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Distribution: SSG (Europe) Distribution Center SA
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V4.3/19012015

SCOTT GAMBLER

BIKE OWNER'S MANUAL 2015





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The Gambler should be adjusted exactly to the current rider to maximize safety, comfort and fun while riding.

All adjustments should be done at your local SCOTT dealer or by following the instructions in this manual.

Please contact your authorized SCOTT dealer if you have any doubts or require further information in order to avoid technical problems or any harm.

CONTENTS

Gambler Concept	04
Geometry/Technical Data Gambler 700/27.5"	05
Headset	06
Adjustable BB Height	07
BB Standards	08
Chainguard Standards	08
Recommended Tools for Set-Up	08
Set-Up Gambler	09
Basic Set-Up of Rebound	10
Set-Up of Other Shock Models	11
Adjustment of Seatpost-Height.	11
Adjustable Drop out System.	12
Cable Routing.	13
Front Fork Set-Up/Change of Front Fork.	16
Front Fork Bumper	16
Pivot Maintenance	17
Warranty	18

GAMBLER CONCEPT

Gambler 700 is the result of several years of research and development, including input and close collaboration with the riders from the SCOTT/Gstaad DH Team. Our goal was to develop one of the most versatile and durable DH bikes on the market that was also easy to set-up and maintain.

SCOTT's focus was on creating a durable frame that was lightweight while having optimized kinematics of the rear swingarm to match the new 27.5" wheel size.

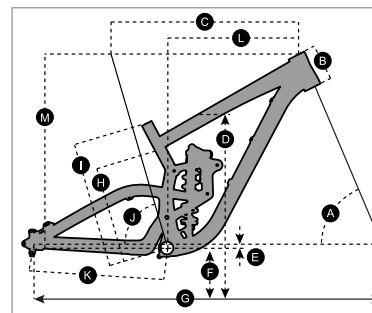
Gambler 700 was designed for riders looking for a race oriented DH bike offering a rear wheel travel of 210mm.

SCOTT considers the frame, rear shock and kinematics not simply as singular components of a bike, but also as a complete package that works holistically to deliver an optimal level of functionality.

The Gambler 700 Concept is based on a newly designed multi-pivot technology and a floating link design that share many similarities with the previous Gambler. The complete frame has been refined to be optimized with the new 27.5" wheel size but is also still compatible with 26" wheels.

In combination with the linear coil-over shock characteristics the kinematics guarantees a progressive suspension, adapted to smooth riding (beginning of travel) as well as extreme jumps (end of travel).

GEOMETRY/TECHNICAL DATA GAMBLER 700/27.5"



All new geometry for 27.5" wheels and adjusted sizing.

NOTE:
Long Chainstay setting not shown - 440mm.

Sizes	S, M and L
Travel	210mm / 8.2"
Piston stroke	88.9mm / 3.5"
Shock length (e2e)	266.7mm / 10.5"
Fork travel	203mm
Fork length	586.1mm
Hardware mainframe	22.2 x 8mm
Hardware linkage	59.94 x 8mm
Seatpost diameter	31.6mm
Head tube	1.5" straight
Headset	Semi-integrated, OD 55mm
BB housing	83mm / BB PF 104
Front derailleur	No
Rear hub width	150mm
Dropouts option	+0mm / +15mm, all the same parts (flip chip), specific SCOTT wheel axle
Max tire width	64mm / 2.50"
Wheel size	27.5" (high and low chip position), 26" (high chip position only)
Bearings	6 x 6902 / 2x 61805
Chainguide	ISCG05
Chaining	Maximum 38 teeth

