

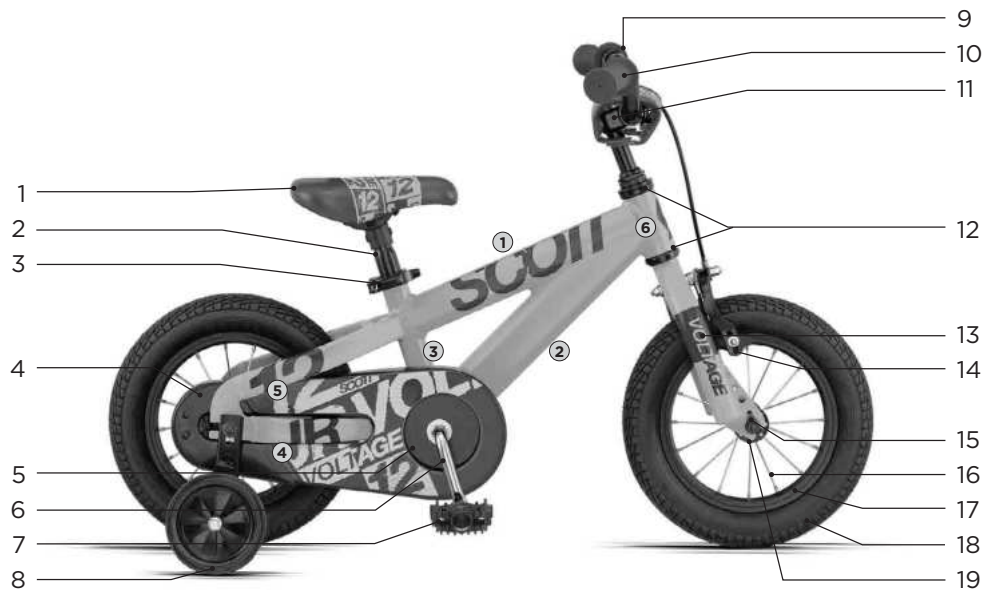


SCOTT

BIKE

EN ISO 8124
SCOTT KIDS' TOY BICYCLES

WWW.SCOTT-SPORTS.COM



COMPONENTS

English

Frame:

- ① Top tube
- ② Down tube
- ③ Seat tube
- ④ Chainstay
- ⑤ Seat stay
- ⑥ Head tube

- 1 Saddle
- 2 Seat post
- 3 Seat post clamp
- 4 Brake rear
- 5 Chainring
- 6 Crank
- 7 Pedal
- 8 Training wheel
- 9 Brake lever
- 10 Handlebars
- 11 Stem

- 12 Headset
 - 13 Fork
 - 14 Brake front
- Wheel:**
- 15 Wheel nut
 - 16 Spoke
 - 17 Rim
 - 18 Tyre
 - 19 Hub





Read pages 9 to 15 before your first ride!

Perform the functional check on pages 16-17 before every ride!

Observe the SCOTT service plan, the SCOTT bike card and the SCOTT handover report!

Your bike and this owner's manual comply with the requirements of the EN ISO standard 8124 Safety of toys.




If this SCOTT owner's manual kids' toy bicycle will not deliver the responses to all questions and before changing any settings, ask your SCOTT dealer.

DANGER!

 **Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about safety measures to be taken, if necessary.**

CAUTION!

 **The present owner's manual is subject to European law and EN/ISO standards. If delivered to countries outside Europe, supplementary information has to be provided by the importer of the SCOTT bike, if necessary.**

NOTE!

 **Inform yourself on www.scott-sports.com**

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Technical details in the text and illustrations of this manual are subject to change.

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▼ SOME NOTES ON THIS SCOTT OWNER'S MANUAL KIDS' TOY BICYCLE

The illustration on the first pages of the SCOTT owner's manual kids' toy bicycle shows a typical SCOTT kids' toy bicycle **(a-c)**. This type looks similar to the SCOTT bike you have purchased. Today's bikes come in various types that are designed for specific uses and fitted accordingly.

This SCOTT owner's manual kids' toy bicycle is not applicable to any other than the displayed bicycle type.


This manual is not intended to help you assemble a SCOTT bike from individual components, to repair it or to make a partly assembled SCOTT bike ready for use.

Pay particular attention to the following symbols:

DANGER!

 This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.

CAUTION!

 This symbol warns you of wrongdoings which may result in damage to property and the environment.

NOTE!

 This symbol provides you with information about how to handle the product or refers to a passage in the SCOTT owner's manual that deserves your special attention.

The described possible consequences will not be repeated in the SCOTT owner's manual kids' toy bicycle every time one of the symbols appears.

This SCOTT owner's manual complies with the requirements of the EN ISO standard 8124 Safety of toys.

▼ SAFETY AND BEHAVIOUR

Dear SCOTT Customer,

Congratulations on your purchase of a new SCOTT bike. We are confident that the bike will exceed your expectations for quality, functioning and riding characteristics. Our SCOTT frames and components are customized and adjusted to suit the needs of the users to enhance your joy when riding on your new SCOTT bike!

To ensure that your child rides safely and with joy, we strongly encourage you to take the time to read this SCOTT owner's manual thoroughly.

If you have purchased a SCOTT bike for your child, make sure he/she understands the information contained in this manual and can handle the new SCOTT bike accordingly.

In purchasing this SCOTT toy bicycle **(d-e)** / walker **(f)** you have chosen a product of high quality. Each component of your new SCOTT bike has been designed, manufactured and assembled with great care and expertise. Your SCOTT dealer gave the bike its final assembly and made a functional check to guarantee proper operation and many enjoyable riding experiences with complete peace of mind from the very first metres.

This SCOTT owner's manual kids' toy bicycle contains a wealth of useful facts on the proper use of your SCOTT bike, its maintenance and operation as well as interesting information on bike design and engineering. Read this SCOTT owner's manual kids' toy bicycle thoroughly. We are sure that even if you have been cycling for many years, you will find it worthwhile. Bike technology has developed at a rapid pace during recent years.

Therefore, before your child sets off on his or her new SCOTT toy bicycle, be sure to read at least the chapter "Tests before your first ride".

To ensure that your child enjoys cycling as much as possible, be sure to carry out the functional check described in the chapter "Tests before every ride" before setting off with him/her.



Even a manual as detailed as an encyclopaedia could not describe every possible combination of available bicycle models and components. The SCOTT owner's manual kids' toy bicycle therefore focuses on your newly purchased SCOTT bike and standard components and provides useful information and warnings.

When doing any adjusting and servicing, be aware that the detailed instructions provided in your manual only refer to this SCOTT toy bicycle.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. It is essential to also observe the instructions of the component suppliers that you have received from your SCOTT dealer. Be aware that these instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools or supplementary instructions. This manual cannot teach you the skills of a bicycle mechanic.

Observe the following before you let your child set off on the new SCOTT toy bicycle: Never let your child ride without a properly adjusted helmet **(a+b)** and glasses and make sure he/she always wears suitable, bright clothing as well as straight-cut trousers or trouser clips and suitable shoes **(c)**.

Get into the habit of doing the checks as described in the chapter "Tests before every ride" together with your child. In this way, your child will learn to handle the SCOTT bike properly and you will be able to detect any defects that have developed during use. Encourage your child to tell you if anything should not be working properly on his/her SCOTT bike. Rectify the fault immediately or take the SCOTT bike to your SCOTT dealer for repair.

This manual cannot teach you and your child how to ride. Be aware that cycling is a hazardous activity that requires your child to stay in control of his or her bicycle at all times. If necessary, let your child attend a beginners course for cyclists, as offered here and there.

Like any sport, cycling involves the risk of injury and damage. Tell your child to always ride carefully and to respect the other traffic participants. Make sure that your child never rides when he/she is tired and always keeps both hands on the handlebars **(d)**.

DANGER!

 Due to their design and fittings SCOTT kids' toy bicycles are not suitable for being used on public roads, playgrounds and driveways.


DANGER!

 Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.


Observe the legal regulations concerning off-road cycling with SCOTT bikes. These regulations may differ in each country. Ask your child to respect nature when riding through the forest and in the open countryside and to only ride on signposted and well-maintained trails and hard-surface roads **(e)**.

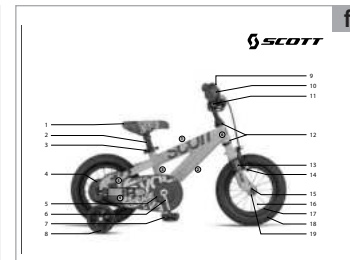
First we would like to familiarise you with the components of the SCOTT toy bicycle. Please unfold the cover of the SCOTT owner's manual kids' toy bicycle **(f)**. Here you will find a SCOTT toy bicycle showing all the essential components. Leave the page unfolded as you read so that you can easily locate the components as they are referred to in the text.

DANGER!

 For the safety of your child, never do any work or adjusting when servicing the bike unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

 Instruct your child: Do not hitch yourself and your bike to a car. Do not ride freehand. Only take your feet off the pedals, if required by the condition of the road.



USEFUL INFORMATION FOR PARENTS

Children are among the most vulnerable road user groups, not only because of their lack of experience and practice, but also for the simple reason that they are smaller and may therefore have difficulties overseeing things and may be easily overlooked by other road users.

