



***SCOTT***

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BIKE

SCOTT SPARK MY2017  
USER MANUAL

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INNOVATION  
TECHNOLOGY  
DESIGN

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Distribution:  
SSG (Europe) Distribution Center SA, P.E.D. Zone C1, Rue du Kiell 60, 6790 Aubange, Belgium

v6.2/15122016



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The SCOTT Spark should be adjusted exactly to the individual rider to achieve maximum safety and fun while riding.

**SCOTT recommends that all adjustments be carried out by your local authorized SCOTT dealer.** Some basic maintenance can be done if strictly following the manuals supplied with this bike.

Please contact your authorized SCOTT dealer for advice in order to avoid any harm and assist you with any questions or technical problems.

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SPARK CONCEPT

The Spark has the most successful pedigree of any cross-country full suspension bike ever made. At less than 1749 grams with rear shock, the top of the line model is one of the lightest full suspension frames available on the market. The new platform was not only designed to provide a lighter and stiffer frame, but also to optimize kinematics. The bike includes a host of minute, exquisitely detailed smart technical solutions which combine to make it one of the best overall full suspension cross country packages of all time.

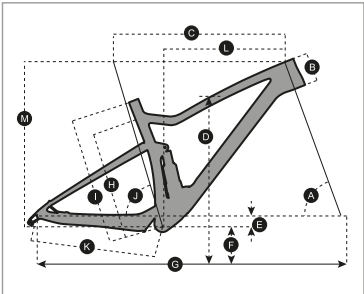
The SCOTT Spark RC 700 series was engineered with incredibly light materials. With a combined weight of 1749 grams, its frame including shock is one of the lightest full suspension rig to date. Meeting our requirements for stiffness values and applying the Boost standard to our race bike family, our engineers designed the Spark RC series with a dedicated, no-compromise race target group in mind. The benchmark weight was not only achieved by utilizing the lightest carbon fibers, but also thanks to our intelligent carbon lay-up process.

Our historic expertise of carbon engineering is just one element that allows us to create such light frames. Utilizing a mix of new high-end carbon fibers is another. Our HMX-SL Spark frame utilizes the strongest and lightest filaments to date. Our choice of the most advanced carbon fibers is followed by intensive use of specific tools, like FEA (Finite Element Analysis) software, to map out the carbon lay-up. With our proprietary EvoLap-Technology, we can simulate different forces on a virtual frame model and adjust frame construction accordingly; this allows us to build highly technical frames.

When we designed the all new Spark, we had one goal in mind: create the ultimate full-suspension Cross-Country bike. Comparing the old and the new Spark, we've moved from a single pivot top link design to a single pivot rocker link layout with a Trunnion shock mount. Refined suspension characteristics were one of our main intentions. We created a system that offers sensitive characteristics at the beginning of the travel, the perfect support from sag point onwards plus an optimized end progression. The new Spark furthermore has a higher main pivot position to offer the most efficient pedaling characteristics.

The new platform enabled us to realize everything you could want from modern full-suspension geometry- a slacker head angle for maximum stability, shorter chain stays for agile handling and lower stand over height/center of gravity for a more planted feel. We designed it with a low stack for an optimized race fit and with a long reach with shorter stem options for the same fit and better handling. A steeper seat tube offers more balanced weight distribution and better power transfer. With a large number of riders and a wide range of uses in mind, we developed no-compromises, high performance geometry- a modern interpretation of what progressive racers and riders need.

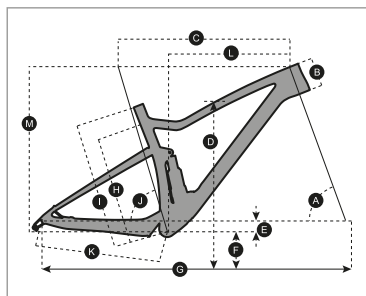
GEOMETRY/TECHNICAL DATA SPARK RC 27.5"



Travel	100mm/70mm/Climb
Suspension ratio	2.50
Shock length	165mm
Shock stroke	40mm
Hardware mainframe	Trunnion
Hardware linkage	20x10mm
Seatpost diameter	31.6
Headset	bearings: 51.9x40x8 45 ° x 45 ° / 41.8x30.5x8 45 ° x 45 °
Fork travel	110mm
Fork length	487.7mm
BB Housing	BB PF92
Max tire width	2.35/60mm
<b>Please note:</b> <b>Tire sizes often vary from brand to brand.</b> <b>Ensure the tire clearance is adequate</b> <b>when replacing your tires!</b>	