	S		M		L	
	LOW BB SETTING	HIGH BB SETTING	LOW BB SETTING	HIGH BB SETTING	LOW BB SETTING	HIGH BB SETTING
A HEAD TUBE ANGLE	63.0°	63.7°	63.0°	63.7°	63.0°	63.7°
B HEAD TUBE LENGTH	115.0 mm 4.5 in	115.0 mm 4.5 in	115.0 mm 4.5 in	115.0 mm 4.5 in	115.0 mm 4.5 in	115.0 mm 4.5 in
C TOP TUBE HORIZONTAL	549.7 mm 21.6 in	546.2 mm 21.5 in	595.4 mm 23.4 in	591.5 mm 23.3 in	633.6 mm 24.9 in	629.3 mm 24.8 in
D STANDOVER HEIGHT	778.6 mm 30.7 in	783.6 mm 30.9 in	771.6 mm 30.4 in	777.1 mm 30.6 in	765.3 mm 30.1 in	771.3 mm 30.4 in
E BB OFFSET	-13.0 mm -0.5 in	-3.0 mm -0.1 in	-13.0 mm -0.5 in	-3.0 mm -0.1 in	-13.0 mm -0.5 in	-3.0 mm -0.1 in
F BB HEIGHT	343.0 mm 13.5 in	353.0 mm 13.9 in	343.0 mm 13.5 in	353.0 mm 13.9 in	343.0 mm 13.5 in	353.0 mm 13.9 in
G WHEEL BASE	1,175.8 mm 46.3 in	1,172.5 mm 46.2 in	1,205.8 mm 47.5 in	1,202.5 mm 47.3 in	1,235.8 mm 48.7 in	1,232.5 mm 48.5 in
H BB CENTER TO TOPTUBE CENTER	336.0 mm 13.2 in	336.0 mm 13.2 in	333.0 mm 13.1 in	333.0 mm 13.1 in	331.0 mm 13.0 in	331.0 mm 13.0 in
I BB CENTER TO TOP OF SEATTUBE	406.0 mm 16.0 in	406.0 mm 16.0 in	404.0 mm 15.9 in	404.0 mm 15.9 in	403.0 mm 15.9 in	403.0 mm 15.9 in
J SEAT ANGLE	75.1°	75.9°	73.7°	74.6°	73.0°	73.9°
K CHAINSTAY	425.0 mm 16.7 in	421.5 mm 16.6 in	425.0 mm 16.7 in	421.5 mm 16.6 in	425.0 mm 16.7 in	421.5 mm 16.6 in
L REACH	385.0 mm 15.2 in	393.0 mm 15.5 in	415.0 mm 16.3 in	422.8 mm 16.6 in	445.0 mm 17.5 in	452.6 mm 17.8 in
M STACK	616.7 mm 24.3 in	611.7 mm 24.1 in	616.7 mm 24.3 in	611.4 mm 24.1 in	616.7 mm 24.3 in	611.2 mm 24.1 in
N STEM LENGTH	50.0 mm 2.0 in	50.0 mm 2.0 in	50.0 mm 2.0 in	50.0 mm 2.0 in	50.0 mm 2.0 in	50.0 mm 2.0 in

HEADSET

All Gambler 700 models are designed for a semi-integrated headset for 1.5" headtubes with a 55mm outer diameter of the headtube.

For details please refer to the following drawing for reference only

There are several parts manufacturers offering headsets for this dimension of the headtube.

Internal Headset (CC)

Orbit Z 1.5R

NO.9M/CUP/CC 1.5R

1-1/8" Steerer
38°/45° ACB

Stack Height 7.1+3.5=10.6

No.	Item No.	Material	Qty
⑥	H6036 (NO.25G-G)	Alloy	1PCS
⑤	H4104B	Alloy	2PCS
④	MR122 (873E-R6)	Chrome steel	2SETS
③	H2036 (NO.6-2)	Alloy	1PCS
②	MS194	Steel w/ rubber asslid	1PCS
①	H2232 (NO.9M/CUP/CC-1.5R-2)	Alloy	1PCS

