The Ransom 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 following to this manual.

CONTENT

RANSOM CONCEPT

Ransom is the result of 2 years of research and development not only looking for a lightweight but also a durable frame for an innovative suspension technology in combination with an optimized kinematics of the rear swingarm.

The combination of an optimized kinematics with a revolutionary suspension technology closes the gap between dual suspension marathon bikes (e.g. Genius MC) and the new generation of hardcore freeride bikes (e.g. Nitrous 06).

Ransom was designed for riders looking for a "non-bobbing" long travel all mountain bike with a maximum travel of 165mm.

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 Ransom 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.

This system, named TC (Traction Control), combined with the Power Stabilizer and the Intelligent Rebound Valve of our new Equalizer Shock is used on all Ransom models.

The combination of these systems eliminates completely the troublesome bobbing as well as the kick-back of the shock after a big impact or jump.

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.

In addition the rebound is adjusted automatically to the impact force/speed.

GEOMETRY/TECHNICAL DATA RANSOM

Size	Headangle	HT Length	TTHorizon	Seatangle	Top ST	CST Length	BB OS
S	68°	110	560	73.5°	440	430	+16
M	68°	110	585	73.5°	460	430	+16
L	68°	120	610	73.5°	480	430	+16
XL	68°	130	635	73.5°	510	430	+16

Travel	165/100/0mm
Suspension Ratio	3.30
Shock (Eye to Eye)	190mm
Hardware Mainframe	22,2mm x 6mm,
Hardware Swingarm	18,0mm x 6mm,
Seatpost diameter	34,9mm
Headset	1 1/8" semi integr. with 44.0mm cups
Fork travel	145mm - 160mm
Fork length	540mm
BB housing	73mm
Front derailleur	Topswing 31,8mm Downpull
Chainguard	ISCG Standard
Bearings	4 x 61900 (22x10xT6), 4 x 63800, (19x10xT7), 2 x 605 (14x5xT5)

SHOCK-TECHNOLOGY

The heart of the TC-System is the new developed and innovative Scott Equalizer TC Shock, offering five functions which make this system possible.

By using the remote lever you can chose following functions:

1. ALL TRAVEL MODE: full travel of 165mm

2. TRACTION MODE: by reducing the internal chamber volume inside the shock the travel of the shock will be reduced to around 60% (approx. 100mm) 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.

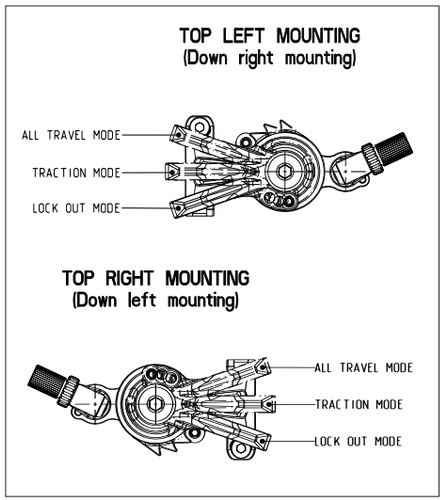
You will find the following positions on the remote lever: **[1]**

In addition following features can be found on the Equalizer TC Shock:

4. POWER STABILIZER: option to ride with or without Pedal Platform by just tapping 1 button on the shock. **[2]**

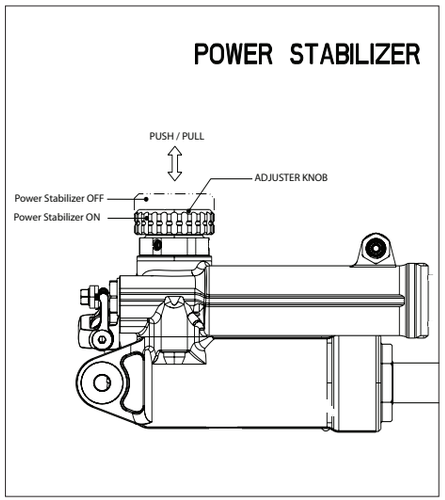
5. INTELLIGENT REBOUND VALVE: the new developed rebound valve can distinguish between soft and hard impacts and adapts automatically the speed of the rebound based on this to avoid a kick-back of the shock after a hard impact or jump.

1



remote lever

2



rebound knob/ps knob

SCOTT SEALED 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.

To change the cables simply unscrew and open the cable brackets on the downtube. **[3]**

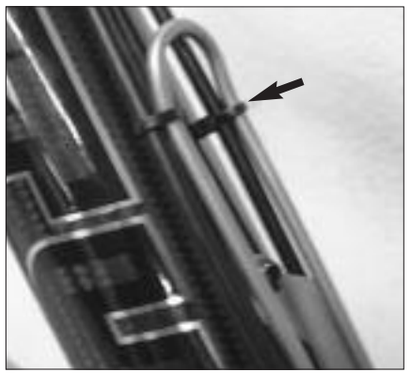
3

Smart Cable Routing

MECHANICS HINT

The outer housing of the cables can also be fixed on the bottle cage with cable fixers, the two brackets below the cage are not needed anymore. **[4]**

4



Mechanics hint

ADJUSTMENT OF SEATPOST-HEIGHT

Important:

The seatpost has to be inserted into the seattube at a minimum of 100mm and must not be closer than 25 mm to the rebound adjuster knob. **[5]**

Important!