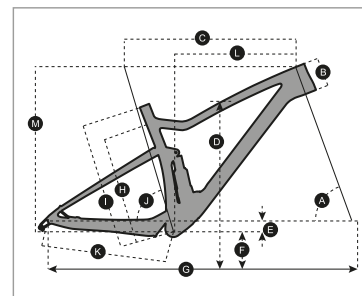
	S		M		L	
A HEAD TUBE ANGLE	68.5 °		68.5 °		68.5 °	
B HEAD TUBE LENGTH	95.0 mm	3.7 in	100.0 mm	3.9 in	110.0 mm	4.3 in
C TOP TUBE HORIZONTAL	570.0 mm	22.4 in	600.0 mm	23.6 in	625.0 mm	24.6 in
D STANDOVER HEIGHT						
E BB OFFSET	-34.0 mm	-1.3 in	-34.0 mm	-1.3 in	-34.0 mm	-1.3 in
F BB HEIGHT	317.5 mm	12.5 in	317.5 mm	12.5 in	317.5 mm	12.5 in
G WHEEL BASE	1,082.3 mm	42.6 in	1,112.8 mm	43.8 in	1,138.7 mm	44.8 in
H BB CENTER TO TOPTUBE CENTER	345.0 mm	13.6 in	375.0 mm	14.8 in	425.0 mm	16.7 in
I BB CENTER TO TOP OF SEATTUBE	410.0 mm	16.1 in	440.0 mm	17.3 in	490.0 mm	19.3 in
J SEAT ANGLE	73.5 °		73.5 °		73.5 °	
K CHAINSTAY	425.0 mm	16.7 in	425.0 mm	16.7 in	425.0 mm	16.7 in
L REACH	403.9 mm	15.9 in	432.5 mm	17.0 in	454.8 mm	17.9 in
M STACK	560.8 mm	22.1 in	565.4 mm	22.3 in	574.7 mm	22.6 in
N STEM LENGTH	60.0 mm	2.4 in	70.0 mm	2.8 in	80.0 mm	3.1 in
O TRAIL	91.2 mm	3.6 in	91.2 mm	3.6 in	91.2 mm	3.6 in

## GEOMETRY/TECHNICAL DATA SPARK RC 29"



Travel	100mm/70mm/Climb
Suspension ratio	2.50
Shock length	165mm
Shock stroke	40mm
Hardware mainframe	Trunnion
Hardware linkage	20x10mm
Seatpost diameter	31.6
Headset	bearings: 51.9x40x8 45 ° x 45 ° / 41.8x30.5x8 45 ° x 45 °
Fork travel	110mm
Fork length	500.8mm
BB Housing	BB PF92
Max tire width	2.35/60mm
<b>Please note:</b> <b>Tire sizes often vary from brand to brand.</b> <b>Ensure the tire clearance is adequate</b> <b>when replacing your tires!</b>	

## GEOMETRY/TECHNICAL DATA SPARK 27.5"

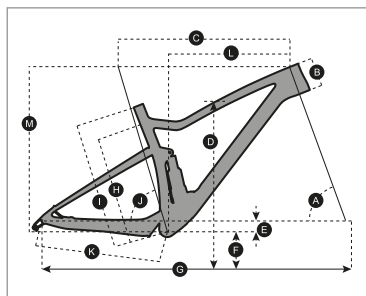


Travel	120mm/85mm/Climb
Suspension ratio	2.67
Shock length	165mm
Shock stroke	45mm
Hardware mainframe	Trunnion
Hardware linkage	20x10mm
Seatpost diameter	31.6
Headset	bearings: 51.9x40x8 45 ° x 45 ° / 41.8x30.5x8 45 ° x 45 °
Fork travel	120mm
Fork length	507.7mm
BB Housing	BB PF92
Max tire width	2.35/60mm
<b>Please note:</b> <b>Tire sizes often vary from brand to brand.</b> <b>Ensure the tire clearance is adequate</b> <b>when replacing your tires!</b>	

