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CONTENT

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01

CONCEPT

Priority while designing the Nitrous was to find a perfect solution between a long distance full suspension bike and a hardcore Freeride/DH-bike.

SCOTT decided to use the optimized pivot position of the swingarm of the Octane 2000-2002 which is already wellknown and highly appreciated by independent bike magazines.

This pivot position combines perfect climbing uphill with optimum freeride function on the downhill.

SCOTT SMART 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 three cable brackets on the downtube.

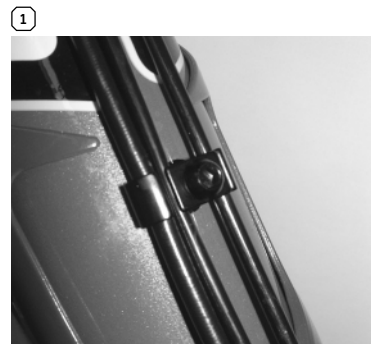
MECHANICS HINT

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.

GEOMETRY TECHNICAL DATA NITROUS

Size	Headangle	HT Length	TT Horizon	Seatangle	Top ST	CST Length	BB OS
Small	67.5°	110	550	74°	460	428	+ 16
Medium	67.5°	125	570	74°	500	428	+ 16
Large	67.5°	140	590	74°	530	428	+ 16

Travel	170 mm / 150 mm
Shock (Eye to Eye)	190 mm
Hardware Mainframe	40 mm x 8 mm, screw length 55 mm
Hardware Swingarm	22,2 mm x 6 mm, screw length 36 mm
Seatpost	∅ 34,9 mm
Headset	1,5"
Fork travel	180 mm / 130 mm
Fork length	538,5 mm
BB housing	73 mm
Front derailleur	Topswing 31,8 mm Toppull
Chainguard	ISCG Standard
Bearings	61803 2RS 17x26x5 4 St.



Smart cable routing



ADJUSTMENT OF SEAT POST-HEIGHT

IMPORTANT!

The seatpost has to be brought into the seattube at a minimum of 100 mm and must not stick out more than 25 mm at the bottom end.

Some bikes of the Nitrous series are equipped with a telescope seatpost which offers a wider adjustment range of the seatheight.

In case you want to upgrade your Nitrous with the telescope seatpost you can order it at your local Scott dealer with article number 15.1.844.405.0.349.

ADJUSTABLE REAR TRAVEL NITROUS

Using the 190mm rear shock of Manitou/Fox (eye to eye 190mm, Travel 51mm) will result in following travel options:

150mm und 170mm

You can adjust the travel on the shock mount of the front triangle.

You will get 150mm in the upper mounting position and 170mm in the lower position.

IMPORTANT

Note that you have to mount the Manitou/Fox Rear Shock always with the container (Piggy Pack) as shown underneath in the position "front top".

Mounting the rear shock in a different position can lead to severe damages at the frame, the swingarm and the rear shock.

SET-UP NITROUS

Coil-Over-Shock:

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

Recommended coil:

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 with coil 450 x 2.0 for 65-75 kg rider weight, size M with coil 550 x 2.0 for 75-85 kg and size L with coil 650 x 2.0 for 85-95 kg rider weight.

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 51 mm we recommend a SAG between 25-30% of the shock travel which means 13-16 mm.

When sitting on the bike there should be an eye-to-eye distance of 177-174 mm.

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

The SAG-Boy is with middle length of 175.5 mm on the back of the manual.

We recommend a minimum preload of the coil of 2-3 turns of the preload cup and a maximum preload of 7-8 turns.

In case you need more or less preload please use a softer or harder coil.

For further information concerning the rear shock please read the attached manual of the rear shock producer.

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Telescope seatpost

4



Shock mount main frame

5



Piggy Pack up-front

AIR SHOCK

The basic set up of air rear shock is easy and can be done within few minutes.

You only need:

- a shock pump with a scale up to 20 bars/300 psi
- the SAG-Boy on the back of this manual

1. Sit on the bike, put your feet on the pedal
2. With an eye-to eye distance of 190mm and a shock travel of 51mm we recommend a SAG between 25-30% of the shock travel which means 13-16mm.
3. Check if the shock bolts correspond to the SAG-Boy. If you don't have the SAG-Boy on hand, the difference between the two bolts should be 177-174mm. (Length of shock 190mm,SAG 13-16mm)

4. Is the difference in between the two bolts more than 177mm the pressure inside the positive chamber is too high Is the difference less than 174mm the pressure inside the positive chamber is too low. Change the pressure using the shock pump step by step until you reach the optimum SAG.

All air shocks should be adjusted according to the manual of the rear shock producer taking account of the SAG mentioned above.

IMPORTANT

After a dismantlement of the rear shock, the front fixing bolt on the mainframe of the rear shock should be tightened with a tightening torque of 14Nm, the rear shock fixing bolt on the swingarm with 10Nm.

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 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, swingarm or shock.

Please check this issue on all travel adjustment options.

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 130-180 mm, as this will not influence too much the geometry and handling of the bike.

The frame also can be used with a double bridge crown (triple-clamp-design).

Please ask your Scott dealer to make sure that the fork of your choice will not damage the frame.

The frame of Nitrous is originally equipped with a head tube with a diameter to fit 1.52 fork steerer tubes.

Some complete bikes are equipped with a reducer-headset to use forks with a steerer diameter of 1 1/8".

In case you want to use a fork with 1.5" standard steerer you have to replace the original headset.

PIVOT MAINTENANCE

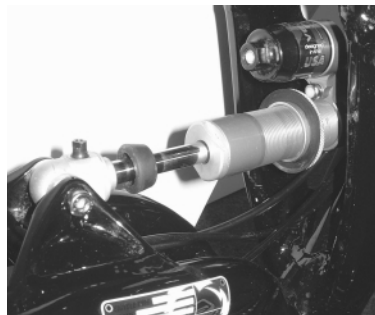
The pivot and bearings on SCOTT Nitrous are extremely easy to maintain.

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 with parts number 15.1.860.402.0.000 or buy them with international parts number 61803 2RS 17x26x5 in a hardware store.

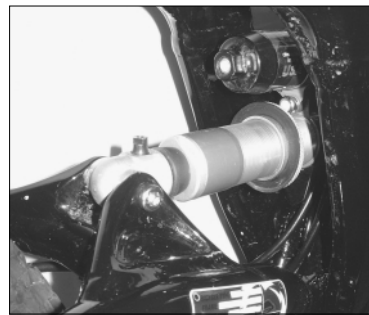
In case of a change of the bearings or of the rear swingarm you should contact your local SCOTT dealer therefore you need special tools for disassembly and assembly.

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Shock without spring

7



Shock without spring compressed

WARRANTY

Model _____

Year _____

Size _____

Frame _____

The SCOTT Fullsuspension 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 Fullsuspension 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.

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 f 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 _____

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