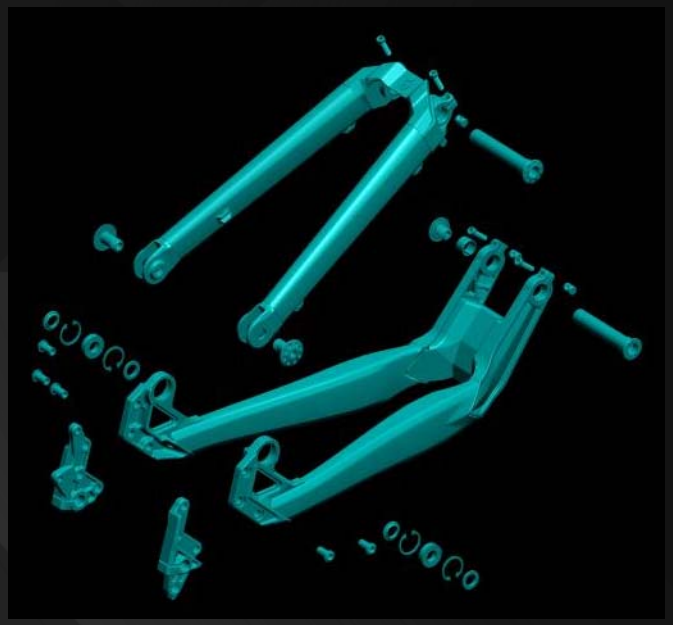
2 BB options :

