

HIGH OCTANE FR & DH



The Scott High Octane should be adjusted exactly to the current rider for reaching maximum safety and fun while riding.

All adjustments should be done at the local dealer or following to this manual.

OWNERS MANUAL

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HIGH OCTANE FR & DH

Concept

High end World Cup Down Hill full suspension bike with outstanding techniques, an individually adjustable geometry, and the weight of a freeride bike. The triple chain wheel and the position of the pivot also make this bike perfect for Hardcore Freeriders.

Depending on the equipment it can either be the ultimate weapon for World Cup Downhill, the ultimate hardcore Freerider or even the super fast Dualbike

The perfect basis for all leisure time riders: depending on what the rider wants, the frame/bike can be changed and equipped differently without having to buy a whole new frame each time.

Characteristics

Ultra-light, stiff and multi-adjustable chassis.

Individually adjustable head angle

Eccentric headset insert, for an individual adjustment of the headangle, without reducing the BB Offset and seat angle!

This can be found on all Octane from 2000 to 2002 and on the Octane DH from 1999 to 2001.

High Octane FR :

Serially mounted silver headset insert which permits an adjustment of the head angle from 66° to 68°, in OnePointFive-Standard. Black headset insert for 11/8" standard and adjustment of the head angle from 66° to 68° in the small spare part box, which comes with the bike/framesets.

High Octane DH :

Serially mounted black headset insert which permits an adjustment of the head angle from 64,5° to 67,5°, in a 11/8" standard. Silver headset insert for OnePointFive-Standard and adjustment of the head angle from 66° to 68° in the small spare part box, which comes with the bike/framesets.

How to adjust the headangle:

Since the head angle adjustment has proved itself on team bikes of our DH-World cup team we also offer it on our OCTANE models.

You only need:

- A 40mm wrench (11/8")
 - The 56mm wrench (OnePointFive) which accompanies the bike/frameset
 - A torque wrench with a 4mm Allen key
1. Loosen the 3 screws on the head tube with a 4mm Allen key but do not remove them completely. These screws hold the internal head tube in place. (It is not necessary to disassemble the fork or any other components.)
 - 2.. Turn the silver/black headset insert with a 40mm wrench (11/8") or with the 56mm wrench (OnePointFive) which accompanies the bike/frameset. Check the slot on the bottom side and in front of the internal head tube. The slot should always be in line with the slot of the head tube clamp.

Geometry High Octane FR:

Size	Head angle	Fork length	TT Horizon	Seatangle	Top ST	CST Length	BB OS
S	66°/68°	544	555	67°-73°	475	437	+ 40
L	65.5°/68.5°	544	590	67°-73°	475	437	+ 40

Geometry High Octane DH:

Size	Head angle	Fork length	TT Horizon	Seatangle	Top ST	CST Length	BB OS
S	66°/68°	544	555	67°-73°	475	437	+ 40
L	66°/68°	544	590	67°-73°	475	437	+ 40



headtube High Octane FR



headtube High Octane DH



torque wrench with a 4mm Allen key

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headangle adjustment

One of the two slots if for

- 66°, the other one for 68°, at the High Octane FR and
- 66°, the other one for 68°, at the High Octane DH

We recommend the flatter angle for downhill and the steeper angle for freeriding.

3. Important: check the alignment again and make sure that there is no gap in between the head tube flange and head tube clamp.
4. Tighten all screws with 6Nm.

Individually adjustable seat angle

- | | |
|-----------------------|-------------------------------|
| 73° for uphill: | upper hole on the seat tower |
| 70° for freeride use: | middle hole on the seat tower |
| 67° for DH: | lower hole on the seat tower |

Adjustment of the saddle height:

Important !

The seat post has to be brought into the saddle tube at a minimum of 90 mm and must not stick out more than 25mm at the bottom end.

If you are on the way we recommend the clamping ring which accomplishes the bike/frameset in the attached spare part box, as an adjustment-aid. The clamping ring should be mounted onto the saddle post before the first bike-ride, so that a further sinking (of more than 25mm) of the saddle post is not possible.

Individually adjustable BB Offset

Plus/minus 15 mm

This strongly influences both the head and seat angles and is the so called adjustable head angle for other brands.

On the High Octane, the individual adjustment of the angle allows to settle this negative effect.

Please note the "high" and "low" markings on the mounted adjustment-plates (also enclosed in the spare part box) for the different lengths of the suspension.



Headtube

check alignment



seat angle adjustment



clamping ring



adjustment-plates for different lengths of suspension.

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Adjustable FR rear travel

When using the 190mm rearshock (eye to eye 190mm, travel 51mm), you can only have one of the following rear travels:

137mm, 150mm, 160mm, 170mm and 180mm.

The rear travel can be adjusted on the main frame through the drillings at the shock mounts. In the top drilling the rear travel is the shortest and on the contrary on the lowest hole you have the longest rear travel.

Mounting plates for FR suspension:



Adjustable DH rear travel

With the use of the 222mm rearshock (Eye to eye: 222mm ; Travel : 70mm), you can have any of the following rear travels:

180mm, 195mm, 210mm, 225mm or 240mm.

250mm is even possible with a Rock Shox Deluxe Pro suspension. The rear travel is adjustable thanks to the different drillings on the shockmounts fixed to the main frame. If you want the shortest rear travel, you have to use the top assembling hole. If you want the longest one, it is the bottom assembling hole that counts.

Mounting plates for DH suspension:



IMPORTANT !

Note that you have to mount Rearshocks always with the container (Piggy Pack), as shown underneath in the positions "front-top". Mounting the suspension in a different position can lead to severe damages at the frame, the rear and the suspension!