	S		M		L		XL	
A HEAD TUBE ANGLE	68.5 °		68.5 °		68.5 °		68.5 °	
B HEAD TUBE LENGTH	95.0 mm	3.7 in	95.0 mm	3.7 in	105.0 mm	4.1 in	115.0 mm	4.5 in
C TOP TUBE HORIZONTAL	570.0 mm	22.4 in	600.0 mm	23.6 in	630.0 mm	24.8 in	650.0 mm	25.6 in
D STANDOVER HEIGHT								
E BB OFFSET	-50.5 mm	-2.0 in	-50.5 mm	-2.0 in	-50.5 mm	-2.0 in	-50.5 mm	-2.0 in
F BB HEIGHT	319.5 mm	12.6 in	319.5 mm	12.6 in	319.5 mm	12.6 in	319.5 mm	12.6 in
G WHEEL BASE	1,097.7 mm	43.2 in	1,127.7 mm	44.4 in	1,158.6 mm	45.6 in	1,179.6 mm	46.4 in
H BB CENTER TO TOPTUBE CENTER								
I BB CENTER TO TOP OF SEATTUBE	410.0 mm	16.1 in	440.0 mm	17.3 in	490.0 mm	19.3 in	540.0 mm	21.3 in
J SEAT ANGLE	73.8 °		73.8 °		73.8 °		73.8 °	
K CHAINSTAY	435.0 mm	17.1 in	435.0 mm	17.1 in	435.0 mm	17.1 in	435.0 mm	17.1 in
L REACH	399.5 mm	15.7 in	429.5 mm	16.9 in	456.8 mm	18.0 in	474.1 mm	18.7 in
M STACK	586.9 mm	23.1 in	586.9 mm	23.1 in	596.2 mm	23.5 in	605.5 mm	23.8 in
N STEM LENGTH	60.0 mm	2.4 in	70.0 mm	2.8 in	80.0 mm	3.1 in	90.0 mm	3.5 in
O TRAIL	90.9 mm	3.6 in	90.9 mm	3.6 in	90.9 mm	3.6 in	90.9 mm	3.6 in

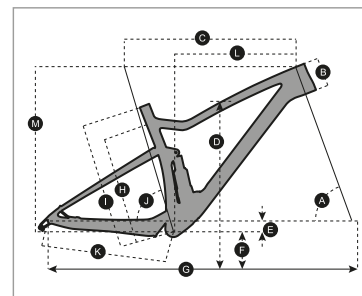
	S		M		L	
A HEAD TUBE ANGLE	67.0 °		67.0 °		67.0 °	
B HEAD TUBE LENGTH	100.0 mm	3.9 in	105.0 mm	4.1 in	115.0 mm	4.5 in
C TOP TUBE HORIZONTAL	575.0 mm	22.6 in	605.0 mm	23.8 in	635.0 mm	25.0 in
D STANDOVER HEIGHT						
E BB OFFSET	-26.0 mm	-1.0 in	-26.0 mm	-1.0 in	-26.0 mm	-1.0 in
F BB HEIGHT	325.5 mm	12.8 in	325.5 mm	12.8 in	325.5 mm	12.8 in
G WHEEL BASE	1,115.2 mm	43.9 in	1,145.8 mm	45.1 in	1,177.0 mm	46.3 in
H BB CENTER TO TOPTUBE CENTER	345.0 mm	13.6 in	375.0 mm	14.8 in	425.0 mm	16.7 in
I BB CENTER TO TOP OF SEATTUBE	410.0 mm	16.1 in	440.0 mm	17.3 in	490.0 mm	19.3 in
J SEAT ANGLE	73.8 °		73.8 °		73.8 °	
K CHAINSTAY	428.0 mm	16.9 in	428.0 mm	16.9 in	428.0 mm	16.9 in
L REACH	409.7 mm	16.1 in	438.4 mm	17.3 in	465.7 mm	18.3 in
M STACK	568.9 mm	22.4 in	573.5 mm	22.6 in	582.7 mm	22.9 in
N STEM LENGTH	50.0 mm	2.0 in	60.0 mm	2.4 in	70.0 mm	2.8 in
O TRAIL	101.4 mm	4.0 in	101.4 mm	4.0 in	101.4 mm	4.0 in

## GEOMETRY/TECHNICAL DATA SPARK 29"



Travel	120mm/85mm/Climb
Suspension ratio	2.67
Shock length	165mm
Shock stroke	45mm
Hardware mainframe	Trunnion
Hardware linkage	20x10mm
Seatpost diameter	31.6
Headset	bearings: 51.9x40x8 45 ° x 45 ° / 41.8x30.5x8 45 ° x 45 °
Fork travel	120mm
Fork length	572.1mm
BB Housing	BB PF92
Max tire width	2.35/60mm
<b>Please note:</b> <b>Tire sizes often vary from brand to brand.</b> <b>Ensure the tire clearance is adequate</b> <b>when replacing your tires!</b>	