BB PressFit 107 / BB 83mm standard

picture on left

picure below

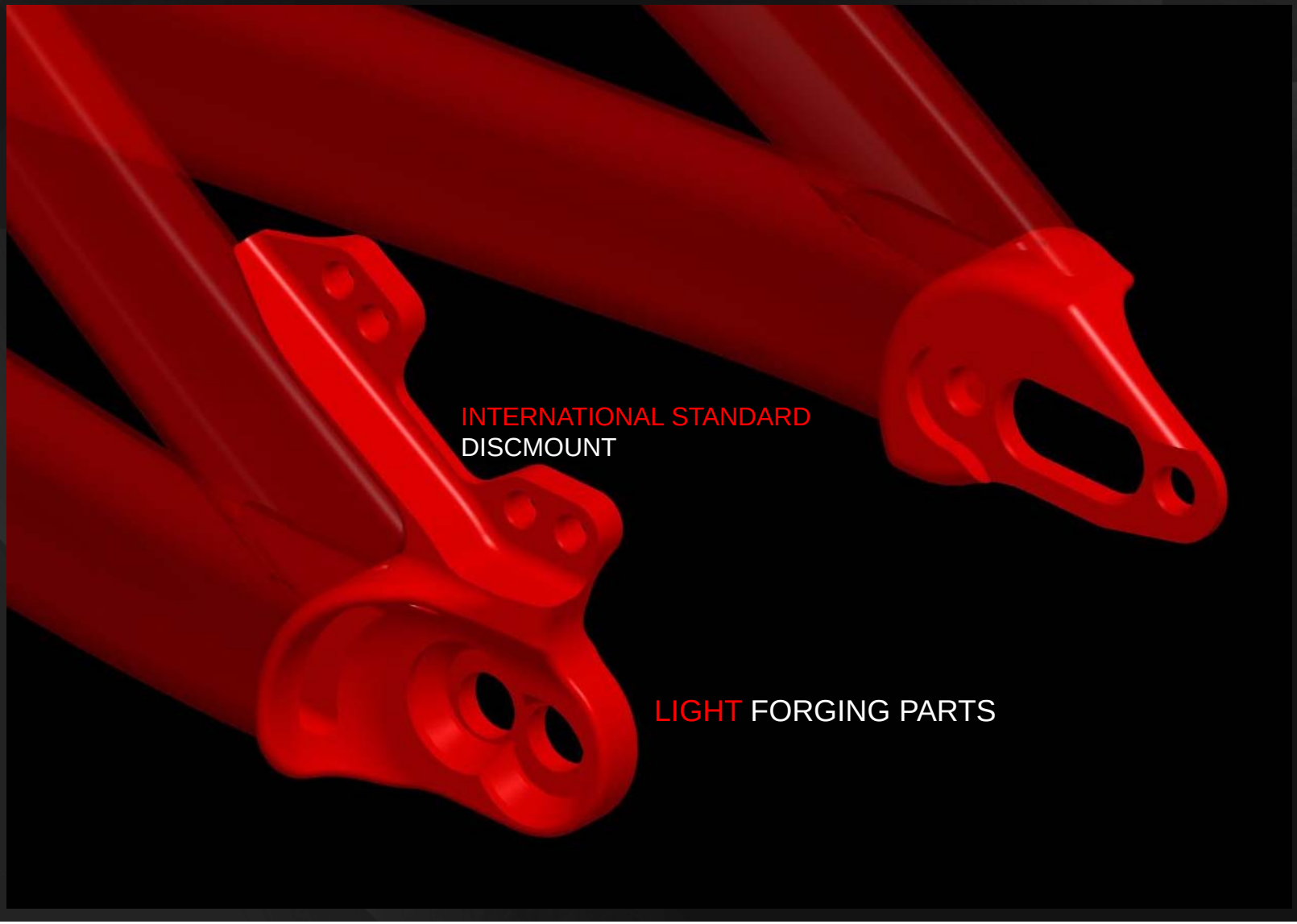
REAR TRIANGLE



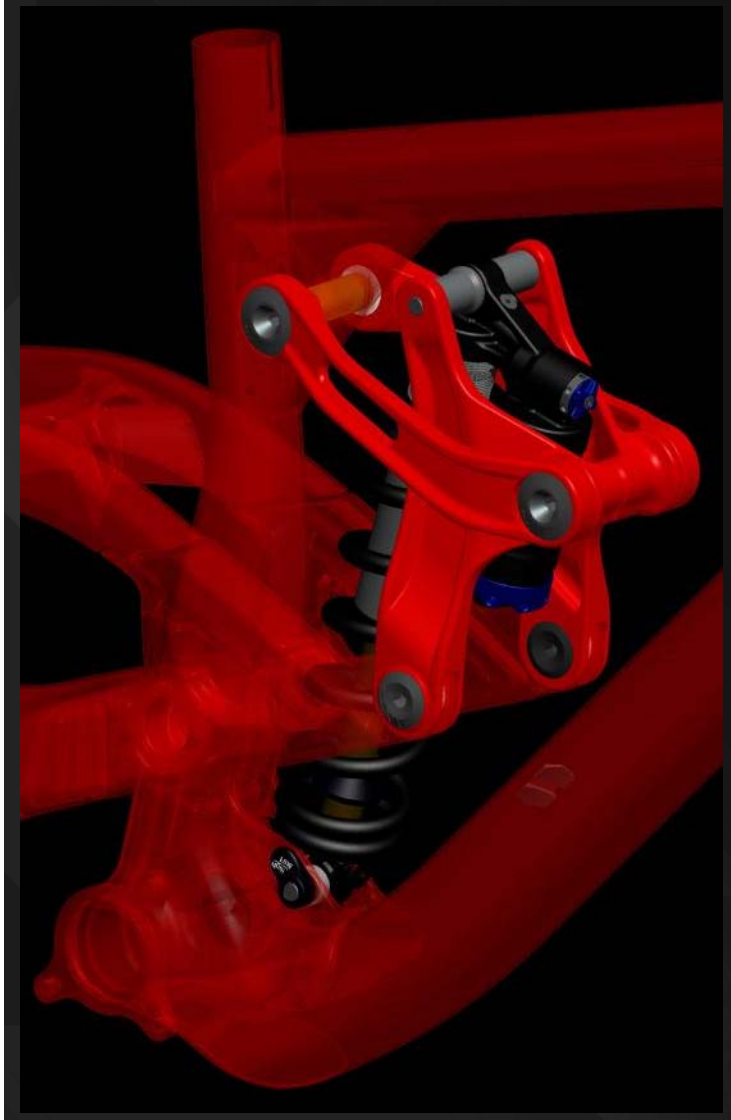
OLD GAMBLER	NEW GAMBLER
14 pieces	11 pieces
1560g (485g for DO)	1590g