● For 55mm OD headtube

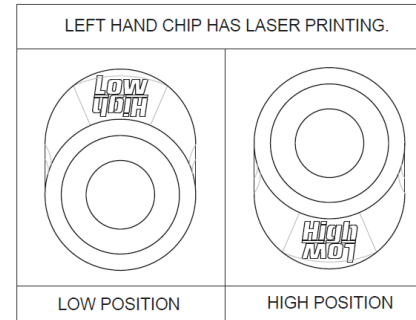
● For 1.5" sized headtube and 1-1/8" steerer

● Alloy top cover

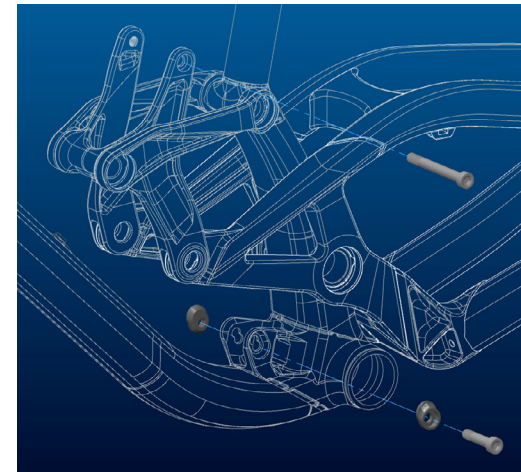
● CNC machined alloy cups

● Angular Contact Bearings (Black seal)

ADJUSTABLE BB HEIGHT



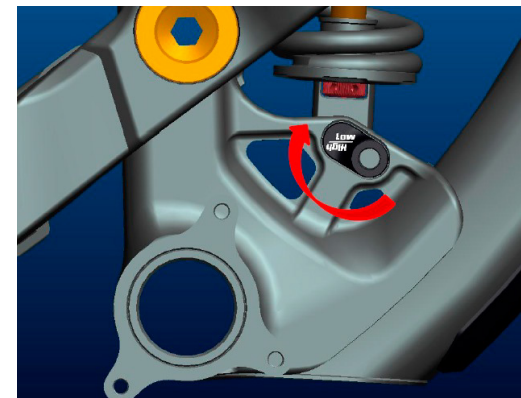
- New shock chips for MY15.
- Two chips, left and right hand.
- Laser printing on LH side only, see image below.
- Upper shock bolt the same as MY13.
- Lower shock bolt length increased from 35mm to 36mm (new 36mm bolt will also be compatible with MY13 Gambler).



On the Gambler 700 you can adjust the BB height above ground for 10mm between its 2 positions by a geo-chip.

27.5" wheel size: Low position is at a BB offset of +0mm, high position is at +10mm offset.

26" wheel size: only high position (at +10mm offset) should be used.



In order to change the set up please un-tighten the shockmount bolt with a 6mm allen key.

Flip the "geo-chip" on both sides as shown in the diagram and tighten the shock mount bolt again with a maximum tightening torque of 35Nm/308in/lbs.

BB STANDARDS



On Gambler 700 the BB standard is PF 104 with a housing width of 104mm and an inner diameter of 41mm for PressFit bearings.

CHAINGUARD STANDARDS



The Gambler is prepared on all models for an ISCG05 chainguard system.

RECOMMENDED TOOLS FOR SET-UP

Please read this manual and the rear shock manufacturer's manual carefully before you start the set-up procedure.

In addition we strongly recommend using a tightening torque key with a 6mm allen key insert.

SET-UP GAMBLER

The set-up of the rear shock can be easily done within a few minutes.

Please take this time to avoid dangerous riding performance and to get the best out of your Gambler.

Please make sure that the coil spring on the shock matches to your riding weight (including your riding gear).

The basic set up of the shock spring is for size

S: 350x3.50 corresponds to a rider weight of 65kgs

M: 400x3.50 corresponds to a rider weight of 75kgs

L: 450x3.50 corresponds to a rider weight of 85kgs

We recommend the following coil springs:

50-60 kgs 300x3.50

60-70 kgs 350x3.50

70-80 kgs 400x3.50

80-90 kgs 450x3.50

For fine tuning the SAG and the corresponding eye-to-eye distance of the shock bolts you can tighten or release the pretension of the coil spring but please respect the maximum and minimum spring tension instructions of the shock manufacturer.