## GEOMETRY/TECHNICAL DATA SPARK PLUS



Travel	120mm/85mm/Climb
Suspension ratio	2.67
Shock length	165mm
Shock stroke	45mm
Hardware mainframe	Trunnion
Hardware linkage	20x10mm
Seatpost diameter	31.6
Headset	bearings: 51.9x40x8 45 ° x 45 ° / 41.8x30.5x8 45 ° x 45 °
Fork travel	130mm
Fork length	537.1mm
BB Housing	BB PF92
Max tire width	2.35/60mm
<b>Please note:</b> <b>Tire sizes often vary from brand to brand.</b> <b>Ensure the tire clearance is adequate</b> <b>when replacing your tires!</b>	

	S		M		L		XL	
A HEAD TUBE ANGLE	67.2 °		67.2 °		67.2 °		67.2 °	
B HEAD TUBE LENGTH	95.0 mm	3.7 in	95.0 mm	3.7 in	105.0 mm	4.1 in	115.0 mm	4.5 in
C TOP TUBE HORIZONTAL	575.0 mm	22.6 in	605.0 mm	23.8 in	635.0 mm	25.0 in	655.0 mm	25.8 in
D STANDOVER HEIGHT								
E BB OFFSET	-43.0 mm	-1.7 in	-43.0 mm	-1.7 in	-43.0 mm	-1.7 in	-43.0 mm	-1.7 in
F BB HEIGHT	327.0 mm	12.9 in	327.0 mm	12.9 in	327.0 mm	12.9 in	327.0 mm	12.9 in
G WHEEL BASE	1,121.6 mm	44.2 in	1,151.6 mm	45.3 in	1,182.8 mm	46.6 in	1,203.9 mm	47.4 in
H BB CENTER TO TOPTUBE CENTER	345.0 mm	13.6 in	375.0 mm	14.8 in	425.0 mm	16.7 in	475.0 mm	18.7 in
I BB CENTER TO TOP OF SEATTUBE	410.0 mm	16.1 in	440.0 mm	17.3 in	490.0 mm	19.3 in	540.0 mm	21.3 in
J SEAT ANGLE	73.8 °		73.8 °		73.8 °		73.8 °	
K CHAINSTAY	438.0 mm	17.2 in	438.0 mm	17.2 in	438.0 mm	17.2 in	438.0 mm	17.2 in
L REACH	402.7 mm	15.9 in	432.7 mm	17.0 in	460.0 mm	18.1 in	477.3 mm	18.8 in
M STACK	593.1 mm	23.4 in	593.1 mm	23.4 in	602.4 mm	23.7 in	611.6 mm	24.1 in
N STEM LENGTH	50.0 mm	2.0 in	60.0 mm	2.4 in	70.0 mm	2.8 in	80.0 mm	3.1 in
O TRAIL	100.2 mm	3.9 in	100.2 mm	3.9 in	100.2 mm	3.9 in	100.2 mm	3.9 in

	S		M		L		XL	
A HEAD TUBE ANGLE	66.9 °		66.9 °		66.9 °		66.9 °	
B HEAD TUBE LENGTH	95.0 mm	3.7 in	95.0 mm	3.7 in	105.0 mm	4.1 in	115.0 mm	4.5 in
C TOP TUBE HORIZONTAL	576.9 mm	22.7 in	607.0 mm	23.9 in	637.0 mm	25.1 in	657.0 mm	25.9 in
D STANDOVER HEIGHT								
E BB OFFSET	-36.0 mm	-1.4 in	-36.0 mm	-1.4 in	-36.0 mm	-1.4 in	-36.0 mm	-1.4 in
F BB HEIGHT	329.0 mm	13.0 in	329.0 mm	13.0 in	329.0 mm	13.0 in	329.0 mm	13.0 in
G WHEEL BASE	1,128.1 mm	44.4 in	1,158.1 mm	45.6 in	1,189.3 mm	46.8 in	1,210.5 mm	47.7 in
H BB CENTER TO TOPTUBE CENTER	345.0 mm	13.6 in	375.0 mm	14.8 in	425.0 mm	16.7 in	475.0 mm	18.7 in
I BB CENTER TO TOP OF SEATTUBE	410.0 mm	16.1 in	440.0 mm	17.3 in	490.0 mm	19.3 in	540.0 mm	21.3 in
J SEAT ANGLE	73.2 °		73.2 °		73.2 °		73.2 °	
K CHAINSTAY	438.0 mm	17.2 in	438.0 mm	17.2 in	438.0 mm	17.2 in	438.0 mm	17.2 in
L REACH	396.3 mm	15.6 in	426.4 mm	16.8 in	453.6 mm	17.9 in	470.9 mm	18.5 in
M STACK	598.1 mm	23.5 in	598.1 mm	23.5 in	607.3 mm	23.9 in	616.5 mm	24.3 in
N STEM LENGTH	50.0 mm	2.0 in	50.0 mm	2.0 in	60.0 mm	2.4 in	70.0 mm	2.8 in
O TRAIL	100.2 mm	3.9 in	100.2 mm	3.9 in	100.2 mm	3.9 in	100.2 mm	3.9 in