Forging parts mostly located around Main Pivot

REAR TRIANGLE



LINKAGES



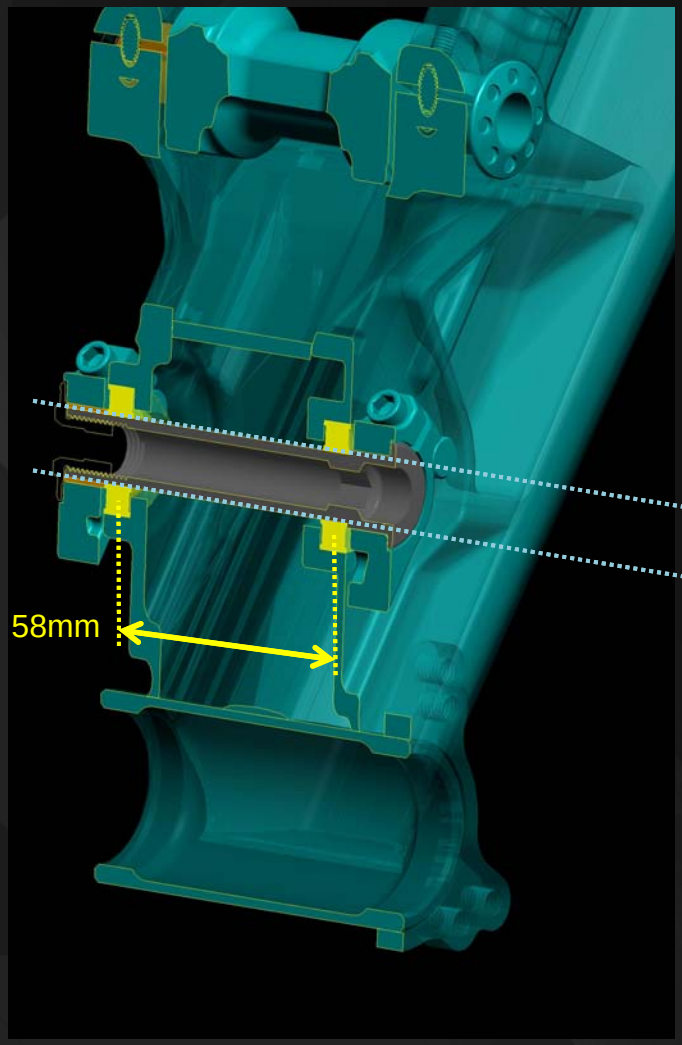
Lightweight structure

Allows assembly of most common shocks on the market

Allows accessibility to all settings

HARDWARE / Main pivot

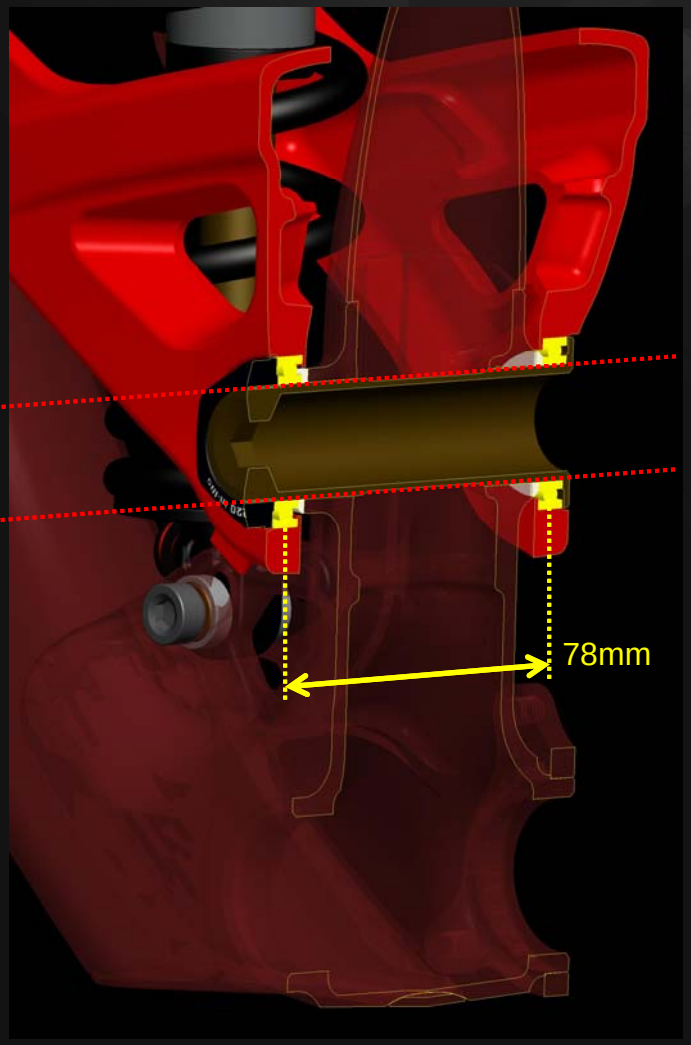
OLD



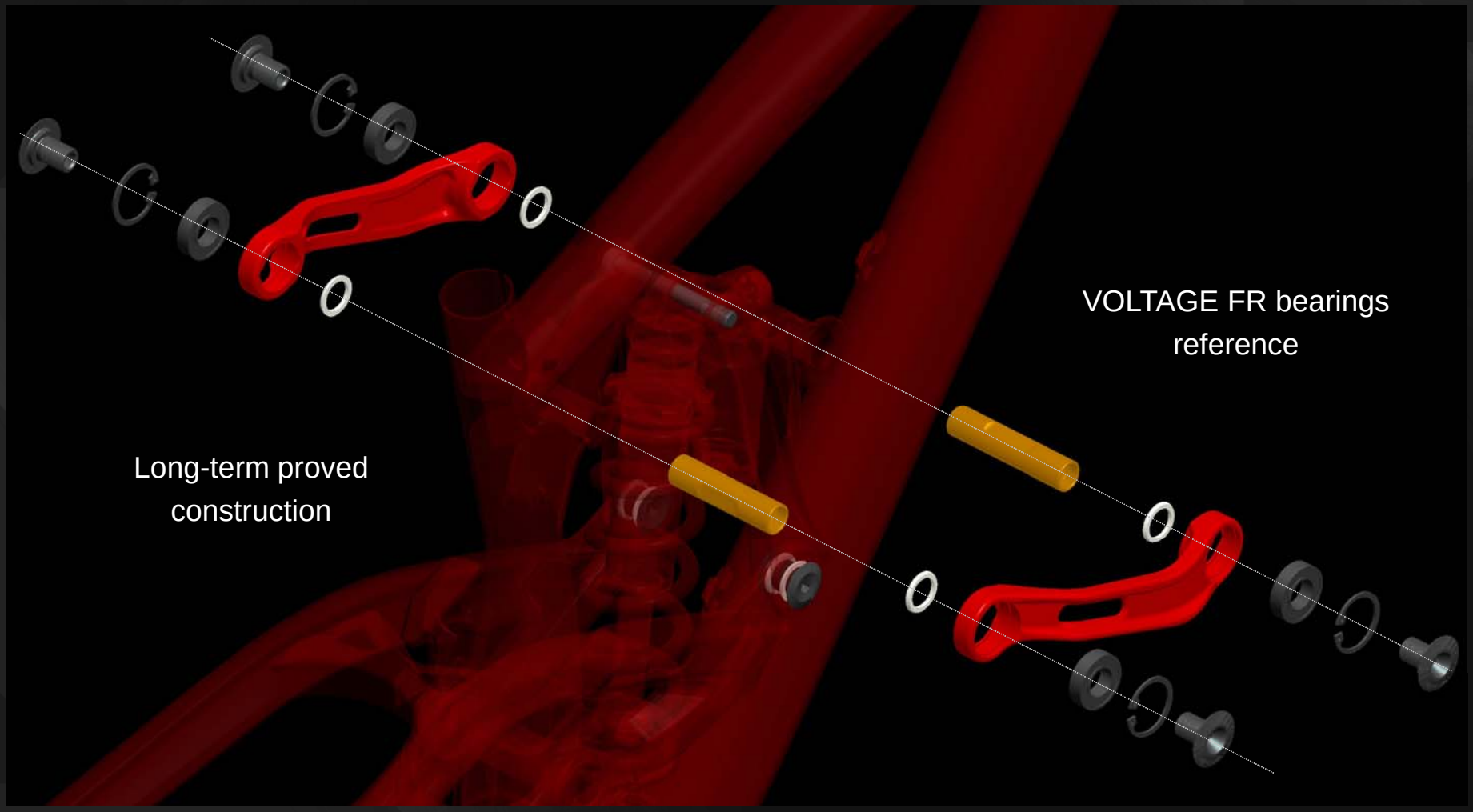
Wider bearing location
=
keep stiffness