If you want your child to use his/her bicycle on the road, you should be willing to invest time in road safety instruction and help him/her improve his/her riding skills **(a)**. Children are not as observant as adults, and you should therefore get into the routine of checking the toy bicycle and performing adjustments and maintenance as necessary. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Bear in mind that it is your responsibility to supervise your child on his/her first rides **(b)** and do not overchallenge your child! Inform yourself about the traffic rules in your country. They vary from country to country. For example, in Germany, children must use the pavement until they are eight years old and they are permitted to do so until the age of ten.


It is essential that your child has good control of his/her bicycle before riding on public roads. As a first step in this direction we recommend that you give your child a scooter or a walker **(c)** so that he/she can train his/her sense of balance.

This being accomplished you will need to make your child familiar with the functioning of the brakes **(d-f)** and gears, if necessary, before you let him/her sit on the bicycle. Find a place away from the road, ideally a backyard or park, where you can practise braking and shifting gears with your child under your supervision.


Once your child has progressed to a point where he/she can ride in traffic, teach him/her how to cross kerbs and railway tracks, i.e. to cross these obstacles, if possible, at right angle. Your child should also learn to look ahead and back for any danger before taking this kind of obstacle.

Set a good example when it comes to wearing a cycling helmet and to riding on cycle lanes. It is also advisable to let your child take part in road safety lessons offered at schools or by local clubs and associations.

DANGER!

 It is important to tell your child when he/she practises braking that in wet conditions the brake performance is less effective and the tyre grip reduced and that they should therefore ride more slowly and brake more carefully.

DANGER!

 Take care your child is wearing the helmet while cycling only. For example, wearing the helmet at a park or playground can be hazardous; the helmet can get caught on features or obstacles and result in strangulation by helmet straps.

DANGER!

 Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.



DANGER!

- ⚡** Make sure your child always wears a properly fitting cycling helmet and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.

DANGER!

- ⚡** Make sure the cycling helmet **(a)** complies with the DIN EN 1078 standards.

DANGER!

- ⚡** Children can be vain. Therefore, buy a cycling helmet that your child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. This will increase the chances that the helmet is actually worn, which one day might be a life-saver. Make sure the helmet is always fastened!

CAUTION!

- !** When you buy the helmet, have yourself explained how to adjust the straps of the helmet to the head **(b)**. Only a properly fitted helmet can provide full protection in case of an accident!

NOTE!

- i** In general, a SCOTT toy bicycle does not comply with the requirements of the road traffic or road traffic licensing regulations. In these regulations it is often stipulated that bicycles must be equipped with two independently operating brakes, a bright sounding bell, reflectors and a lighting set. Check the traffic regulations in the country where your child uses the toy bicycle **(c)**.

TESTS BEFORE YOUR FIRST RIDE

1. **SCOTT toy bicycles (d)** are intended for use on paved and secured terrain, i.e. on tarred roads and bicycle lanes or gravel field tracks. They are not intended for use on public roads, on playgrounds and in driveways.
2. The SCOTT toy bicycle is designed for a **maximum overall weight** including child, luggage and bike. The permissible overall weight (child incl. luggage and bike) should not exceed **50 kg / 110 lbs**.
Before you let your child set off you have to check the following points:
3. Is your child familiar with the brake system **(e)**? Practise with your child and let him/her operate the brakes in a safe area under your supervision.
For more information see the chapter "Brakes".
4. If the toy bicycle has a gear system, contact your SCOTT dealer and ask them to explain you the functioning. Practise with your child the operation on a level road free of traffic.
5. Are saddle and handlebars properly adjusted? The saddle should be set to a height from which your child can just reach the pedal in its lowest position with his/her heel. Check whether your child's toes reach to the floor when he/she is sitting on the saddle **(f)**. Your SCOTT dealer will be pleased to help you, if your child is not happy with his/her seating position. For more information see the chapter "Adjusting the SCOTT toy bicycle to your child".

DANGER!

- ⚡** Be sure that your child uses the SCOTT toy bicycle only according to its intended use, as it may otherwise not withstand the stress and fail! Risk of an accident!

NOTE!

- i** We recommend that you take out a private liability insurance. Make sure that coverage for bicycle damage is provided by your insurance. Contact your insurance company or agency.



TESTS BEFORE EVERY RIDE

Your SCOTT toy bicycle has undergone numerous tests during production and a final check has been carried out by your SCOTT dealer. Nevertheless, be sure to check the following points to exclude any malfunctioning that may be due to the transport of your SCOTT toy bicycle or to a work a third person may have performed on your SCOTT toy bicycle before delivery:

1. Are the quick-release levers of the front and rear wheel or other wheel fastenings **(a+b)** properly closed and the bolts of the seat post and other components accurately tightened?
2. Are the tyres in good condition and do they have sufficient pressure **(c)**? A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side.
For more information see the chapter "Wheels and tyres" and the enclosed operating instructions.
3. Spin the wheels to check whether the rims are true. Untrue rims can be an indication of tyres with ruptured sides, broken axles or spokes.
For more information see the chapter "Wheels and tyres" and the enclosed operating instructions.
4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars **(d)**. The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tyre during braking, in open condition or in between. You should not be able to pull the levers all the way to the handlebars! Also check the thickness of the brake pads.
Check the back-pedal brake by back-peddalling. Also check the chain tension.
For more information see the chapter "Brakes" and the enclosed operating instructions.

5. Let the SCOTT toy bicycle bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings and bolted connections, if necessary.
6. If the toy bicycle has a kick-stand, make sure it has been fully raised **(e)** by your child before he/she sets off. **Risk of an accident!**
7. Do not forget to take a high quality D- **(f)** or chain lock with you on your ride. The only way to effectively protect the SCOTT toy bicycle against theft is to lock it to an immovable object.

DANGER!



Do not let your child use the SCOTT toy bicycle if it fails on one these points! A defective SCOTT toy bicycle can lead to serious accidents! If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!



Improperly closed quick-releases and other fastenings can cause components to come loose and result in serious accidents!

DANGER!



During use the SCOTT toy bicycle of your child is undergoing stress resulting from the surface of the road, the forces introduced by your child into the bicycle and through the child's action. Due to these dynamic loads, the different parts of your bike react with wear and fatigue. Please check the SCOTT toy bicycle regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let the SCOTT dealer maintain and service the toy bicycle regularly and in cases of doubt it is always best to replace components.

Get into the habit of doing the checks as described in the chapter "Tests before every ride" together with your child. In this way, your child will learn to handle the bicycle properly and you will be able to detect any defects that have developed during use. Encourage your child to tell you if anything should not be working properly on his/her SCOTT toy bicycle. Rectify the fault immediately or take the SCOTT toy bicycle to your SCOTT dealer for repair.




ADJUSTING THE SCOTT TOY BICYCLE TO YOUR CHILD

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter “Tests before every ride” and let your child do a test ride in an area free of traffic. This helps you to check all points once again without running any risk.

If you are not sure, we recommend that you only check the seating position. Tell your SCOTT dealer what your child wants to change. They will see to the wishes of your child the next time you leave the bicycle at the workshop, e.g. for the first inspection.

DANGER!

 All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench (a) and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings for your SCOTT toy bicycle”, directly on the components and/or in the manuals of the component manufacturers.

ADJUSTMENT OF THE SEATING POSITION

Adjusting the SCOTT toy bicycle to the bodily proportions of a child is even more important than in the case of an adult. When determining the saddle height you should find a compromise that allows your child to reach the ground with both feet when sitting in the saddle while at the same time giving them enough space for pedalling (b).

Adjustment of the saddle to the correct height

The correct saddle height is achieved when the leg of your child is fully stretched and positioned with his/her heel on the pedal in its lowest position. In a cross-check the knee should be slightly bent, when the ball of your child's foot is positioned above the middle of the pedal (c).

Make sure that the pelvis of your child remains horizontal during the check. Finish by checking that your child still reaches the ground. If he/she does not, lower the saddle a little.

To adjust the saddle height you have to loosen the binder bolt of the seat post (d). Loosen the binder bolt by using the suitable tool and turn it anticlockwise by two to three turns.

The loosened seat post can now be adjusted in height.

Be sure not to pull out the seat post too far. The mark on the seat post (end, min, max, stop, limit etc.) should always remain within the seat tube (e).

Make sure that the part of the seat post inside the seat tube is always well greased. If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your SCOTT dealer for advice! Do not use brute force!

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point.

Retighten the seat post. Tighten the seat post binder bolt in half turns clockwise (f). You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.

Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube. If it does rotate, gently retighten the clamping bolt by half a turn and do the check again.

Due to their restricted field of view, children should sit as upright as possible. If the distance between the handlebars and the saddle is too big, your child is less relaxed than he/she could be. Therefore, there are some models where the saddle can be adjusted.



Adjustment of the saddle to the correct position


Your child needs to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, he/she will constantly have to lean against the handlebars in order not to slip off the saddle.

To adjust the saddle position release the nut of the saddle clamp at the top of the seat post at the top at the seat post one to two turns with an open-end spanner.


Do not undo the nut fully, otherwise the whole assembly can come apart. Push the saddle into the desired position and tighten the nut up again. Make sure the saddle is in horizontal position **(a)** and the indexing in the saddle clamp has “clicked into place” as you retighten the nut. Try to tilt the saddle up a little, and then you can tell whether or not the mechanism has clicked into place. If it has, tighten the nut.