## ⚠ IMPORTANT!

SCOTT Spark is designed around the BOOST platform so many of the fitted parts: cranks/ wheels/dropouts/forks differ from traditional cycle parts. Always consult your authorized SCOTT dealer for advice on replacing or repairing any part of your SCOTT bike!

## ▀ TWINLOC

The TWINLOC system offers simultaneous control of the front and rear shocks with a single lever allowing the ride of the bike to be adjusted at the flick of a finger.

The 3 basic functions of TWINLOC system are:

- **Climb-out Mode:** Climb rear / climb front
- **Traction Mode:** Traction mode rear / platform mode front
- **Descent Mode:** Full travel rear / full travel front

You can only assemble the “standard” TWINLOC remote lever in “left side upward position” on the handlebar (this is usually fitted on bikes with x2 front chainrings.)

On bikes with x1 chainring on the front the under bar TWINLOC remote lever in “left side downward” position can be fitted as standard.

It is possible to change the TWINLOC lever to the underbar option if the bikes gears have been changed to x1 system, a new alternative lever will be required for this adjustment; please consult your local SCOTT dealer for more information on obtaining the correct lever for you bike.

There are 3 positions of the TWINLOC remote lever.

### 1. CLIMB MODE:

The shock is nearly locked; climbing on asphalt roads is now possible with little power loss. A simultaneous blow-off-system prevents the shock being damaged in case the rider does not open the system while crossing obstacles.

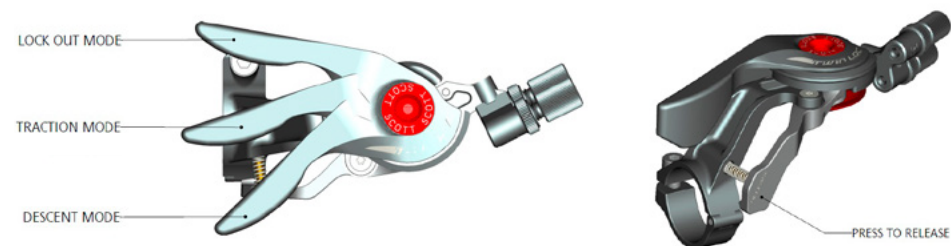
### 2. TRACTION MODE:

By reducing the internal chamber volume inside the shock the travel of the shock will be reduced, the characteristic of the air spring gets harder this results in climbing with reduced “bobbing” and offers still optimum traction of the rear wheel.

### 3. DESCENT MODE:

Full travel of the front and rear shocks.

You will find the following positions on the remote lever:

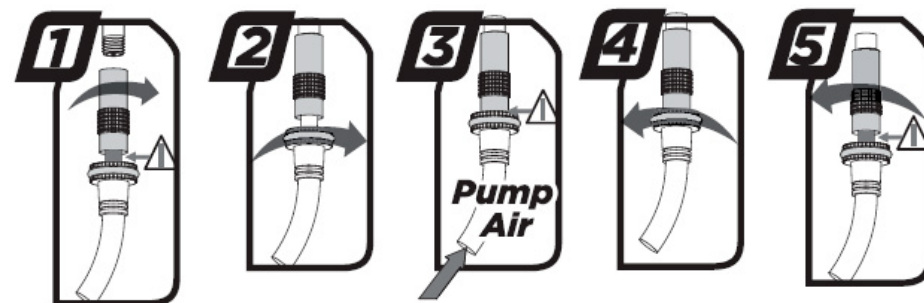


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## ▀ BASIC SET-UP OF SHOCK & FORKS

Recommended tools for the shock setup:

- The SAG tool that came with your bike.
- A shock pump with a dial up to 20bars/300psi with a special air valve connector (not supplied with this bike), this will help stop air from escaping while removing the pump from the shock valve.



