



FLYER_RANSOM
_06

VERT SAPIN
OR
PAN BLACK 100%
WHITE

FRONT

RIDER WEIGHT		+ air setting		- air setting	
kg	lb	psi	bar	psi	bar
90	198	27.9	4.05	27.9	4.05
85	187	26.6	3.86	26.6	3.86
80	176	25.3	3.67	25.3	3.67
75	165	23.9	3.47	23.9	3.47
70	154	22.6	3.28	22.6	3.28
65	143	21.3	3.09	21.3	3.09
60	132	20	2.90	20	2.90

More Details about Equalizer TC Shock Set-Up
In case you want more exact numbers of the shock air pressure than shown on the frame or you're looking for tuning hints including different shock characteristics of the Equalizer TC Shock, please have a look at www.scottusa.com

RANSOM

QUICK START SCOTT RANSOM

Traction Control-Functions

By using the remote lever you can choose between following functions:

1. ALL TRAVEL MODE: full travel of 165mm
2. TRACTION MODE: by reducing the 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.
3. LOCK OUT MODE: the shock is locked, climbing on asphalt roads is now possible without any power loss.

Power Stabilizer

The Power Stabilizer is an option to ride with or without Pedal Platform by just tapping one button on the shock. By pulling the rebound adjuster knob upward you switch on the pedal platform for a better climbing without bobbing when standing on the pedals. By pushing the rebound adjuster knob downward you switch off the pedal platform for a supple break away.

BACK

Set-Up of Positive Air Chamber Equalizer TC Shock

The positive air chamber contains the air-spring you "sit-on" while riding.

Important: For all adjustments of the air spring the remote lever has to be in the "all travel" position.

1. remove the valve cap of the black valve located on the Left Piggy-Back
2. mount the shock pump with its adaptor on the valve
3. inflate the recommended pressure into the shock
4. when you reached the needed pressure remove the pump and put the valve cap on the valve

Set-Up of Negative Air Chamber Equalizer TC Shock

The negative air chamber contains the air-spring influencing the brake-away and characteristic while absorbing shocks. A too high brake-away can cause a non-secure and uncomfortable ride.

1. remove the cap of the silver valve located on the Shock Piston
2. mount the shock pump with its adaptor on the valve
3. inflate the same pressure you have used for the positive chamber into the negative chamber
4. when you reached the needed pressure remove the pump and put the valve cap on the valve.

After adjusting positive and negative chamber according to the attached air pressure chart the eye-to-eye distance between the 2 shock bolts should be approx. 180mm. The SAG should be 15-20% of the travel for raceoriented riders and 20-25% of the travel for comfort oriented riders.

Set-Up of Rebound Equalizer TC Shock

By using the red rebound screw you can adjust the rebound step by step. 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" counter clockwise.