Finish by checking the reliable fit by trying to tilt the saddle a little **(b)**.


DANGER!

 Improperly closed quick-releases and other fastenings can cause components of the SCOTT toy bicycle to come loose and result in serious accidents!

DANGER!


 Never let your child ride the toy bicycle with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the rear stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.

CAUTION!


 Children and adolescents need to have the saddle height checked at least every 3 months **(c)**!



CAUTION!

 If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your SCOTT dealer for advice. Do not use brute force!

NOTE!

 If sitting on the saddle causes your child trouble, e.g. because it numbs his/her crotch, this may be due to the saddle. Your SCOTT dealer has various saddles available and can offer advice on position.


ADJUSTMENT OF THE HANDLEBARS

Adjustment of the tilt of the handlebars

The handlebars of SCOTT toy bicycles are usually slightly bent at the ends. Set the handlebars **(d)** to a position in which the wrists of your child are relaxed and not turned too much outwards.

The height and inclination of the handlebars can be adjusted by releasing the bolt at the top of the stem **(e)**. Bring the handlebars into the desired position. Carefully retighten the bolt(s). Try rotating the handlebars once clamped in the stem and tighten the bolt a little more, if necessary. Make sure the handlebars are accurately centred in the stem.


CAUTION!

 Children and adolescents need to have the height of the handlebars checked at least every 3 months!

Adjustment of the height of the handlebars

Release the expander bolt by two to three complete turns **(e)**. The stem should now turn freely inside the fork. If it does not, release the bolt by tapping it gently with a rubber hammer. With Allen bolts, you need to stick the Allen key into its head first, as it is normally countersunk and therefore impossible to be hit directly.

CAUTION!

 Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play **(f)**!



Now you can move the handlebar/stem-unit up and down as a whole. Be sure not to pull out the stem too far. The mark on the stem (end, min, max, stop, limit or the like) should always remain within the tube **(a)**. Setting the stem to a lower position can only add to your safety!

Retighten the expander bolt. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings for your SCOTT toy bicycle”, on the components and/or in the manuals of the component manufacturers.

Make sure the stem is firmly fixed by taking the front wheel between your legs and trying to turn the handlebars and stem relative to the wheel **(b)**. If there is movement, you have to increase the torque value. If the handlebars are still too high or too low, you can replace the stem. This can be quite a big job, as it may mean taking off and remounting all the fittings on the handlebars. Inform yourself at your SCOTT dealer about the various stem types available.

DANGER!

⚡ Never let your child set off on a SCOTT toy bicycle with a stem that has been drawn out beyond the mark for the maximum permissible height! Check all bolts before he/she sets off and test the brakes!

DANGER!

⚡ Check regularly whether the bar plugs are still mounted at the handlebar ends. In case the plugs are missing, contact your SCOTT dealer.

ADJUSTMENT OF THE BRAKE LEVER

Continue by checking whether the brake lever is within easy reach for your child **(c)**.

If it is not, adjust the brake lever. Release the Allen bolt at the brake lever clamp **(d)**.

Turn the levers relative to the handlebars. Make your child sit in the saddle and place his/her fingers on the brake lever. Check whether the brake levers are always within easy reach for your child. Ask your child to adopt various riding positions, e.g. riding out of the saddle and in the saddle. Retighten the brake levers and do a twist test!

Adjustment of the brake lever reach

With most brake systems the distance between the brake levers **(e)** and the handlebar grips is adjustable. This allows you to adjust the brake lever reach to the hand size of your child. The position of the brake lever where the brake starts to act has also to be adjusted to the length of the fingers.

Check the point when the brake pads hit the rims. If this pressure point is reached after a short lever travel already, it is not only the brake lever reach which must be adjusted, but also the brake (see the chapter “Brakes”). Otherwise the brake will drag along the rims after adjusting.

On most bicycles, there is a threaded pin near the point where the brake cable runs into the brake lever on the handlebars **(f)**. Turn this bolt clockwise and watch how the lever adjusts as you do so.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever. Check subsequently the correct adjustment and functioning of the brake system, as described in the chapter “Brakes”.

As soon as you have reached the desired brake lever reach for your child, check whether there is still enough free travel of the lever before the brake pads are in close contact to the rims (see the chapter “Brakes”).

DANGER!

⚡ Make sure your child cannot pull the brake levers all the way to the handlebars. Your maximum braking force must be reached short of this point!



▼ BRAKES

GENERAL INFORMATION ON THE BRAKES

Brakes **(a+b)** are used to adjust your speed to the surrounding terrain and traffic. In an emergency situation, the brakes must bring the bicycle to a halt as quickly as possible.

Practise braking with your child on a road free of traffic and instruct him/her to get used to actuating both brakes simultaneously, as due to the weight transfer the front brakes can generate a far better braking effect.

The braking conditions on unpaved surfaces differ, i.e. overbraking the front wheel can make the wheel slip away. Therefore, be sure to practise braking on different kinds of surfaces.

DANGER!

⚡ Practise braking with your child cautiously on wet and slippery roads, as the tyres can easily slip away. Therefore, instruct him/her to reduce the speed in general when riding in these conditions.

DANGER!

⚡ Make sure your child gets carefully familiar with the brakes. Practise emergency stops with your child in a place free of traffic until he/she are comfortable controlling his/her bicycle.

RIM BRAKES

V-Brakes and cantilever brakes

Operation and wear

V-brakes and cantilever brakes **(c)** have two brake arms mounted separately on either side of the rim. When actuating the brake lever, both arms are pressed together by the cable **(d)**, the pads touching the rim.

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides of your child in the rain and dirt and over hilly terrain can accelerate wear on both braking surfaces.

Some rims are provided with wear indicators, e.g. grooves or circular indentations. If the rim is worn down to the point where the grooves or indentations are no longer visible, they need to be replaced. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tyre pressure. This can make the wheel jam or the inner tube burst, both of which can cause an accident! Risk of an accident!

Functional check

Check whether the brake pads are accurately aligned with the rims and still sufficiently thick. You can usually judge the wear of the brake pads by the appearance of grooves.

If the pads are worn down to the bottom of the grooves **(e)**, it is time to replace them. Be sure to observe the appropriate instructions of the respective manufacturer.

See your SCOTT dealer and ask them to examine the remaining thickness of the rims when your child has worn through his/her second set of brake pads at the latest. Your bicycle dealer has special measuring devices for determining the remaining thickness of the rims.

The brake pads must hit the rim simultaneously, first touching it with the front portion of their surface. At the moment of first contact the rear portion of the pads should be a millimetre away from the braking surface.

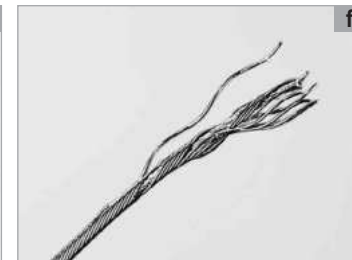
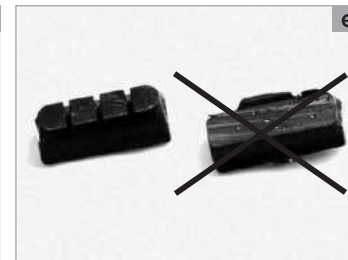
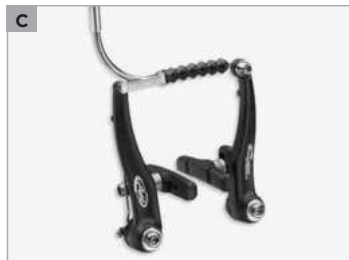
Viewed from the top the brake pads form a “V” with the trough pointing to the front. This setting is to prevent the brake pads from screeching when applied.

The brake levers must always remain clear of the handlebars. You should not even be able to pull them all the way to the handlebars in the event of an emergency stop. If this is the case, however, observe the following the chapter “Synchronising and readjusting”.


A correctly adjusted brake is only ensured if all of these checks have been made successfully.

DANGER!


⚡ Brake cables which are damaged, e.g. frayed **(f)**, must be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a crash!



DANGER!

-  Adjusting the position of the brake pads relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake pads is a job best left to your SCOTT dealer (a).

DANGER!

-  Have your rims regularly inspected and measured by the SCOTT dealer.

Synchronising and readjusting

Almost all brake designs have a bolt located next to one or both brake callipers for adjusting the spring preload (b). Turn the bolt slowly and watch how the gap changes between brake pads and rim.


Adjust the spring in a way that with an unapplied brake the gaps are equal on either side and the brake pads touch the rim simultaneously during braking.

The position of the brake lever where the brake starts to act, also referred to as pressure point, can be adjusted to the size of the hand as well as to individual convenience by readjusting the brake cable. Make absolutely sure you cannot pull the brake lever all the way to the handlebar grip. With an unapplied brake the brake pads should not be too close to the rim sides, otherwise they could drag along the rim during riding. Before doing this adjustment, observe the notes in the chapter “Adjustment of the brake lever reach”.


To readjust the brakes, unscrew the knurled lock ring located at the point where the brake cable enters the brake lever on the handlebars (c) or at the counter-part of the cable (d). Unscrew the knurled, slotted adjusting bolt by a few turns.