The eye-to-eye distance between the shock bolts should be in basic set up 232mm (40% SAG/35mm SAG).

For further details on the shock set-up please follow the spring tension instructions attached to this bike from the rear shock manufacturer.

BASIC SET-UP OF REBOUND

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

The red rebound screw allows you to adjust the rebound easily by following these instructions:

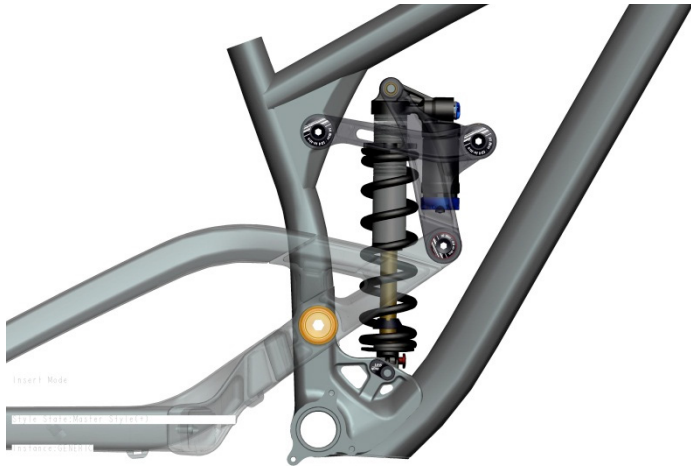
Ride your bike off a pavement (remain in the saddle) and check how many times it bounces.

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

IMPORTANT!

Note that you have to **always** mount the rear shock as shown in the diagram.

Mounting the rear shock in a different position may cause severe damage to the frame, the linkage levers and the rear shock.



IMPORTANT!

When dismantling the rear shock, both fixing bolts should be tightened with a tightening torque of 35Nm/308in-lbs.

If this is not done correctly the rear shock may become damaged.

SET-UP OF OTHER SHOCK MODELS

SCOTT strongly recommends only using the originally specified shock with the Gambler bike, as the shock has been carefully chosen to fit and work perfectly with this bike.

If you use a different rear shock model than the original shock on the bike, please avoid potential damage to the frame by checking thoroughly that the shock does not hit the frame in any position.

Please follow these instructions:

Ensure that the rear shock and its accessory parts do not touch the frame when mounting or suspending.

To check this, release the air/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.

ADJUSTMENT OF SEATPOST-HEIGHT

IMPORTANT!

The seatpost has to be inserted into the seattube at a minimum of 80mm.

Never use either a seatpost diameter other than 31.6mm or a shim/reducer between the seatpost and frame.

ADJUSTABLE DROP OUT SYSTEM

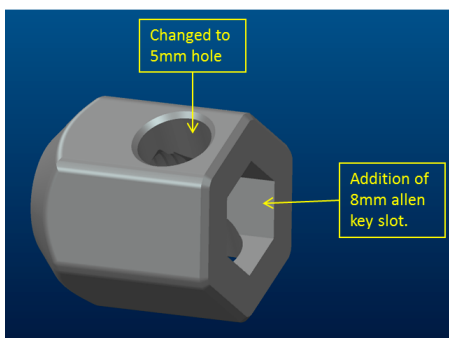


The Gambler 700 offers the possibility to change the drop out hanger in case of damage, but you also can choose between 2 different rear-axle positions which results in 2 different wheelbases.