No special tool needed to tight the main pivot

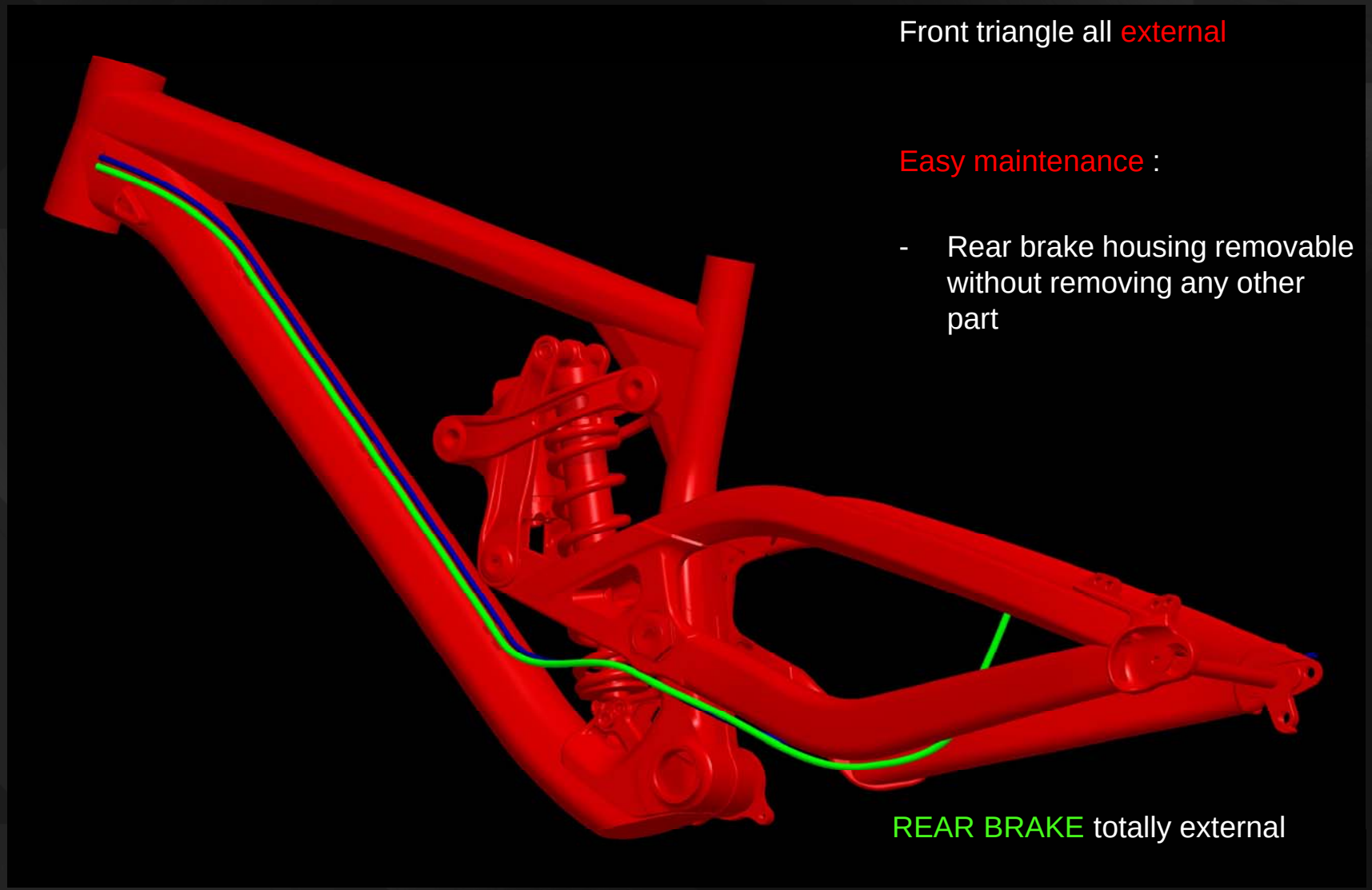
NEW



HARDWARE / Linkages



CABLE ROUTING



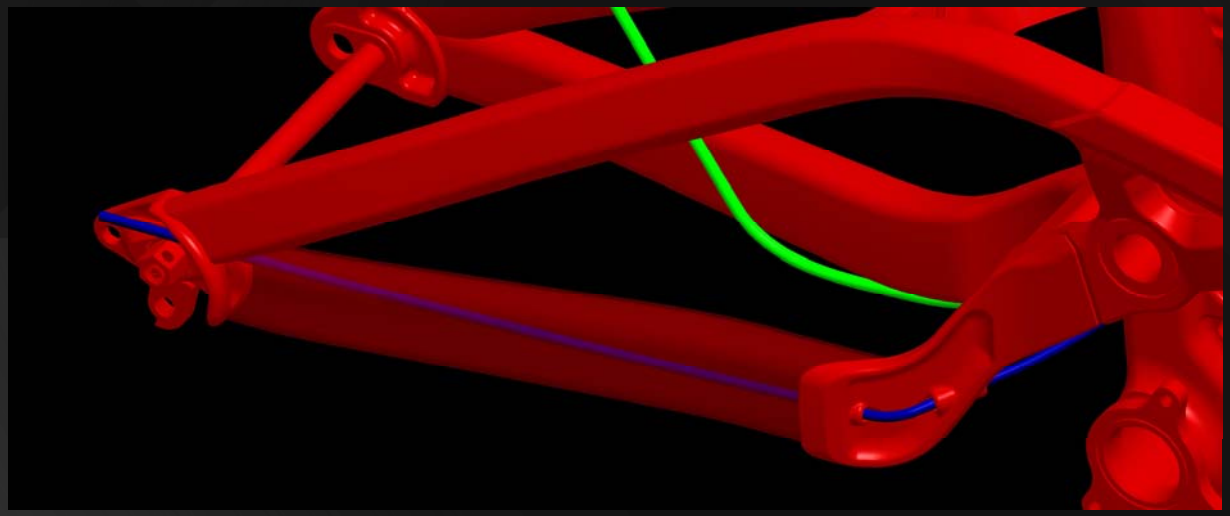
Front triangle all external

Easy maintenance :

- Rear brake housing removable without removing any other part

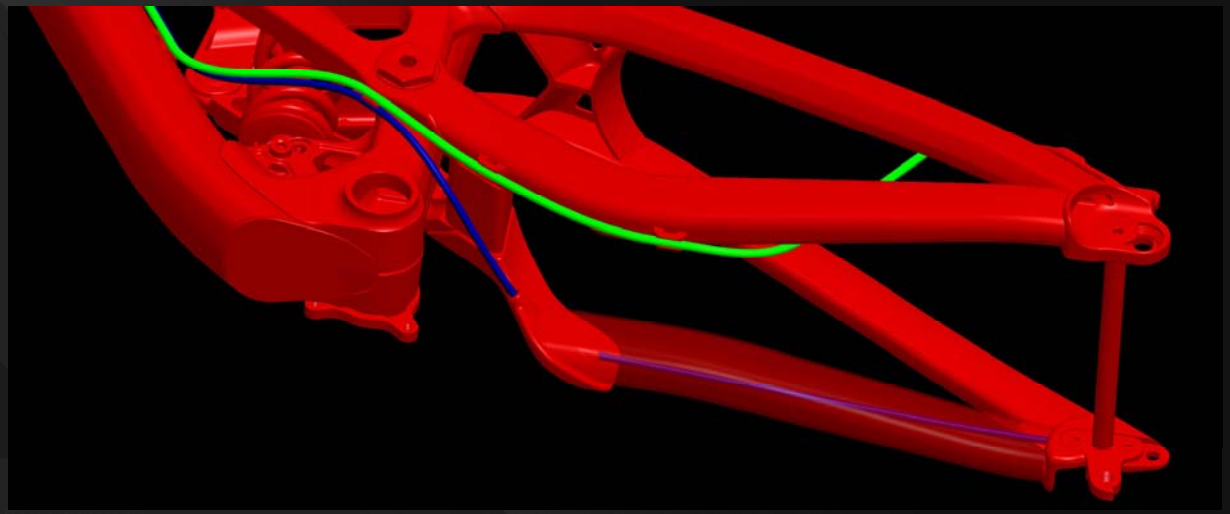
REAR BRAKE totally external

CABLE ROUTING



RIGHT CHAINSTAY INTERNAL ROUTING :