This reduces the free travel of the brake lever. Keeping the adjusting bolt firm and tighten the lock ring against the brake lever unit. This prevents the adjusting bolt from coming loose by itself. Ensure that the slot of the bolt faces neither forward nor upward, as this would permit water or dirt to enter more easily.


DANGER!

-  Always test the brakes' function when stationary (e) after adjusting them, making sure the brake pads engage fully with the rim when you pull them hard.


DANGER!

-  Wet weather reduces the braking effect and the road grip of the tyres. Instruct your child that he/she should be aware of longer stopping distances when riding in the rain and that he/she should reduce the speed!

DANGER!

-  When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your SCOTT dealer will be pleased to help you.

DANGER!

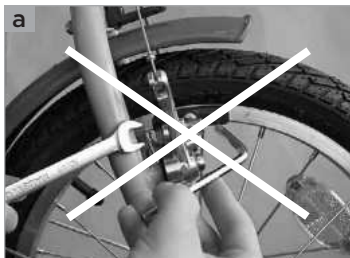
-  Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!

BACK-PEDAL BRAKES

This type of brake has an enclosed design. Some models are coupled with a hub gear (f). The back-pedal brake is actuated by turning the pedals backwards. With back-pedal brakes maximum braking force is achieved by stepping on one of the pedals in its rearmost position with the cranks horizontal.

The risk of overheating is particularly high with these brake systems. Brake overheating occurs on prolonged (steep) downhill rides with permanent brake dragging. Brake fading is a result thereof which, in extreme cases, can lead to brake failure.

Therefore, if you notice that the braking effect deteriorates, stop and let the brake system cool down. Sometimes, it will be enough to operate the front and rear brake in an alternating pattern. If that will not suffice, your child has to stop for a couple of minutes before he/she sets off again.



Checking the back-pedal brakes

Turn the cranks with the pedals backwards. The brake must respond after 60 degrees at the latest. If it does not, the brake may be defective or the chain too slack.


Readjustment of the chain tension

With back-pedal brakes the chain tension has to be checked regularly. You should not be able to pull the chain upwards by more than two centimetres in the middle between sprocket and chainring. Make sure there is no excessive chain slack! For more details read the chapter "Bicycle chain".


Before adjusting the chain tension appropriately, release the brake torque arm **(a)** and the wheel nuts **(b)**. Tension the chain before tightening the wheel nuts by pulling the wheel to the rear. Make sure there is not more than two centimetres of play midway between sprockets and chainring.

Check the centred position of the wheel between the drop-outs. Tighten the wheel nuts and the bolts of the torque support to the specified torque values (see the chapter "Recommended torque settings for your SCOTT toy bicycle").

DANGER!

 Check regularly whether the torque support (brake torque arm) **(a)** is firmly attached to the frame or fork. Use a torque wrench **(c)** and never exceed the maximum torque value!

DANGER!

 Keep in mind that the back-pedal brake is ineffective with a fallen-off chain. Risk of an accident!

▮ BICYCLE CHAIN

Regular and correct lubrication of your bicycle chain ensures enjoyable riding and prolongs its service life. It is not the quantity but the distribution and regular application of lubricant that counts. Clean the dirt and oil off your chain with an oily rag from time to time. Special degreasers are not necessary; they even have a damaging effect.


Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links **(d)**. To lubricate the chain, drip the lubricant onto the rollers of the lower run of the chain while you turn the crank. Once this is done, turn the cranks a few more times; then let the bicycle rest for a few minutes so that the lubricant can disperse.

Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.


Although the chain is one of the wearable parts of the bicycle, there are still ways for you to prolong its life. Make sure the chain is lubricated regularly, especially after riding in the rain.

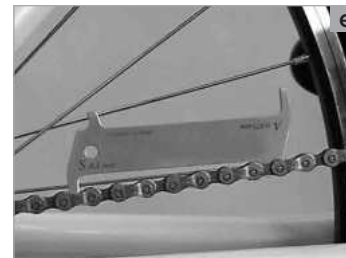
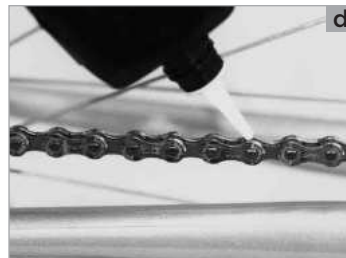
Your SCOTT dealer has accurate measuring instruments for checking the chain wear **(e)**. The replacement of the chain is a job for a skilled mechanic, as you need specific tools.

DANGER!


 Check the chain tension **(f)** according to the SCOTT service and maintenance schedule. For more information see the chapter "Readjustment of the chain tension".

DANGER!


 Make sure the braking surfaces of the rims and the brake pads remain clear of lubricants, as the brakes will fail otherwise!




DANGER!

 An improperly joined or heavily worn chain can break and cause an accident.

NOTE!

 For the sake of the environment, use biodegradable lubricants only. Bear in mind that some of the lubricant can end up on the ground, especially in wet conditions.

NOTE!

 When replacing your chain, only use appropriate and suitable original spare parts. Your SCOTT dealer will be pleased to help you.

WHEELS AND TYRES

The wheel **(a)** consists of the hub, the spokes and the rim. The tyre is mounted onto the rim so that it encases the tube. There is a rim tape running around the rim well to protect the sensitive tube against the spoke nipples and the edges of the rim trough, which are often sharp.

The wheels are subjected to considerable stress through the weight of the rider and any carried luggage as well as through bumpy road surfaces and terrain. Although wheels are manufactured with great care and delivered accurately trued, spokes and nipples can lose a little tension on the first kilometres. It is recommended that you have the wheels of the toy bicycle checked and retrued, if necessary, by the SCOTT dealer as early as after a short bedding-in period of about 5 to 15 hours of use or four to six weeks.

After the bedding-in period, check the wheels regularly. It will, however, rarely be necessary to tighten the spokes **(b)**.

NOTES ON TYRES, INNER TUBES, RIM TAPE, INFLATION PRESSURE

The tyres should provide grip and traction. At the same time they should run smooth and enhance the rider's comfort by absorbing small shocks. There is a wide range of different types of tyres on the market. Your SCOTT dealer will be pleased to advise you.

If you want to mount a new tyre, you need to observe the sizing system and the actual size of the old tyre. The latter is specified in two different units on the side of the tyre. One of the sizes is the standardised size in millimetres which is more precise, e.g. the number sequence 47-305 means that the tyre is 47 mm wide when fully inflated and has an inner tyre diameter of 305 millimetres. The other size is indicated in inches (e.g. 16 x 1.75 x 2) **(c)**.

Tyres must be inflated to the proper inflation pressure to provide an optimal compromise between smooth running and riding comfort **(d)**. Properly inflated tyres are also more resistant to punctures. An insufficiently inflated tyre can easily get pinched ("snakebite"), when it goes over a sharp kerb.


The air pressure recommended by the manufacturer is given on the tyre side **(e)** or on the tyre label.

The lower limit of the pressure specifications means maximum suspension comfort. Rolling resistance decreases with growing pressure, but so does comfort. A high tyre pressure is therefore most suitable for riding over tarred roads.


Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table **(f)** gives the most common pressure values in terms of both systems.

The tyre and rim alone are not able to hold the air. Therefore, an inner tube has to be placed inside the tyre to retain the air pressure.

DANGER!

 If you mount a tyre of another size than the standard one, it may be that your child's feet will come in contact with the front wheel or that the mudguard etc. gets stuck with the tyre. In both cases there is the danger of an accident! It is therefore always best to mount original spare parts.

DANGER!

 Treat the tyres of the SCOTT toy bicycle with care. Never inflate the tyres beyond the maximum permissible pressure, otherwise they might burst or come off the rim during the ride. Risk of an accident!



f		
psi	bar	kPa
30	2,1	210
40	2,8	280
50	3,5	350
60	4,1	410

VALVES

There is one valve type in general use on SCOTT toy bicycles:

Schrader or **American valve (a)**: This is an adapted car tyre valve.


All valve types come with a plastic cap to protect them from dirt.

The **Schrader valve** can be inflated with a suitable pump directly after removing the protective cap.


Tyres with **Schrader valves** can conveniently be inflated at car filling stations with a compressed air dispenser. A compressed air dispenser must be used very carefully as you may otherwise overinflate the tyre and make it burst. To let out air, press the needle in the centre of the Schrader valve.

It can be hard to inflate tyres to the necessary pressure by using hand pumps. It is much easier with a track pump equipped with a pressure gauge **(b)**.


DANGER!

 Instruct your child to always ride his/her bicycle with the prescribed tyre pressure and check the pressure at least once a week.

DANGER!


 Replace tyres with a worn tread or with brittle or frayed sides. Dampness and dirt penetrating the tyre can cause damage to its inner structure. The tube might burst. Risk of an accident!

DANGER!

 Treat your tyres with care. Never inflate your tyres beyond the maximum permissible pressure **(c)**, otherwise they might burst or come off the rim during the ride. Risk of an accident!



DANGER!

 If you mount a tyre of another size than the standard one, it may be that the tyre will rub against the mudguard, the brakes or other components and sustain damage. This can even lock up the SCOTT toy bicycle. When buying tyres, ask your SCOTT dealer for advice.