Please note that air will flow into the hose and indicator when counterchecking the air pressure, this will give the appearance that the shock has less air pressure then it was setup, your shock may need to be adjusted once this action is made.

Please also note that the indicators of shock pumps have a tolerance of max. 10%.

For bikes spec'd with Fox shock and forks:

You can find more specific information about Fox set up on Fox's website, please use your fork/shock ID number to find more useful setup tips for your exact fork and shock (please visit: [ridefox.com](http://ridefox.com))



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## ▮ SAG

Your SCOTT bike will be supplied with a SAG tool to help set up your bikes suspension, these SAG tools can be easily clipped on the shock body and fork dust seal.

For the best performance it is recommended you start with SAG of 25-30% for shocks and 15-20% for forks.

1. Make sure before any adjustment is made that your shock and forks are in the “open” position.
2. With the shock pump attached to the rear shock valve, pump your desired pressure into the shock. Once the pressure is achieved slowly compress and decompress your shock through 25% of its travel 10 times. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge, if needed add or reduce pressure and repeat.  
**Note the compression/decompression of the rear shock through the travel must also be done if the pressure is reduced!**
3. Once your desired pressure is reached slide the rubber O-ring on the shock and fork leg against the dust seal, clip on your SAG tool if required.
4. Sit on your bike in your usual riding position (in your riding gear: if you carry a bag/ Hydration-system put it on,) don't “bounce” the suspension while doing this, use a wall or a friend for support if needed.
5. Get off the bike gently without bouncing and check the O-ring position on the shaft or the fork stanchion, with the SAG adjuster clipped on. This makes it easy to see where your SAG is set. Example below.

The same operation is used on the forks.



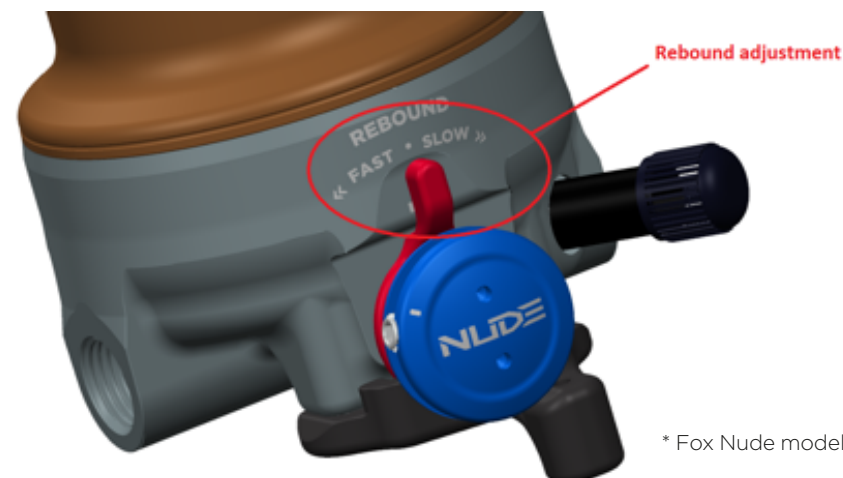
### ⚠ IMPORTANT!

Do not sit on your bike with the shock pump attached to the bike!

## ▮ REBOUND SHOCK SET-UP

“Rebound” describes the speed the shock returns back to its original length after absorbing an obstacle, setting of this is very important for the handling and correct function of the bike.

The rebound adjustment lever can be found on the head of the shock



\* Fox Nude model shown

After the shock pressure/sag is correctly set ride your bike in a safe area with your riding gear/backpack, etc. While remaining in the saddle, ride you bike off a drop/kerb of about 10-15 cm.

- If it bounces 1-2 times and settles the set-up is good.
- If it bounces more than 3 times the rebound is too fast, turn the knob 1-2 “clicks” clockwise and repeat.
- If there is no bounce the rebound is too slow, turn the knob 1-2 click counter clockwise and repeat.
- Repeat these steps until the desired result is achieved.

Your SCOTT SPARK bike was designed to be used in conjunction with a specific shock and forks, changing the shock or forks on your bike may cause poor/unsafe riding characteristics or damage to frame and components, please consult your SCOTT dealer for any assistance you need, failure to do this may affect your warranty



## REPLACEABLE REAR DROPOUT

On SCOTT SPARK models for 2017 the rear derailleur hanger is replaceable, depending on your model of SCOTT SPARK there are 5 different hangers available, 2 for carbon swingarms and 3 alloy swingarms, these parts can be seen below, please consult your SCOTT dealer for information on the correct part.