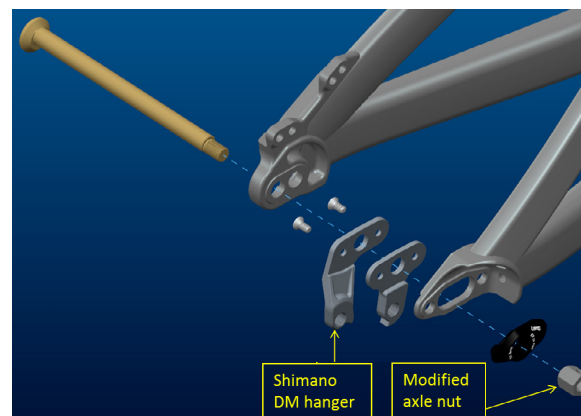
IMPORTANT!

Please make sure to adjust the rear disc brake calliper position accordingly when changing the rear axle position!

Dropout hardware is the same as MY13 with the following exceptions:



- Axle nut has been modified to accept a 5mm allen key (instead of 4mm) through the nut and an 8mm allen key in the end of the nut. Still compatible with MY13.



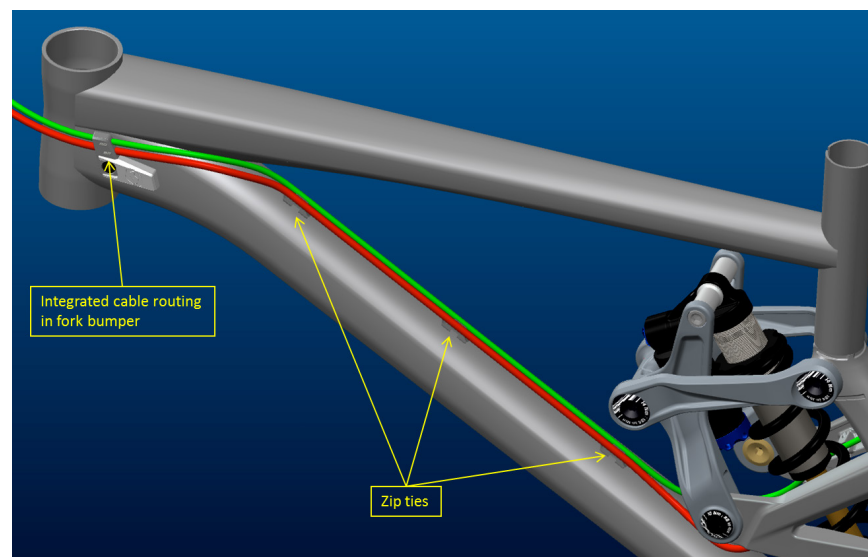
- New direct mount hanger for Shimano RD in addition to old hanger for SRAM RD.

CABLE ROUTING

The cable routing on Gambler 700 has been optimized compared to the previous Gambler frames.