NOTE!


 Your SCOTT dealer has adapters for all valve types. The respective adapter allows you to inflate tyres with Dunlop valve at the car filling station.

RIM TRUENESS AND SPOKE TENSION

For the true running of the wheel **(d)** of the SCOTT toy bicycle it is imperative that the tension exerted by the spokes is distributed evenly around the rim **(e)**. If the tension of a single spoke changes, e.g. as a result of riding fast over a kerb or of a loose nipple, the tensile forces acting on the rim become unbalanced and the wheel will no longer run true. The functioning of the SCOTT toy bicycle may even be impaired before you notice the wobbling appearance of a wheel that has gone out of true.

With rim brakes the sides of the rims also serve as braking surfaces **(f)**. An untrue wheel can impair your braking effect. It is therefore advisable to check the wheels for trueness from time to time. For this purpose lift the wheel off the ground and spin it with your hand. Watch the gap between the rim and the brake pads. If the gap varies by more than a millimetre, you should ask a SCOTT dealer to true up the wheel.

DANGER!

 Do not let your child set off with untrue wheels. In the case of extreme side-to-side wobbles, the brake pads of rim brakes can miss the rim and get caught in the spokes! This normally instantly jams the wheel and throws your child off the bicycle.

CAUTION!

! Loose spokes must be tightened at once. Otherwise the load on the other spokes and the rim will increase.

CAUTION!

! Truing (retruing) wheels is a difficult job which you should definitely leave to your SCOTT dealer.

WHEEL FASTENING WITH WHEEL NUTS

The wheels are fastened to the frame with the axles of the hubs. The axle is fastened with hex nuts in the drop-outs **(a+b)**.

Wheel nuts are normally released or tightened with a 15-mm open-end or ring wrench. You should take this tool with you on a cycle tour, as it would be very difficult to repair a tyre puncture without this tool. The bicycle fork is equipped with drop-out safety tabs, which are to prevent the loss of the wheel in case the fastening fails.

DANGER!

⚡ Never let your child set off on a SCOTT toy bicycle without having checked first whether the wheels are securely fastened! Risk of an accident!

TYRE PUNCTURE

Punctures during cycling are the most common cause for flat tyres. However, as long as you have the necessary tools and a spare tube or a repair kit, this need not mean the end of your cycle ride.

NOTE!

i Before removing a wheel, read the chapter "Remounting the wheel". If you are in doubt or if you have any questions, contact your SCOTT dealer.

REMOVING THE WHEEL

If the toy bicycle has **mechanical rim brakes (c)** (cantilever and V-brakes) you first have to unhook the brake cable from the brake arm **(d)**. To do this, grip the rim with one hand and press the brake pads and/or arms together. In this position the usually barrel-shaped nipple of the lateral brake cable or the brake hose (of V-brakes) can easily be disengaged.

In the case of **back-pedal brakes** the brake torque arm (torque support) supporting the drive and brake forces at the frame must be released **(e)**.

Release the wheel nuts **(f)**. If you cannot remove the wheel after releasing the nuts, this is due to the drop-out safety tabs. They are metal catches which engage with recesses in the drop-outs. You must free the wheel from the safety tabs.

Lift the rear of the SCOTT toy bicycle off the ground and give the wheel a gentle tap with your hand so that the rear wheel drops out.

DANGER!

⚡ Observe in this connection the operating instructions of the brake manufacturer.



Tyre removal


Remove the cap and the fastening nut off the valve and deflate the tyre completely **(a)**. Press one tyre side from the rim sides towards the centre of the rim **(b)**. This will ease the removal.

Apply a plastic tyre lever to one bead of the tyre about 5 cm beside the valve and lever the tyre out of the rim in this area **(c)**. Hold the tyre lever tight in its position. Slip the second tyre lever between rim and tyre at a distance of about ten centimetres on the other side of the valve and lever the next portion of the bead over the edge of the rim.


After levering a part of the tyre bead over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference. Now you can remove the inner tube. Make sure the valve does not get caught in the rim, as this can damage the inner tube. If necessary, you can remove the whole tyre by pulling the other tyre bead off the rim. Repair the puncture according to the instructions of the repair kit manufacturer or replace the inner tube by a new one.

When you have removed the tyre, you should also check the rim tape **(d)**. It should lie squarely in the rim trough, covering all spoke nipples, and should neither be damaged nor brittle.

DANGER!

 If the fabric of the tyre is destroyed by the perforating object, replace the tyre to be on the safe side.

NOTE!

 If you get a puncture en route, inflate the inner tube and bring it close to your ear. In most cases you can hear the air coming out. At home you can help yourself with a bucket of water where you can locate the hole by the bubbles. When you have found the hole, look for the corresponding place on the tyre and check it, as well. Often, you will find a foreign body sticking in the tyre, which ought to be removed. Otherwise another puncture can occur.

Tyre mounting

When mounting a tyre make sure no foreign matter, such as dirt or sand, gets inside the tyre and you do not damage the inner tube in the process.

Slip one bead of the tyre onto the rim. Using your thumbs, press one bead over the edge of the rim and then around the entire circumference **(b)**. This should normally be possible without using tools.

Stick the valve of the inner tube through the hole in the rim **(e)**. Inflate the inner tube slightly so that it becomes round and push it into the tyre all the way round **(f)**. Make sure not to leave any folds in the inner tube.

To finish mounting the tyre, start at the opposite side of the valve. Using your thumbs, press as much of the second bead of the tyre over the edge of the rim as you can.

Make sure the inner tube does not get pinched and squashed between the tyre and the rim. You can prevent this by pushing the inner tube into the hollow of the tyre with a finger as you work along.

Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end, you will have to pull the tyre vigorously downwards to make the already mounted portion of the tyre slip towards the deepest part of the rim well. This will ease the job noticeably on the last centimetres.

Before fitting the tyre completely on the rim check again whether the inner tube lies properly inside the tyre and press the last stretch of tyre over the edge of the rim using the balls of your thumbs **(b)**.

If this does not work, you will have to use the tyre levers **(c)**. Make sure the bent ends point towards the inner tube and the inner tube does not get damaged.

Push the valve a little into the tyre so that the inner tube does not get caught between the rim and the tyre beads. Check whether the valve stands upright. If not, dismount one bead again and reposition the inner tube.



To make sure the inner tube does not get pinched between the rim and the bead, move the tyre sideways back and forth between the sides of the rim. While doing so, also check whether the rim tape has shifted.

Inflate the inner tube to the desired pressure. The maximum pressure is indicated on the side of the tyre **(a)**.

Check whether the tyre is properly seated by inspecting the fine witness line just above the rim edge. This line should be even to the rim all around the tyre. Starting from the maximum tyre pressure you can now reduce the pressure through the valve to suit your needs. Please observe the recommended tyre pressure range.

REMounting the wheel

Mounting the wheel is done in the reverse order of dismounting. Make sure the wheel is correctly seated in the drop-outs and accurately centred between the fork legs or the seat and chainstays. Make sure the drop-out safety tabs are correctly seated.

In the case of **back-pedal brakes** check the proper assembly of the individual components and tension the chain before tightening the wheel nuts by pulling the wheel backwards. Make sure there is not more than two centimetres of play midway between sprockets and chainring. Make sure there is no excessive chain slack!

Pull the brake lever **(b)** after you have mounted the wheel. To do so, lift the bicycle off the ground and spin the wheel with your hand. The rim must keep off the brake pads.

DANGER!

⚡ If you have rim brakes, make sure you hook up the brake cable immediately after the wheel mounting (c)! Make sure the brake keeps clear of the rim, the tyre or the spokes, when spinning the wheel.



DANGER!

⚡ Retighten the torque support (d) in the case of back-pedal brakes.

DANGER!

⚡ Before setting off again, check that the brake surfaces are still free of grease or other lubricants after the wheel mounting.

DANGER!

⚡ Check whether the brake pads hit the rotors or brake surfaces of the rims. Make sure the wheel is properly seated and firmly fixed in the drop-outs. Always do a brake test as described in the chapter “Tests before every ride”!

HEADSET

The headset connects the fork to the frame, but allows it to move freely. It must turn with virtually no resistance if the SCOTT toy bicycle is to run straight, stabilising itself as it travels. Shocks caused by uneven road surfaces expose the headset to considerable levels of stress. In this way, it can become loose and go out of correct adjustment.

DANGER!

⚡ Riding with a loose headset on the toy bicycle increases the stress on fork and bearings. The fork can break. Risk of an accident!

CHECKING AND READJUSTING

Check the headset for play by placing your fingers around the lower head tube race **(e)**.

Bring your weight to bear on the saddle, pull the front brakes with your other hand and push the SCOTT toy bicycle firmly back and forth with the wheel remaining on the ground **(f)**. If the bearing has play, you will feel the upper head tube race moving in jerks relative to the lower head tube race - visible as a small gap in between the head tube races.

To check whether the headset runs smoothly, lift the frame up until the front wheel no longer touches the ground. The handlebars should turn from far left to far right without feeling roughness or tightness at any point. With a gentle tap on the handlebars **(a)** the fork should turn easily from the middle position.

If the headset did not pass the test, contact your SCOTT dealer.

DANGER!