Note that you have to mount the Equalizer TC Shock **always** with both containers as shown underneath.

Mounting the rear shock in a different position can cause severe damages to the frame, the swingarm and the rear shock. **[6]**

SET-UP RANSOM/ EQUALIZER TC

The Set-Up of the Equalizer TC Shock is shown in the manual "Scott Equalizer Shock 06" attached to this bike and can be done within a few minutes.

In case you want even more detailed figures of air pressure or tuning hints, you can download a program under www.scottusa.com as a pdf file. **[7]**

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

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.

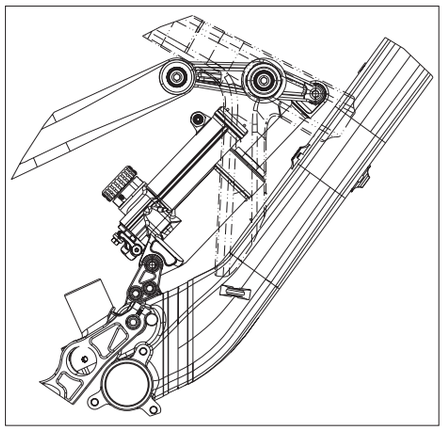
For doing so remove the coil, install the shock and compress the shock completely.

If the shock touches the frame while doing so, do not use this shock in order to avoid damage to frame, swingarm or shock. **[8]**