### FOR CARBON SWINGARMS ONLY:



Sram and non-direct  
mount derailleur  
SCOTT part  
number 254090



Shimano direct mount  
derailleur  
SCOTT part  
number 254091

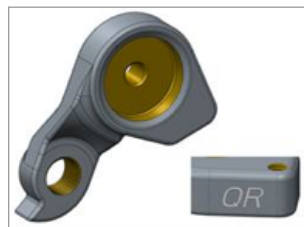
### FOR ALLOY SWINGARMS ONLY:



Sram and non-direct  
mount derailleur  
SCOTT part  
number 254092



Shimano direct mount  
derailleur  
SCOTT part  
number 251093



Non-Direct mount  
derailleurs and boost  
Q/R wheels  
SCOTT part  
number 254094

If your dropout needs to be replaced, we recommend this work should be carried out by your local SCOTT dealer as the rear derailleur may need adjustment, failure to adjust this correctly may result in accident or damage to your bike.

### IMPORTANT!

**We recommend all work should be carried out by your authorised SCOTT dealer!**

If you wish to change this item yourself, please ensure the bike is supported correctly to prevent damage by referring to the general manual instructions supplied with your bike.



Before installing the new hanger first make sure the area is clean; insert the hanger.



Insert the end cap through the frame and into the hanger.



Make sure the location arrow is pointing to the lower bolt hole; insert the bolt (Max torque 1.5 N/M)



Insert the second bolt in the rear of the dropout (Max torque 1.5 N/M)  
(Carbon swingarm fitting shown)

Once the bike is reassembled please ensure the wheels are refitted correctly and the gears are set correctly including the over shift stops, please consult your authorized SCOTT dealer for assistance.

## PIVOT MAINTENANCE

The pivot and bearings on the SCOTT SPARK are easy to maintain.

If you have to change the bearings or pivots please consult your local SCOTT dealer for the purchase and fitting of the kit as special tools are required for disassembly and reassembly.

To prolong the life of your pivot bearings an external treatment with water repellent after every bike wash will help repel excess water. We do not recommend heavy grease sprays since these will leave a film on the parts which are difficult to remove. We recommend the same for the chain also after washing and before chain lube; **Do not let spray or oils come into contact with the disc brake pads or rotor!**

Please refer to the manuals supplied with this bike for wash and care instructions for your SCOTT bike.



## ▮ CABLE GUIDES AND CABLING.

On the carbon SCOTT SPARK the cable guides on the headtube can be changed if required so different cable configurations can be used, the inside of the cable guide is stamped with a number or numbers, these numbers dictate what cables can be used, these are the same for left and right.

The numbers indicate what cables fit the guide; the guide shown will hold 2 mechanical cables and one hydraulic.

They are available in the following combinations and are available from your SCOTT dealer.



4 = mechanical cable  
5 = hydraulic cables  
DI2 = DI2  
Blank= no cable

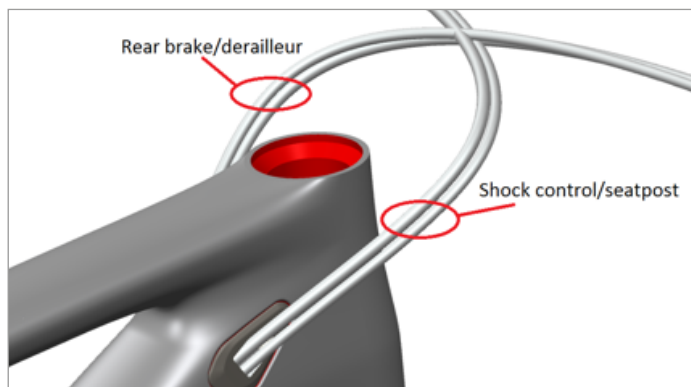
Combinations:	
4,	4-5-5,
5,	4-4-5,
4-4,	DI2,
4-5,	4-DI2,
5-5,	5-DI2,
	4-5-DI2

These cable guides are fitted with a single bolt, the fixing torque of this must not exceed 0.75-1 N/M.