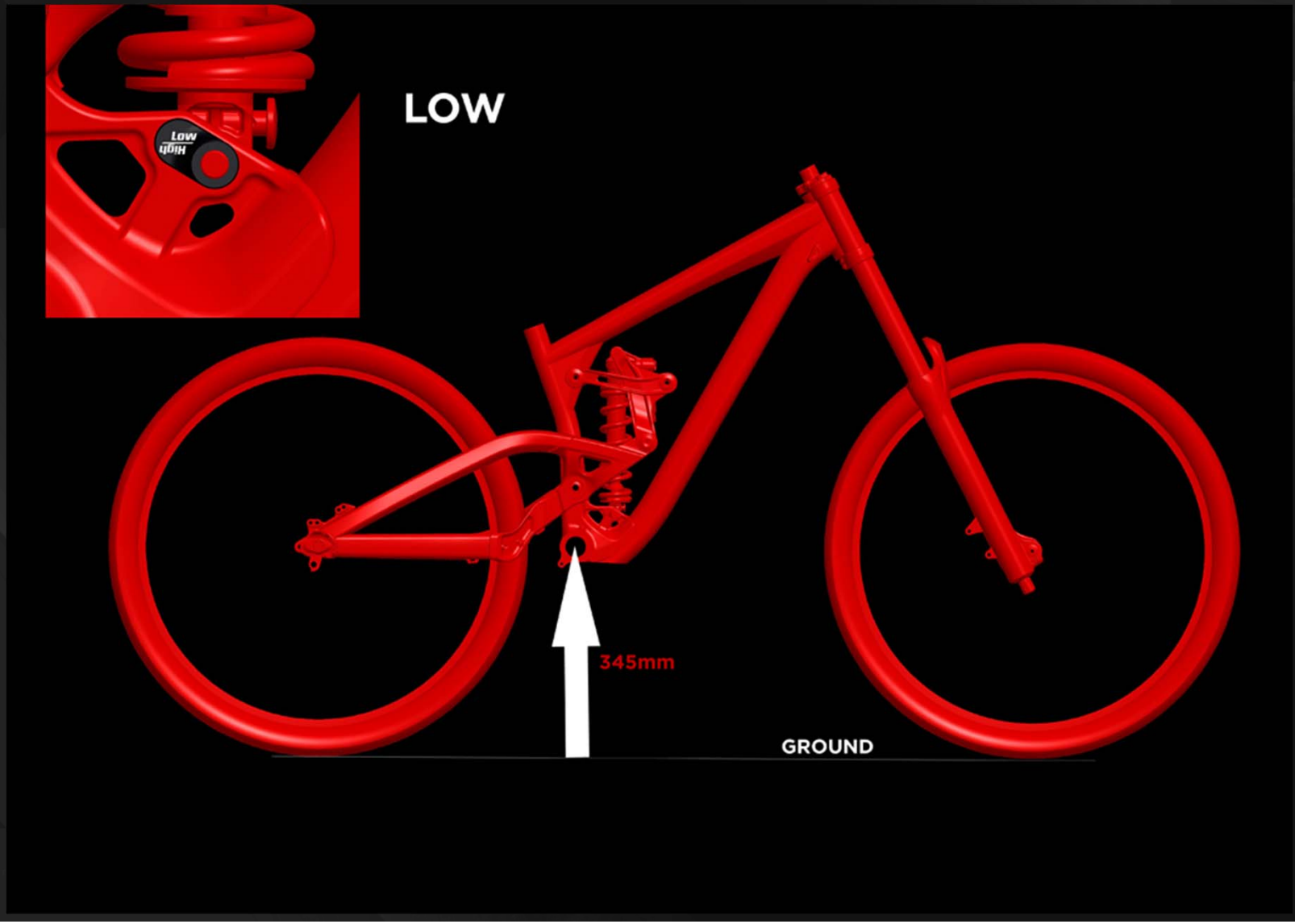
- Prevent housing from chain damages



Reliability :