5

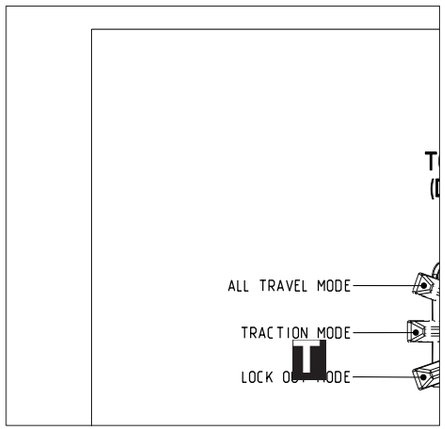
decal seattower

6



tc equalizer shock in frame

7



equalizer shock manual

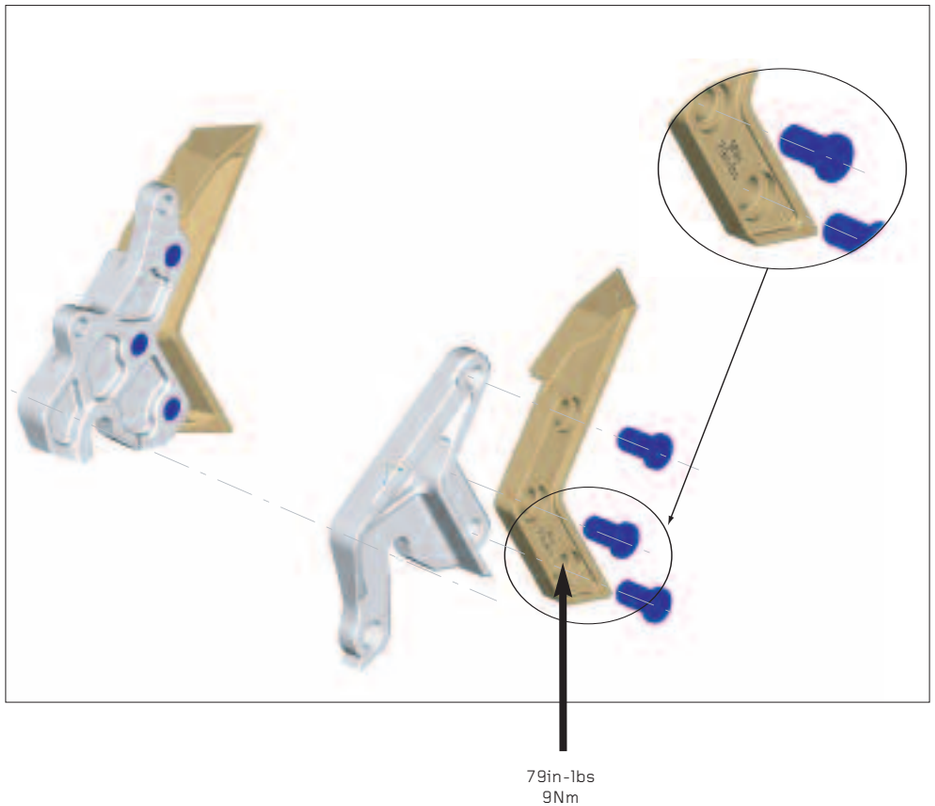
8

REPLACEABLE DROPOUTS

On Ransom bikes of model year 06 you can use 2 different styles of dropouts

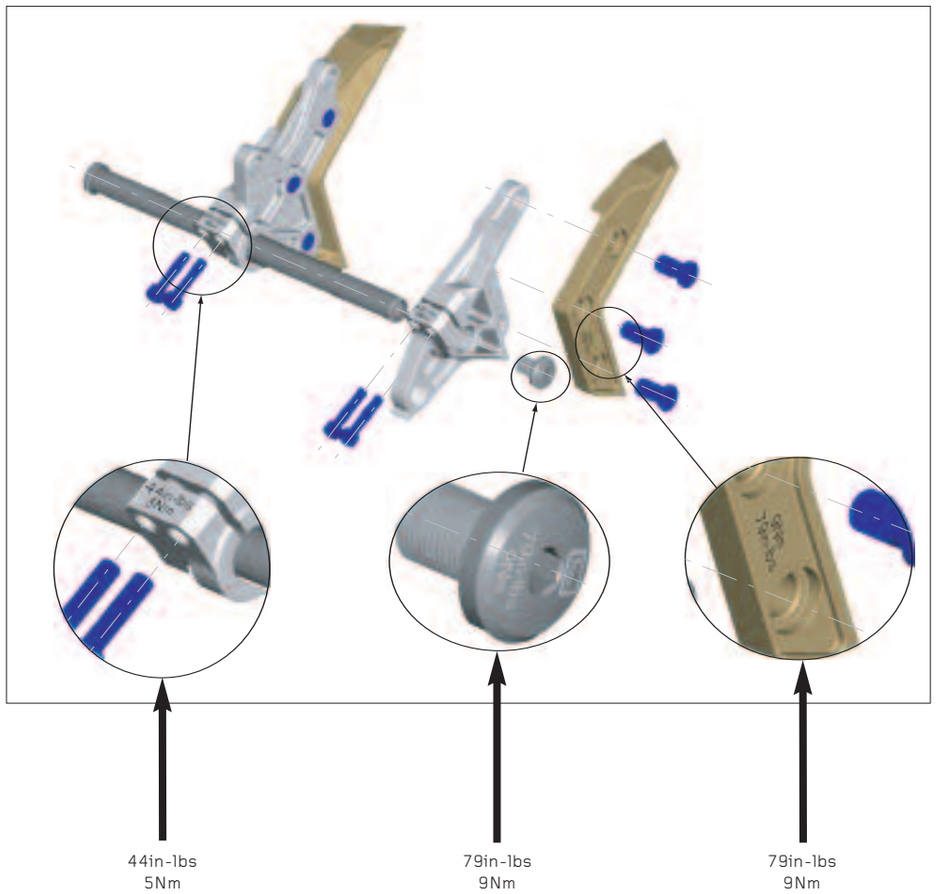
Both drop outs are assembled to the swingarm with 3 bolts and nuts each, tightening torque is 9Nm/79in-lbs. (5mm allen key/insert needed)

1. Drop out for standard QR rear hub



REPLACEABLE DROPOUTS

2. Drop out for 12mm through axle system rear hub:



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 to use front forks with a travel between 145-160mm, as this will not influence the geometry and alter handling of the bike.

PIVOT MAINTENANCE

The pivot and bearings on SCOTT Ransom 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 or buy them with international parts number as shown above in the specs list in a hardware store.

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 _____

The SCOTT dual suspension Bikes were made using the most innovative production and quality methods.

Nevertheless such an outstanding product needs to be checked up once a year by a SCOTT expert with the help of the enclosed maintenance schedule.

Doing so, you will have always maximum performance and security while riding.

A fulfilled maintenance schedule will allow you to double your warranty on the frame and swingarm on your SCOTT dual suspension Bike for two years from 2 up to 4 years, if you have brought your bike to an annual maintenance at your SCOTT

Dealer and this is documented in the enclosed schedule.

In opposition to other brands SCOTT gives you warranty although you are taking part in races or long distance races.

Damages caused by crash or accident are not covered by warranty.

We can do this for the parts of SCOTT on components (e.g. suspension fork, shifting components) you have the warranty of the producers or the warranty legislation of the different countries.

Parts defective through wear and tear are excluded from this warranty. You will find a detailed table with all parts excluded through wear and tear in the standard manual of Scott which is also attached to this bike.

Once the check up is made, it is reported in the maintenance schedule, which will then enable you to claim your warranty extension.

The owner of the bike is responsible for the costs of the service.

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of rear shock according to the enclosed shock manual
- Check of hubs, bottom bracket and headset
- Check of all screws of the bike
- Check of handle bar, stem, saddle rails and seat post
- Check if brakepads and rims are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of Service:

Dealers Signature:

SCOTT SERVICE PLAN

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
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- Check of all screws of the bike
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