Special Freeride/DH Pivot

The pivot is situated between the middle and the big chain wheel. This allows a good traction when doing some DH and an excellent uphill performance when using the middle chain wheel only. In contrast to other DH bikes, the small chain wheel can still be used. The pivot was slightly moved forward for a neutral pedaling while standing on the pedals.

Bottle

A 0.5 litre bottle fixed on a dirt free and practical spot, that is to say on top of the lower tube, allows the free-rider to ride without camelback.

DH riders do not usually ride with camelback, and as most of DH bikes do not offer any possibility for fixing a bottle, it is advised that riders get used to dehydration beforehand, with longer training sessions.

Weight

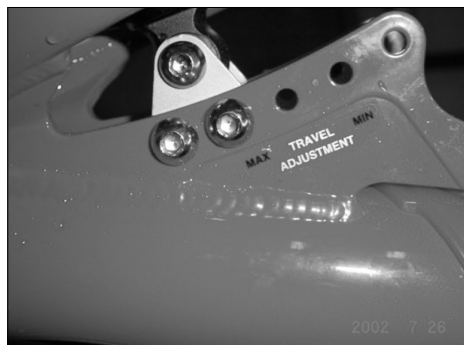
Very light frame: only 3.5kg without suspension. The whole bike, with all the specs that are specified in the catalogue, weighs only 15.9kg. This is an incredible performance for a suitable WC-DH bike that can easily be ridden uphill without needing a lift or a shuttle...

Tires and wheels

3" tires max can be mounted.

Compatible to 24"

Because of the adjustable geometry, it can be perfectly adapted to a 24" race bike for more hardcore use.



drillings on the shock mounts



Rearshocks in position « front - top »

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Set-Up High Octane FR

For the adjustment of the negative travel (SAG) of High Octane it is really important to check first if the coil fits to the weight of the rider.

Springs available:

Print on coil	Weight of Rider
350 x 2.0	55- 65 kg
450 x 2.0	65- 75 kg
550 x 2.0	75- 85 kg
650 x 2.0	85- 95 kg
750 x 2.0	95- xx kg

Inline we will have size S/M equipped with coil 500 x 2.0 for recommended weight of rider at 70-80 kg, size L/XL with coil 550 x 2.0 for recommended weight of rider at 75-85 kg.

If the recommended coil for the weight of the rider is mounted on the bike, you can start to adjust the SAG.

With an eye to eye distance of 190mm and a shock travel of 51mm we recommend a SAG of 17mm.

When sitting on the bike there should be an eye to eye distance of 173mm.

An easy way to control the SAG is to use the SAG-Boy on the back of the full suspension manual.

For the correct adjustment of the different variables of the 5th element Rear Shock please consider the Manuel of the rearshock manufacture.

Set-Up High Octane DH

For the adjustment of the negative travel (SAG) of High Octane it is really important to check first if the coil fits to the weight of the rider.

Springs available:

Print on coil	Weight of Rider
350 x 2.75	60- 70 kg
450 x 2.75	70- 78 kg
550 x 2.75	78- 85 kg
650 x 2.75	85- 95 kg
750 x 2.75	95- xx kg

Inline we will have size S/M equipped with coil 450 x 2.75 for recommended weight of rider at 70-78 kg, size L/XL with coil 500 x 2.75 for recommended weight of rider at 75-82 kg.

If the recommended coil for the weight of the rider is mounted on the bike, you can start to adjust the SAG.

With an eye to eye distance of 222mm and a shock travel of 70mm we recommend a SAG of 25mm.

When sitting on the bike there should be an eye to eye distance of 197mm.

An easy way to control the SAG is to use the SAG-Boy on the back of the full suspension manual.

For the correct adjustment of the different variables of the Rear Shock please consider the Manuel of the rearshock manufacture.

Important !

After a dismantlement of the rearshock, the rearshock should be tightened with a torque of 8Nm. If this is not done correctly the suspension can be damaged.

Important !

After a dismantlement of the rear shock, the rearshock should be tightened with a torque of 8Nm. If this is not done correctly the suspension can be damaged.

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Set-up of other suspension models:

If you want to use a different suspension model than one from Scott or one of the recommended, make sure that the suspension can't damage 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, swing arm or shock.

Please check this issue on all travel adjustment options.



Front fork Set-Up

For the set-up of the front fork please use the fork specific manual attached to the bike.

MRP Chain device

Depending on your wishes, chain guards or triple chain wheel can be mounted. This chain device is not included to bike or frame-set, we only want to show you how to install it in case of need. Instructions for the MRP chain device can be found in the appendix of this manual. For advice concerning the serially mounted Truvative chain device please look in the manual of the company Truvative.

Pivot maintenance

The pivot and bearings on the Scott High Octane are extremely easy to look after.

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 also recommend the same maintenance for the chain.

If you have to change the bearings you can order them included to a service kit at your local Scott dealer with parts number 15.1.860.208.0.000. In addition you can buy them at any hardware store with international parts number 3803.2 RS.

In case of a change of bearings or the rear swing arm you should contact your local Scott Dealer because you will need special tools for disassembly and assembly.

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Warranty periods for

High Octane FR & DH

The Scott Full suspension Bikes were made using the most innovative production and quality methods, so we give you two years of warranty on the frame and frame parts, beginning from the date of purchase and only for the first owner.

Such an outstanding product therefore needs to be checked regularly by a Scott expert once a year.

For further details concerning service intervals please see the General Owners Manual attached to the bike.

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

Nevertheless, damages caused by falls and accidents are not taken into account. Wear and tear is not taken into account by the warranty either.

For all Non-Scott components, the warranty and service instructions of the producer remains valid.

Model _____

Year _____

Size _____

Frame number _____