- Full length housing from shifter to derailleur

ADJUSTMENTS / BB height



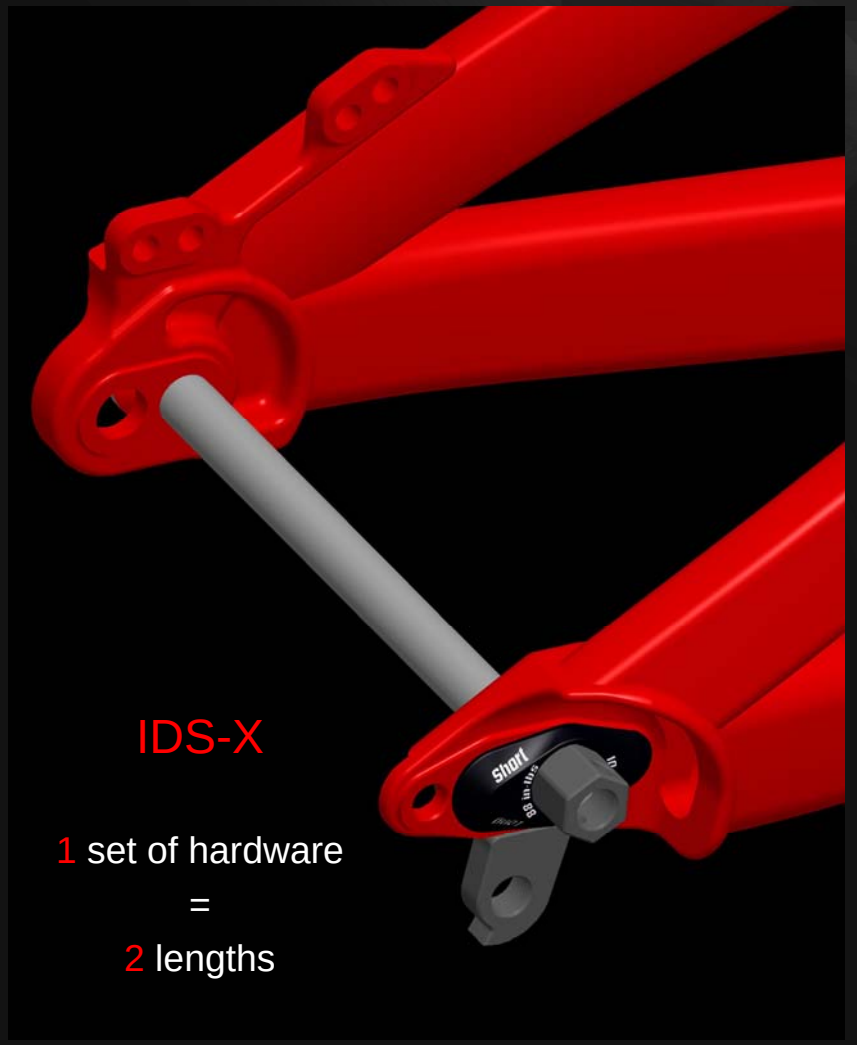
ADJUSTMENTS / DO length

OLD

IDS

1 set of dropouts
=
1 length

NEW



IDS-X

1 set of hardware
=
2 lengths

ADJUSTMENTS / DO length

NEW

IDS-X

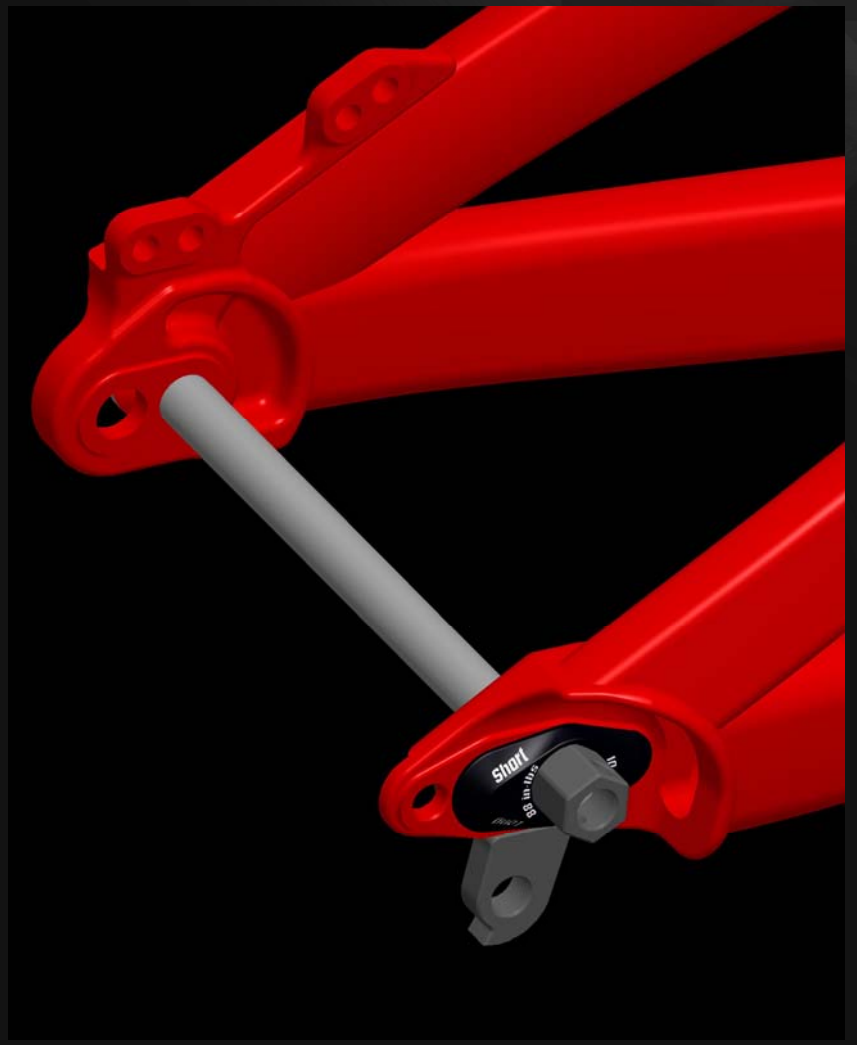
90gr lighter than old IDS

2 CST length settings : 0 or +15mm

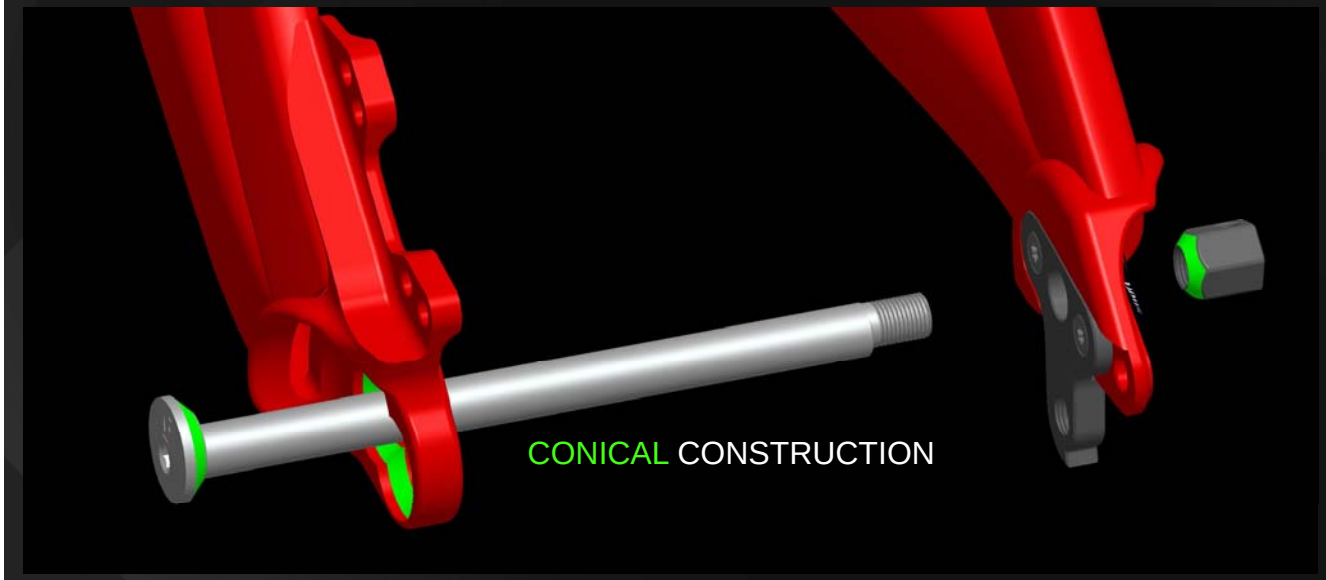
Light and simple construction