With the many different cabling options it is possible to customise the cable routing slightly depending what components you wish to run, it is recommended that handlebar cables that come from the right hand side enter the frame on the left, and handlebar cables that come from the left hand side enter the frame on the right, while this is not crucial to the performance of the bike it may help to prevent any cable rub

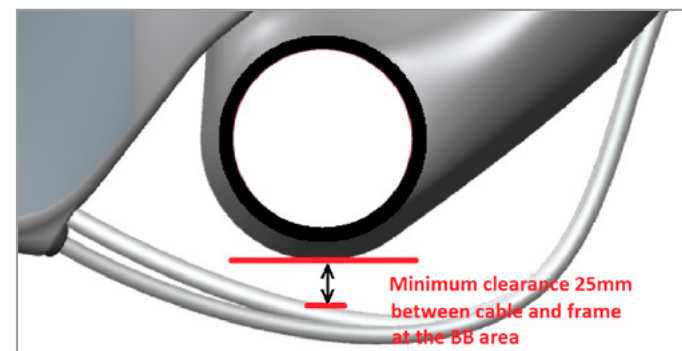
Below is an example of a bike set up “European style” with a 1X set up and a dropper seatpost.

**Please note that below is an example and that your bikes brakes need to be set up as per the law in your country, please check with your local SCOTT dealer for this information.**



Please be aware, to prevent damage to the frame and cables there should be minimum cable clearance between the bottom of the bottom bracket and the cables.

The measurement should be a minimum of 25mm taken in the centre line of the bottom bracket, as indicated in the image.



## ▮ BB STANDARDS/FD MOUNTING DETAILS

The SCOTT SPARK has a Press fit PF92 bottom bracket with an inner diameter of 41mm, this is a press fit system and special tools are required for removal and refitting, please contact your SCOTT dealer for assistance.

The SCOTT SPARK (non RC models) uses a high direct mount side swing front derailleur only, this must be used with the use of an FD adaptor plate.



**It is not possible to mount a front derailleur to RC frames/bikes.**

## ▮ ADJUSTMENT

We recommend all adjustments are carried out by your local authorized SCOTT dealer but basic maintenance and checks should be done regularly before each ride as described in the general manual that was supplied with your bike.

Please pay attention to all instructions and torque settings, if you have any doubts please contact your dealer,

**\*in addition to the torque settings please note all bikes with a dropper type seatpost have a seatpost clamp maximum torque of 5 N/M.**

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**SCOTT Sports SA is not responsible or liable for any injury caused by any missing compliance with these instructions, particularly but not limited to misuse, incorrect maintenance, incorrect set-up and handling, neglect or abuse. Failure to follow these instructions can result in component failure, serious personal injury. Component failure can lead to loss of control of the bicycle and result in serious personal injury.**

### **What is Covered?**

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

### **How long does coverage last?**

This voluntary manufacturer’s warranty is limited to five years for frames and swingarms, respectively two years for forks, from the date of purchase of the Product and is limited to the first purchaser of the Product and subject to the prior registration of your SCOTT bike on [www.scott-sports.com](http://www.scott-sports.com) within 10 days as of the date of purchase. Transfer of the Product from the first purchaser to another person terminates this limited warranty. The limited warranty of five years for the frames and swingarms shall only be granted in case once a year a maintenance service has been effected according to maintenance requirements as set forth in the manual. The effected annual maintenance service shall be confirmed by stamp and signature. In case such an annual maintenance service has not been effected the warranty of five years for the frame shall be reduced to three years. Costs for maintenance and service have to be borne by the owner of the Product.

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

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

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

### **What will SCOTT do?**

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

### **What does this limited warranty not cover?**

This limited warranty does not cover defects which did not exist before the transfer of risks. This limited warranty does not cover Products used in rental operations. This limited warranty does not cover purchases of not completely assembled bikes. This limited warranty does not cover any defect caused by “wear and tear” (a complete list of all parts of “wear and tear” can be found in the general manual that came with your bike), accident, neglect, improper handling, colour fade due to exposure to sunlight, abuse, misuse, an act of God,

improper assembly, non-compliance with recommended maintenance and care procedures, improper or incorrectly performed maintenance or repairs performed by someone other than an authorized SCOTT dealer, use of parts or devices not consistent with the Product, and alteration of the Product.

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

### **How do you make a claim under this limited warranty?**

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


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

### **How do state laws affect your rights under this limited warranty?**

This limited warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

### **Recommendation**

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


**Bike Warranty Periods**

	Year 1	Year 2	Year 3	Year 4	Year 5
SCOTT Bikes					
Gambler, Voltage FR, Volt-X					

Regular Warranty Period

Option for prolongation according to maintenance intervals shown in manuals attached to bikes