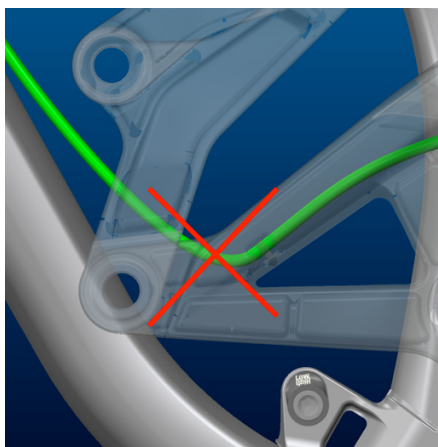
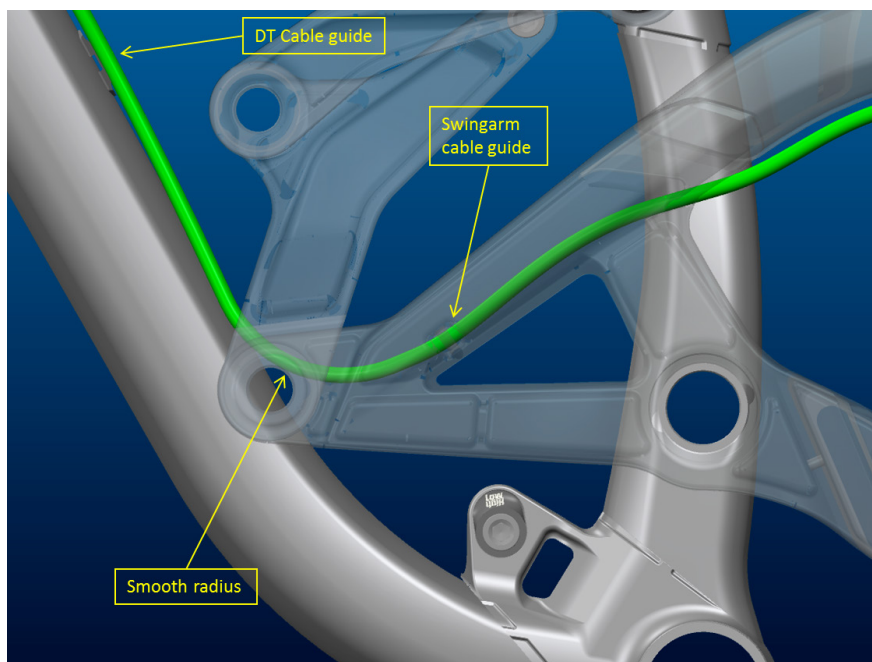
MAIN FRAME

The new fork bumpers are also integrating the cable routing at the front end of the main frame.



Main frame - swingarm connection:**IMPORTANT!**

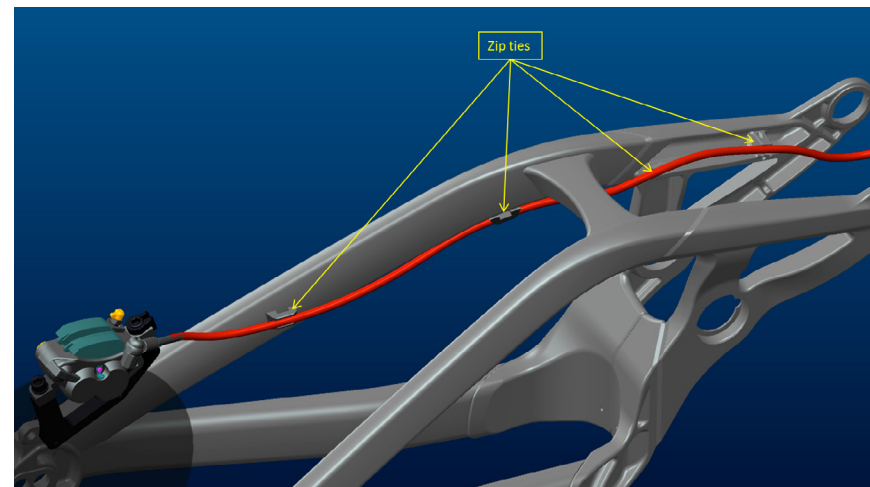
- Remove shock and check cable routing at full travel.
- Must have a smooth radius from lower DT cable guide to Swingarm cable guide.

**ATTENTION!**

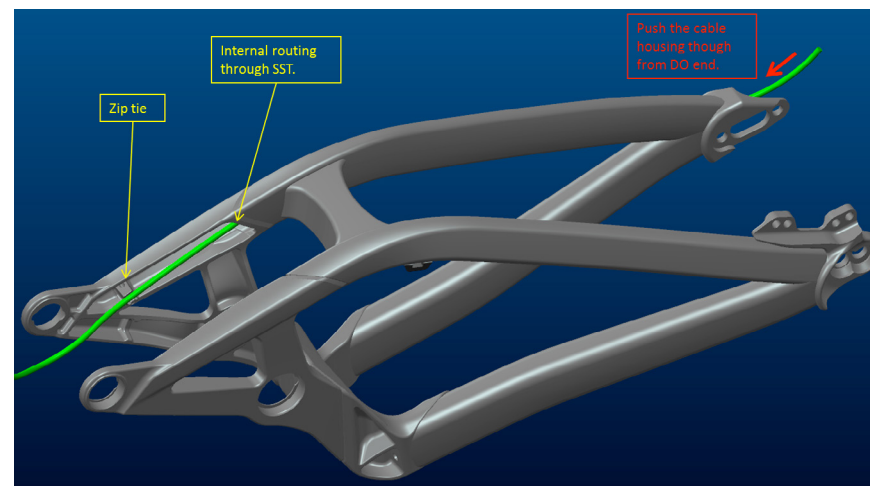
Make sure to check that housing length is good enough to ensure a smooth radius at full travel