World Cup racing proved

ALL SAME PARTS FOR 2 SETTINGS



ADJUSTMENTS / DO length

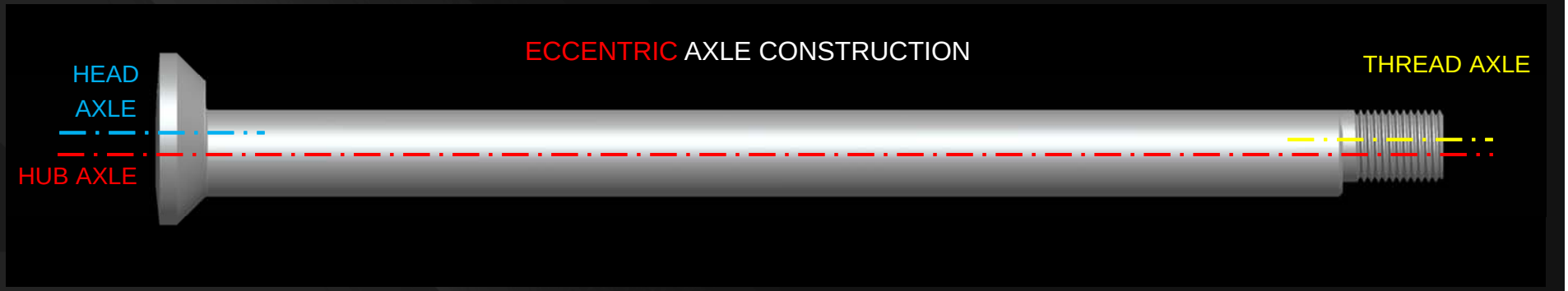


IDS-X

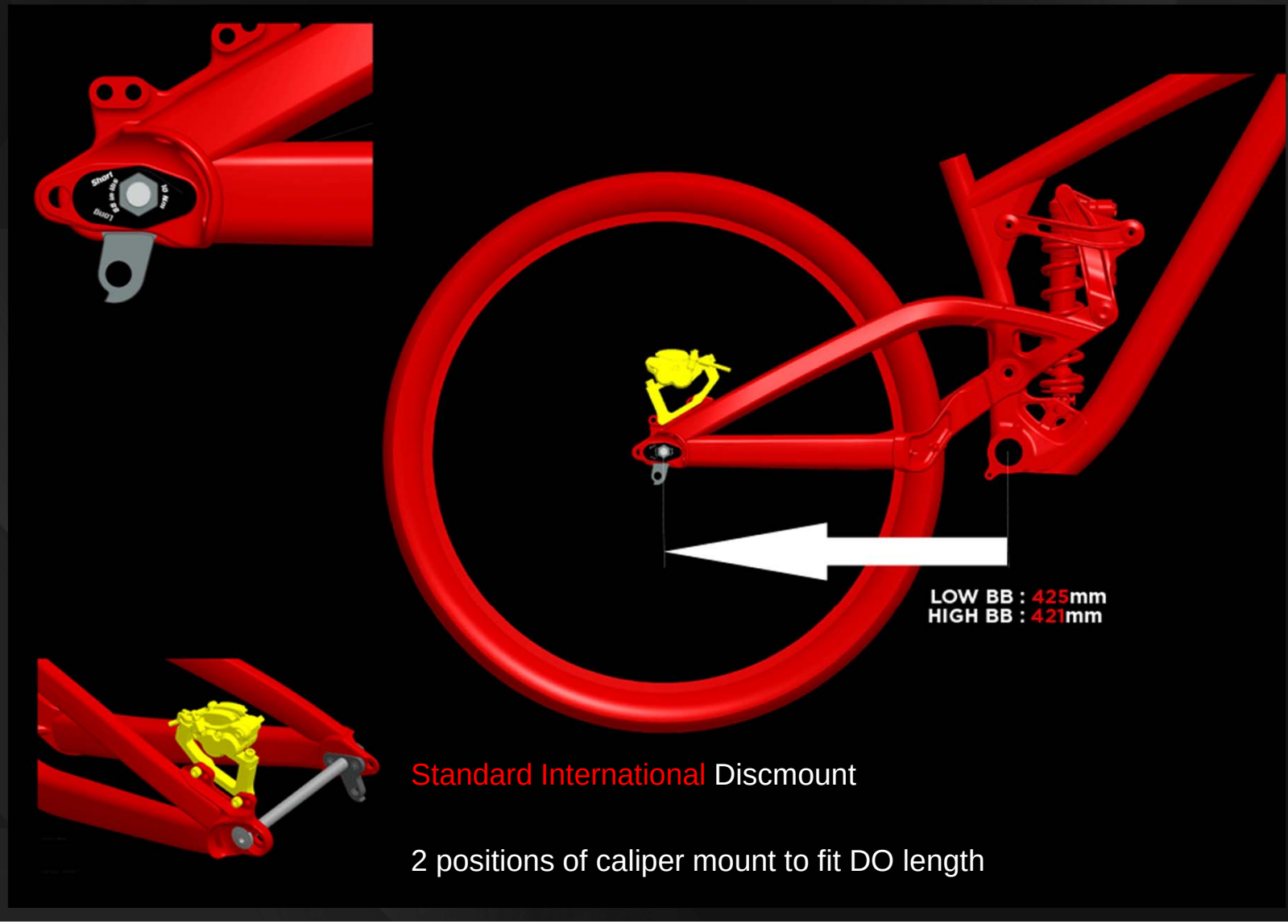
Conical and Eccentric construction

Stiffen rear triangle

Does not lose like other standard round axle without pinch bolts



ADJUSTMENTS / DO length



Standard International Discmount

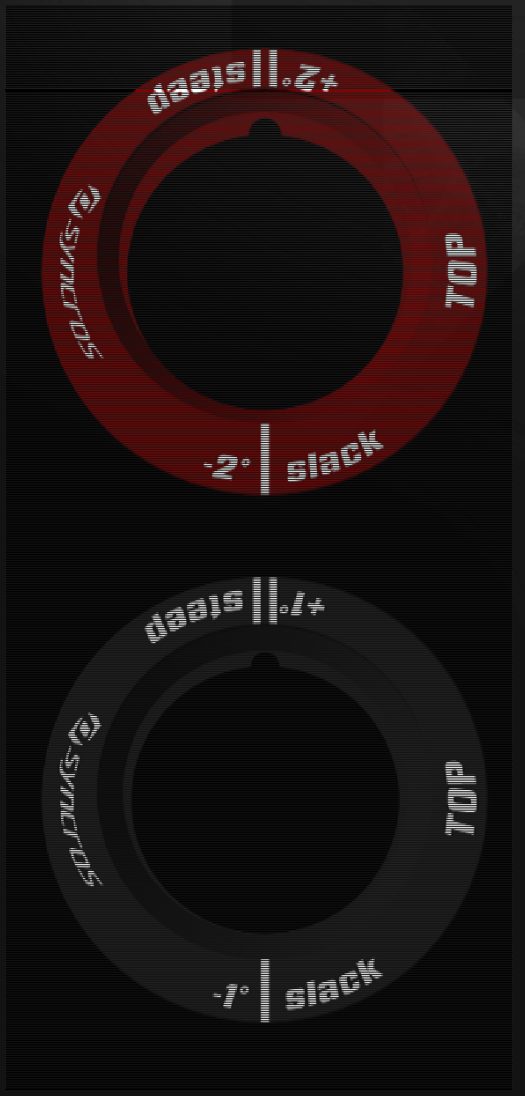
2 positions of caliper mount to fit DO length