⚡ Adjusting the headset requires a certain amount of experience **(b)** and should therefore be left to your SCOTT dealer.

DANGER!

⚡ Check the secure fit of the stem after adjusting the headset by taking the front wheel between your legs and trying to turn the handlebars and stem relative to the wheel **(c)**. Otherwise, a loose stem can cause an accident.

USEFUL FACTS ABOUT THE SCOTT TOY BICYCLE

CYCLING HELMETS

Cycling helmets **(d)** are absolutely recommendable. Your SCOTT dealer has a variety of styles and sizes.

Cycling helmets are only approved for use during cycling. Observe the manufacturer's instructions.

Buy a tested cycling helmet that your child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. Have him/her wear the desired helmet for a while. This will increase the chances that the helmet is actually worn, which one day might be a life-saver! A good helmet must fit perfectly, i.e. tight without pressure points. When buying a helmet, make sure it complies with the test standards.

DANGER!

⚡ Never let your child ride without helmet! But remember that even the safest helmet is useless unless it fits properly and is correctly adjusted and fastened **(e)**.

DANGER!

⚡ Take care your child is wearing the helmet while cycling only. For example, wearing the helmet at a park or playground can be hazardous; the helmet can get caught on features or obstacles and result in strangulation by helmet straps.

CAUTION!

! When you buy the helmet, have yourself explained how to adjust the straps of the helmet to the head of your child. Only a properly fitted helmet can provide full protection in case of an accident!

CLOTHING

DANGER!

⚡ Never let your child ride with flared trousers or skirts. These may get caught in the spokes, the chain or the chainrings. Risk of an accident!

DANGER!

⚡ Make sure your child always wears a properly fitting cycling helmet and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.

SHOES

Not all shoes are suitable for cycling. They should have a stiff sole and provide sufficient support **(f)**. A too soft sole bears the risk of the pedal pressing into the foot which may cause pain to the foot. In the area of the heel the sole should not be too wide. This might prevent your child from adopting the natural foot position as he/she gets in contact with the crank or the rear or chainstay during pedalling. Knee pain may be the result thereof.




TRAINING WHEELS

Training wheels are designed to prevent the SCOTT toy bicycle from toppling over, even when your child is yet unskilled **(a)**. According to expert opinion, training wheels are suitable to learn cycling to only a limited extent; often they are even counterproductive. If these cycling aids are mounted, try to do without as early as possible. Otherwise your child will get used to a completely wrong riding technique. We recommend that you let your child practise with a tricycle, a scooter or a walker. Experience has shown that if your child masters one of these vehicles, getting familiar with the bicycle is less difficult.


The SCOTT toy bicycle of your child possibly includes training wheels. Start, if necessary, by mounting the wheels to the arm. Loosen and remove the wheel bolts completely at one side. Fasten the arm together with the support device to the chainstay.

Make sure to properly mount the support device to the chainstay. Turn the wheel nut without tightening it **(b)** and repeat the steps with the training wheel on the other side. Both training wheels are then to be aligned in a way that with the bike being in an upright position both wheels are in contact with the ground. Finish by tightening the wheel nuts to the specified torque value.


DANGER!

 If your child takes bends fast and rides over uneven ground, there is the risk that he/she topples over with the SCOTT toy bicycle and the mounted training wheels. Practise with your child how to handle the training wheels.


CAUTION!

 Only buy training wheels that have been certified, for example according to DIN/GS.

NOTE!

 If you wish to install training wheels, ask your SCOTT dealer about suitable models. Read the mounting instructions of the supplier and ask, if necessary, your SCOTT dealer for further information.

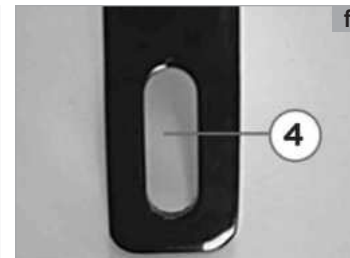
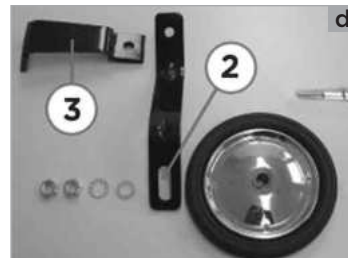
NOTE!

 The training wheels are only an unsatisfactory riding aid for very small children and should be removed as soon as possible to train your child's sense of balance.

Mounting the training wheels

Training wheel mounting (only for 12-inch and 16-inch models) and adjustment of the chain tension on bicycles without derailleur gears. To mount the optional training wheels for the 12-inch and 16-inch models proceed as described in the following:

1. Release on one side of the rear wheel nut **1** and remove it including the washer **(c)**.
2. Assemble now the bolt and nuts/washers as shown below to fix the wheel on part **2 (d)**.
3. Put part **3** in part **2** and fix it with nut **1** with the washer between nut **1** and part **3 (e)**.
4. The long sleeved hole **4 (f)** will help you to balance the bike when you assembled on the other side of the bike the parts as mentioned above.
5. Both training wheels should be with a distance of 1-1.5cm to the ground when the bike is balanced on its wheels. After balancing the bike please tighten the wheel fixing nuts and the counter nuts.



KIDS' BIKE TOWING DEVICES/TRAILER SYSTEMS

There are different systems on the market **(a+b)** that allow a SCOTT toy bicycle to be attached to an adult bicycle to cycle together with your child on public roads.

Inform yourself at your SCOTT dealer about the different types of kids' tandem bicycles.

These trailer systems also affect the braking behaviour of your bicycle. Therefore, before riding with a SCOTT toy bicycle tandem on public roads, practise riding and brake behaviour without passengers in an area free of traffic!

DANGER!

⚡ Trailer systems have a strong influence on the bicycle's riding characteristics. The weight of both the hitched SCOTT toy bicycle and the child will make the bicycle somewhat top-heavy. It may tend to wobble. Practise getting on and off your bicycle as well as cycling. Keep in mind, in particular when turning, that your bicycle including trailer system is much longer.

DANGER!

⚡ It is also important for you to practise with your child how to behave on a hitched bicycle during the ride. Make sure your child wears a helmet even when riding on a tandem bicycle. Set a good example by wearing a helmet, as well!

DANGER!

⚡ Only buy tested trailer systems (e.g. DIN/GS tested systems) and have them properly mounted. The manuals of the manufacturers included in the delivery of your trailer system, provide detailed information in this regard.

DANGER!

⚡ When riding in the dark, the attached SCOTT toy bicycle should be fitted with the prescribed lighting, i.e. the latter should be marked with a wavy line and the letter "K" **(c)**. If you are in doubt or if you have any questions, contact your SCOTT dealer. We recommend a tested battery-powered rear light **(d)**, if necessary.



NOTE!

i If you want to use your bicycle for towing a trailer system, please check whether it is approved for towing. Have a look at the SCOTT bike card or ask your SCOTT dealer for advice.

TRANSPORTING LUGGAGE

For reasons of riding safety, children should not transport heavy loads. The pannier rack **(e)** which is often mounted to SCOTT toy bicycles should not be used for the transport of heavy loads. If necessary, your child should carry any luggage in a small rucksack.

BICYCLE LOCKS

Do not forget to take a high quality D- **(f)** or chain lock with you on your ride. The only way to effectively protect your SCOTT toy bicycle against theft is to lock it to an immovable object.

ACCESSORIES

DANGER!

⚡ Unsuitable accessories may change the qualities of the SCOTT toy bicycle and even cause an accident. Therefore, before fitting any accessories contact your SCOTT dealer and observe the instructions regarding the intended use of your bicycle (see chapter "Tests before your first ride").

TRANSPORT OF THE SCOTT TOY BICYCLE BY CAR

SCOTT toy bicycles are usually transported in the boot of a car **(a)**. Protect the SCOTT toy bicycle with blankets or the like to make sure your vehicle remains clean **(b)**. Secure the SCOTT toy bicycle against shifting.


If you want to transport the SCOTT toy bicycle outside the boot, use one of the carrier systems which nearly every car accessory dealer and car company have in their product range.

Bicycles are usually transported on the car roof in rails and fixed with a clamp around the down tube or on a rear carrier.


Whatever system you opt for, make sure it complies with the relevant safety/EN standards of your country!

Read the operating instructions of your bicycle carrier and comply with the maximum load capacity and recommended or prescribed driving speed.


DANGER!

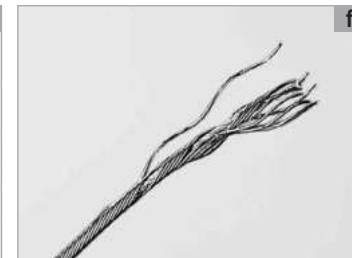
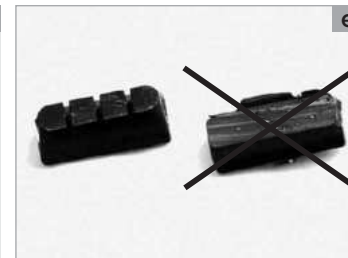
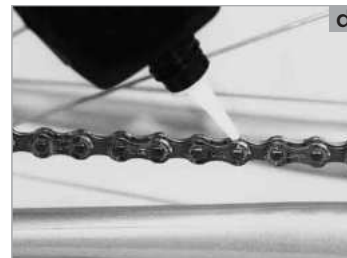
 Check whether your SCOTT bike is properly fastened before and at regular intervals during the journey. A SCOTT toy bicycle that detaches from the roof carrier may endanger other road users.