SWINGARM**Rear brake:**

Please secure the cables with cable ties to the designated mounting points.

**Rear derailleur:****IMPORTANT!**

For easier installation of Swingarm internal routing, please make sure to push the cable housing from Drop Out end to the front of the swingarm.



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 between 180 and 203 mm (568mm fork length), as this will not influence the geometry and alter handling of the bike.

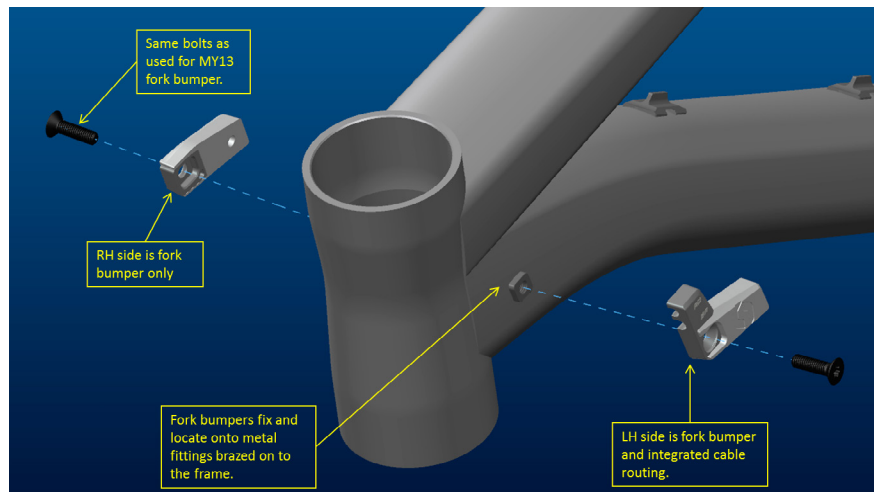
FRONT FORK BUMPER

To avoid damage to the frame from the fork stanchions hitting the downtube in the event of a crash, the Gambler has alloy brazed fittings on the front end of the downtube for assembling the bumpers.

Please note that compared to MY13, new fork bumpers have been designed.

MY15 fork bumpers have the same bolts as MY13.

- Right hand side is a fork bumper only
- Left Hand side fork bumper is also an integrated cable guide.



The bumpers can be replaced if needed. You can order them via the SCOTT distribution with article number:

239532 NEW Fork bumper Gambler '15

In order to replace them please use a 4mm allen key for the M5 bolt and please respect the maximum tightening torque of 5Nm/44in/lbs.

PIVOT MAINTENANCE

The pivots and bearings on SCOTT Gambler are extremely easy to maintain.

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

ATTENTION!

We strongly recommend going to your local SCOTT dealer if the swingarm requires repair or assembly/disassembly in order to avoid injuries and damage caused by incorrect set-up.

Should you choose to order a bearing service tool kit or a kit with all necessary bearings, these are available to order at your local SCOTT dealer using the SCOTT article numbers below. Alternatively, order from a hardware store using the bearing information in the Geometry/Tech Data section of this manual.

230989	Bearing service tool kit Gambler > MY13
229705	All bearings kit Gambler > MY13

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 authorized SCOTT dealer.

The authorized 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.