ADJUSTMENTS / Head Angle

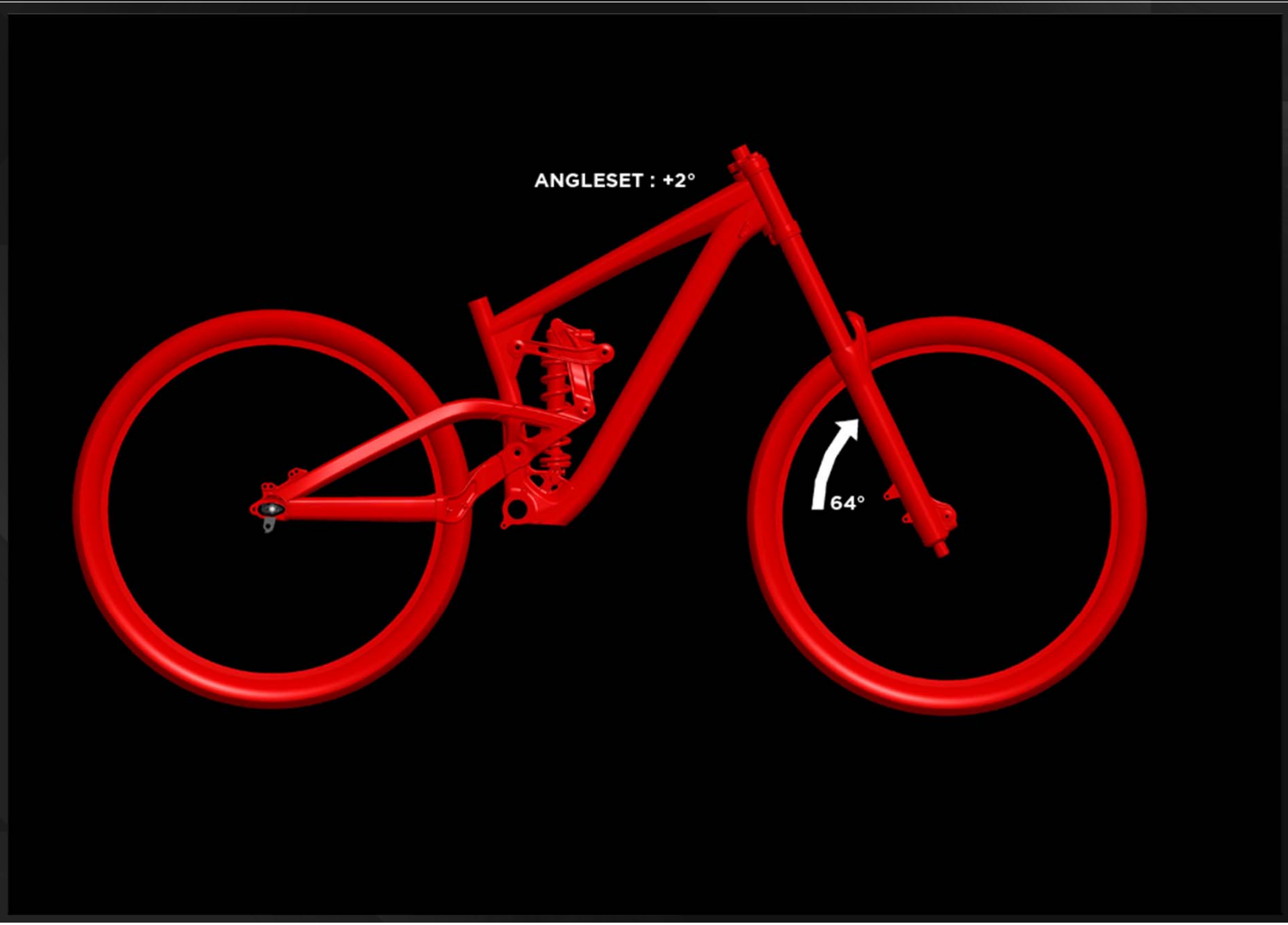
62° straigth head angle

3 Available headsets :
(complete bikes and aftermarket)

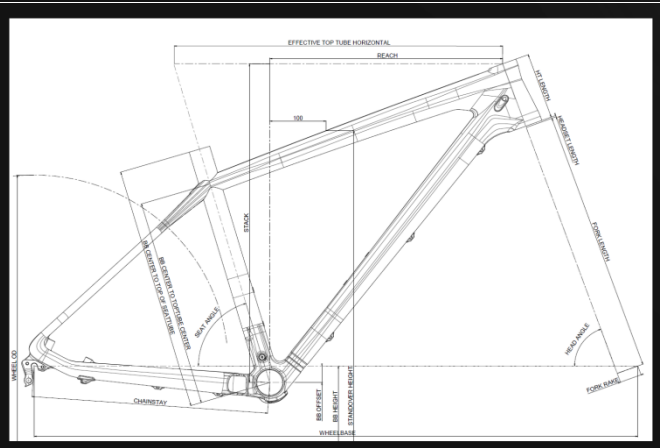
Headset	Head angle
0°	62°
+/- 1°	63° / 61°
+/- 2°	64° / 60°



ADJUSTMENTS / Head Angle



GEOMETRY



		LOW Position			HIGH Position		
		S	M	L	S	M	L
fork rake	mm	42.0	42.0	42.0	42.0	42.0	42.0
A/ head angle	°	62.0	62.0	62.0	62.7	62.7	62.7
fork length	mm	571.0	571.0	571.0	571.0	571.0	571.0
headset length	mm	3.0	3.0	3.0	3.0	3.0	3.0
B/ head tube	mm	115.0	115.0	115.0	115.0	115.0	115.0
C/ top tube horizontal	mm	525.0	550.0	574.5	522.0	547.0	572.0
E/ seat angle	°	75.6	75.6	75.6	76.5	76.5	76.5
F/ BB center to top of seattube	mm	370.0	370.0	370.0	370.0	370.0	370.0
H/ chainstay	mm	425 / 440	425 / 440	425 / 440	421.5 / 436.5	421.5 / 436.5	421.5 / 436.5
I/ BB offset	mm	0.0	0.0	0.0	+ 10	+ 10	+ 10
J/ BB height	mm	345.0	345.0	345.0	354.5	354.5	354.5
G/ standover height	mm	762.6	758.0	754.0	767.6	763.5	760.0
L/ wheel base	mm	1160 / 1175	1185 / 1200	1210 / 1225	1156 / 1171	1181 / 1196	1206 / 1221
wheel OD (tire:xxxx)	mm	690.0	690.0	690.0	690.0	690.0	690.0
M/ reach	mm	374.0	399.0	424.0	381.5	406.0	431.0
N/ stack	mm	589.0	589.0	589.0	593.0	593.0	593.0

FRAME PROTECTIONS

Fork bumpers

Help to protect the frame from fork hits

Fit with most common forks

FRAME PROTECTIONS

Down Tube protector

Help to protect the frame from rock hits

SCOTT GAMBLER

THANKS !