DANGER!


 Make sure to remove all parts of the SCOTT toy bicycle (bottles, baskets etc.) which may come loose during transport. Risk of accident!

DANGER!


 Bear in mind that your car has a greater overall height with the bicycle on it. If you use a roof carrier, measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.



CAUTION!

 Not all carrier systems are designed to transport SCOTT toy bicycles. Contact your SCOTT dealer and ask them for advice.

CAUTION!

 Please make sure the lights and the number plate of your car are not hidden from view. For some carriers, a second exterior rear view mirror is required by the road traffic regulations.

GENERAL NOTES ON CARE AND SERVICING

MAINTENANCE AND SERVICING YOUR SCOTT TOY BICYCLE

Your SCOTT dealer will have assembled and adjusted your SCOTT toy bicycle **(c)** ready for use when you come to collect it. Nevertheless, your SCOTT toy bicycle needs regular servicing **(d)**. Have your local SCOTT dealer do the scheduled maintenance work. This is the only way to ensure that all components function safely and reliably for many kilometres.

A first service is due as early as after four to six weeks. The bedding-in phase typically involves spokes slightly losing tension, so there is every reason to have your dealer service the SCOTT toy bicycle at this stage. This bedding-in process is unavoidable. Therefore, remember to make an appointment with your SCOTT dealer to have your new SCOTT toy bicycle inspected. The first service is very important for both functioning and durability of your toy bicycle.

The intended use of the bicycle includes regular servicing and the replacement of worn out parts in time, e.g. brake pads **(e)** or brake cables **(f)**, and therefore has an influence on the liability for material defects and the warranty, as well.

It is advisable to have your SCOTT toy bicycle serviced regularly by your SCOTT dealer after the bedding-in phase. If you ride a great deal on poor road surfaces or off-road, this will require correspondingly shorter service periods (see SCOTT service plan).

DANGER!

⚡ Servicing and repairs are jobs best left to your SCOTT dealer. If you have your toy bicycle serviced by anyone else than an expert, you run the risk that parts of the toy bicycle will fail. Risk of accident! When working on your toy bicycle restrict yourself to jobs for which you are equipped, e.g. with a torque wrench including bits, and have the necessary knowledge.

CAUTION!

! If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical dimension, may render your SCOTT toy bicycle unsafe. Risk of accident!

NOTE!

i For the safety of your child, bring your newly purchased SCOTT toy bicycle to your SCOTT dealer for its first inspection after four to six weeks, and at the very latest after three months.

CLEANING AND CARING FOR YOUR SCOTT TOY BICYCLE

Dirt and salt from riding during the winter harms the SCOTT toy bicycle. You should therefore make it a habit of cleaning all components at regular intervals.

Avoid cleaning your bicycle with a pressure water washer. The high-pressure jet is likely to enter bearings by passing through the seals and dilute the lubricants hereby increasing the friction. This destroys and impairs the functioning of the bearing races in the long term. High-pressure jets are also likely to remove frame stickers.

A much more gentle way of cleaning your bike is with a low-pressure water jet or a bucket of water and a sponge **(a)** or a large brush. Cleaning your bicycle by hand has another positive side-effect: you may discover defects in the paint **(b)** as well as worn or defective components at an early stage.

After cleaning check the chain for wear, wipe it off and apply fresh oil **(c)** (see the chapter “Bicycle chain”). Apply a coat of standard hard wax **(d)** on painted, metal surfaces (except from brake surfaces). Polish the waxed surfaces after drying to give them a nice shine.

DANGER!

⚡ While cleaning, watch out for cracks, scratches **(e)**, dents as well as bent or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your SCOTT dealer.

DANGER!

⚡ Keep the brake pads and the brake surfaces of the rims free of cleaning agents and chain oil. This could impair the functioning of the brake (see the chapter “Brakes“)!

CAUTION!

! Do not clean the SCOTT toy bicycle with a high-pressure water or steam jet and if you do, be sure to keep it at a distance.

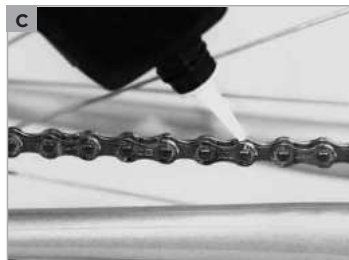
CAUTION!

! Only use petroleum-based solvents for cleaning tough oil or grease stains from paint surfaces **(f)**. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!

SHELTERING AND STORING THE SCOTT TOY BICYCLE

If you service the SCOTT toy bicycle during the season at regular intervals, you need not take particular precautionary measures, except from anti-theft measures.

It is recommended that you store the SCOTT toy bicycle in a dry, well ventilated place.



If you want to store the SCOTT toy bicycle away for winter, there are some points which have to be observed:

When the toy bicycle is not used during a long period of time, the inner tubes will gradually lose air. A long period of non-use on flat tyres can result in damage to the frame. Therefore, hang the wheels or the entire SCOTT toy bicycle **(a)** or check the tyre pressure at regular intervals. Clean the SCOTT toy bicycle and protect it against corrosion. Your SCOTT dealer will be pleased to help you with special cleaning agents, such as spray wax.

Remove the seat post **(b)** and let moisture that may have entered dry. Finish by applying a little amount of spray oil into the seat tube **(c)**. Store the SCOTT toy bicycle in a dry room.

NOTE!

i There is usually hardly any waiting time at SCOTT dealers during the winter months. In addition, many bicycle dealers offer an annual check-up at a special price. Benefit from the idle time and ask your SCOTT dealer to do the scheduled maintenance work on your SCOTT toy bicycle!

SCOTT SERVICE AND MAINTENANCE SCHEDULE

It is advisable to have your SCOTT toy bicycle serviced regularly after the bed-ding-in phase. The intervals indicated in the table are meant as reference for standard toy bicycle use. If your child cycles regularly on poor road surfaces or on paved field tracks, the service periods will shorten according to the harder use (see SCOTT service plan).

CAUTION!

! Children and adolescents need to have the height of the saddle checked at least every 3 months!

NOTE!

i If you come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your SCOTT dealer.



Component	What to do	Before every ride	Monthly	Annually	Other intervals
Lighting	Check	▪			
Tyres	Check pressure	▪			
	Check tread and side walls		▪		
Brakes (rim brakes)	Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary	▪			
Brakes, pads (rim brakes)	Clean		▪		
Brake cables/pads/hoses	Visual inspection		▪		
Brakes (back-pedal brakes)	Check pedal travel, test brakes in stationary	▪			
Brakes (back-pedal brakes)	Chain tension		▪		
Brakes (back-pedal brakes)	Check brake torque arm				
Bar plugs	Check		▪		
Rims (of rim brakes)	Check thickness replace, if necessary				○ after 2nd set of brake pads at the latest
Bottom bracket	Check for bearing play		▪		
	Dismount and regrease (cups)			○	
Chain	Check and grease, if necessary	▪			
	Check wear, replace, if necessary		▪		
Crank	Check and retighten, if necessary		▪		
Painted/anodised surfaces	Polish				▪ every 6 months at least
Wheels/spokes	Check for trueness and tension		▪		
	True or retighten				○ if necessary
Handlebars and stem (aluminium)	Check and replace, if necessary				○ every 2 years at the latest
Headset	Check for bearing play		▪		
	Regrease			○	
Metal surfaces	Polish (except: rim sides (of rim brakes))				▪ every 6 months at least
Hubs	Check for bearing play		▪		
	Regrease			○	
Pedals	Check for bearing play		▪		
Seat post/stem	Check bolts		▪		
	Disassemble and regrease			○	
Screws and nuts	Check and retighten, if necessary		▪		
Valves	Check seat	▪			
Cables (gears/brakes)	Disassemble and regrease			○	


If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked ▪ by yourself. Jobs marked ○ are best left to your SCOTT dealer.

RECOMMENDED TORQUE SETTINGS FOR YOUR SCOTT TOY BICYCLE

All bolted connections of the bicycle components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the SCOTT toy bicycle. This is best done with a torque wrench that disengages as soon as the desired torque value has been reached or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given, start with 2 Nm. Observe the indicated values and follow the enclosed operating instructions of the component manufacturers.

NOTE!

 Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque value! If you are in doubt or if you have any questions, contact your SCOTT dealer.

Component	Bolted connections	Shimano* (Nm)	SRAM/Avid** (Nm)
Brake lever unit	Bolt of fastening clamp (screw driver)	2.5 - 3	
	Bolt of fastening clamp (Allen bolt)	6 - 8	5 - 7
Brake (cantilever and V-brake)	Cable clamp	6 - 8	6 - 8
	Brake shoe mount	6 - 8	6 - 8
	Brake pad fixing	1 - 2	
Hub	Quick-release lever	5 - 7.5	
	Lock nut for bearing adjustment of quick-release hubs	10 - 25	
	Sprocket cluster lock ring	29 - 49	40
Crank	Crank mount (grease-free square-head)	35 - 50	
Pedal	Pedal axle	35	31 - 34

These values are reference values of the above-mentioned component manufacturers. Please observe the values given in the enclosed instructions of the component manufacturers. These values do not apply to the components of other manufacturers.

* www.shimano.com

** www.sram.com

WARRANTY AND GUARANTEE

Your SCOTT toy bicycle was manufactured with great care. Normally it is delivered to you by your SCOTT dealer fully assembled.


As direct purchaser you have full warranty rights within the first two years after purchase. Please contact your SCOTT dealer in the event of defects.

To ensure a smooth handling of your complaint, it is necessary to present your receipt, your bike card, the handover report and the service reports. Therefore, be sure to keep these documents in a safe place.


To ensure a long service life and good durability of your SCOTT toy bicycle, use it only for its intended purpose (see the chapter "Tests before your first ride" and the bike card). Please observe the permissible load specifications as specified on the bike card. Be sure to follow the mounting instructions of the manufacturers (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in this user manual or in any other operating instructions enclosed with this delivery (see the chapter "SCOTT service and maintenance schedule") as well as any instructions concerning the replacement of safety-relevant components such as handlebars or brakes etc.

DANGER!

 Keep in mind that retrofitted accessories can impair the functioning of your SCOTT toy bicycle. If you are in doubt or if you have any questions, contact your SCOTT dealer.

NOTE!

 The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Please inform yourself about the situation in your country.

NOTES ON WEARING PARTS

Some components of your SCOTT toy bicycle are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your SCOTT toy bicycle (mileage, riding in the rain, dirt, salt etc.). SCOTT toy bicycles that are often left standing in the open may also be subject to increased wear through weathering.


The components below require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on conditions and intensity of use. The following parts which have reached their limit of wear must be replaced:

- Drive chain
- Brake pads
- Brake cables
- Brake cable housings
- Rim sides (of rim brakes)
- Incandescent bulbs/LED
- Rubber gribs
- Chainwheels
- Chainstay protection
- Lamps
- Tyres
- Sprockets
- Saddle covering / saddle
- Pulleys
- Lubricants

CAUTION!

 **Register your SCOTT bike on www.scott-sports.com. That's the only way for you to benefit from the extended warranty.**

DANGER!

 **Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about safety measures to be taken, if necessary.**

▮ GUARANTEE ON SCOTT TOY BICYCLES

What is covered? This warranty covers defects in materials and workmanship at the time of transfer of risks in frames, swingarms and forks (provided it is a SCOTT fork) on SCOTT branded bikes sold completely assembled by SCOTT or an authorized SCOTT dealer ("Product").

How long does coverage last? This voluntary manufacturer's warranty is limited to five years for frames and swingarms, respectively two years for forks, from the date of purchase of the Product and is limited to the first purchaser of the Product and subject to the prior registration of your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Transfer of the Product from the first purchaser to another person terminates this limited warranty.

The limited warranty of five years for the frames and swingarms shall only be granted in a maintenance service has been effected case once a year according to maintenance requirements as set forth in the manual. The effected annual maintenance service shall be confirmed by stamp and signature. In case such an annual maintenance service has not been effected the warranty of five years for the frame shall be reduced to three years. Costs for maintenance and service have to be borne by the owner of the Product.

On Gambler, Voltage Fr and Volt-X the warranty period is limited to two years.

Repaired or replaced Products are covered for the remainder of the original warranty period and subject to the conditions outlined in the original warranty, to the extent permitted by law.

Hereby SCOTT grants a worldwide voluntarily manufacturer's warranty. To the extent permitted by law and unless a shorter duration is stipulated by law, any warranties implied by law are limited in duration to maximum five, respectively two years, from the date of purchase of the Product and are limited to the first purchaser of the Product.

What will SCOTT do in the event of a guarantee case? SCOTT will replace the defective product with a product of a quality or nature and similar level, will repair or refund the purchase price (after presentation of the proof of purchase of the product), in its sole discretion. Non-defective components are replaced at your expense. In such a case, we will contact you before replacing the non-defective part for your agreement.

What does this limited warranty not cover? This limited warranty does not cover defects which did not exist before the transfer of risks. This limited warranty does not cover Products used in rental operations. This limited warranty does not cover purchases of not completely assembled bikes.

This limited warranty does not cover any defect caused by “wear and tear” (a complete list of all parts of “wear and tear” can be found in the manual), accident, neglect, improper handling, colour fade due to exposure to sunlight, abuse, misuse, an act of God, improper assembly, non-compliance with recommended maintenance and care procedures, improper or incorrectly performed maintenance or repairs performed by someone other than an authorized SCOTT dealer, use of parts or devices not consistent with the Product, and alteration of the Product. All Products come with a manual; please carefully follow the instructions located there or affixed elsewhere to the Product. To the extent permitted by law, consequential and incidental damages are not recoverable under this limited warranty.

How do you make a claim under this limited warranty? To make a claim under this limited warranty, you must notify SCOTT of the claimed defect within the warranty period and timely return the Product to SCOTT at your expense for inspection. Please contact your authorized SCOTT dealer, call SCOTT’s customer service or the national SCOTT distributor (dealer locator: www.scott-sports.com). All returned Products must be accompanied by proof of purchase (receipt) from an authorized SCOTT dealer or this limited warranty will not apply. In case of replacement or refund, the returned Product becomes the property of SCOTT.

A protocol for the handing over of the Product (which you will find at the end of the manual) 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 or this limited warranty will not apply.

How do state laws affect your rights under this limited warranty? This limited warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

Recommendation

We strongly recommend that you use only authorized SCOTT dealers for yearly maintenance services and for repairs, as improper or incorrectly performed maintenance or repairs voids this limited warranty. Costs for maintenance service have to be borne by the consumer.

SCOTT Bike Warranty Periods					
	Year 1	Year 2	Year 3	Year 4	Year 5
SCOTT Bikes					
Gambler, Voltage FR, Volt-X					
Regular Warranty Period					
Option for prolongation according to maintenance intervals shown in manuals attached to bikes					

SCOTT SERVICE PLAN

1st service

After three months from date of purchase at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:
.....
.....
.....

Carried out on:	SCOTT dealer stamp:

2nd service

After one year at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:
.....
.....
.....

Carried out on:	SCOTT dealer stamp:

3rd service

After two years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

4th service

After three years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

5th service

After four years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

6th service

After five years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

7th service

After six years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

8th service

After seven years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

9th service

After eight years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....

.....

Carried out on:	SCOTT dealer stamp:

10th service

After nine years at the latest

Order no.:

Mileage:

- o All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

.....

.....


.....

Carried out on:	SCOTT dealer stamp:

SCOTT BIKE CARD

Model _____
 Frame no. _____
 Colour _____
 Frame type/size _____
 Tyre size _____
 Special features/accessories _____

DANGER!

 Register your SCOTT bike on www.scott-sports.com within 10 days as of the date of purchase. Your references may also help safeguard your safety, as we can inform you about safety measures to be taken, if necessary.


Permissible overall load

SCOTT bike, rider and luggage max. 50 kg / 110 lbs
 Pannier rack permitted no
 Child seat permitted no
 Trailer permitted no

Brake lever Brake assignment

Right lever	Left lever
<input type="checkbox"/> front wheel brake	<input type="checkbox"/> front wheel brake
<input type="checkbox"/> rear wheel brake	<input type="checkbox"/> rear wheel brake

DANGER!

 Read at least the chapters “Tests before the first ride” and “Tests before every ride”.

Stamp and signature of the SCOTT dealer

(Tip for the SCOTT dealer: Copy the bike card and the handover report and keep one copy in your customer file. Send another copy to the bike manufacturer, if necessary.)

SCOTT HANDOVER REPORT

The above-described SCOTT bike was delivered to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses).

- | | |
|--|---|
| <input type="checkbox"/> Lighting | <input type="checkbox"/> Saddle/seat post (height and position of saddle adjusted to suit customer, bolts checked with torque wrench) |
| <input type="checkbox"/> Brakes front and rear | <input type="checkbox"/> Gears (limit stops! adjustment, function) |
| <input type="checkbox"/> Wheel set (trueness/spoke tension/tyre pressure) | <input type="checkbox"/> Bolted connections of attachment parts (checked with torque wrench) |
| <input type="checkbox"/> Handlebars/stem (position/bolts checked with torque wrench) | <input type="checkbox"/> Test ride |
| <input type="checkbox"/> Pedals (adjustment of release force if necessary) | <input type="checkbox"/> Other routines performed |

SCOTT dealer

Last name _____
 Street _____
 City _____
 Phone _____
 Fax _____
 E-Mail _____

Handover date, stamp,
signature of the SCOTT dealer _____

The customer confirms with his signature that he received the SCOTT bike in proper condition along with the accompanying documents specified below and that he was instructed on the proper use of the SCOTT bike.

Additional instructions:

- | | | | |
|---------------------------------|---------------------------------------|------------------------------------|-------------------------------|
| <input type="checkbox"/> Brakes | <input type="checkbox"/> Pedal system | <input type="checkbox"/> Seat post | <input type="checkbox"/> Stem |
| <input type="checkbox"/> Gears | <input type="checkbox"/> Pannier rack | <input type="checkbox"/> Others | |

Customer

Last name, first name _____
 Street _____
 ZIP code/city _____
 Phone, fax _____
 E-Mail _____
 Location, date, signature _____

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