

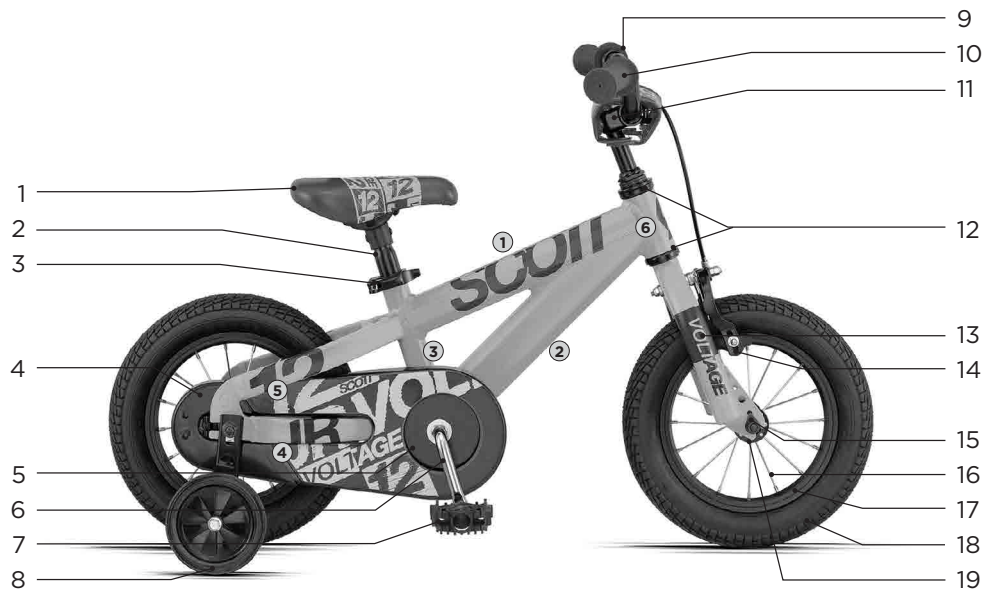


SCOTT

BIKE

EN ISO 8124
ROWERY DZIECIĘCE SCOTT

WWW.SCOTT-SPORTS.COM



▼ KOMPONENTY

Polski

RAMA:

- ① Górna rura
- ② Dolna rura
- ③ Rura podsiodłowa
- ④ Dolne widełki
- ⑤ Górne widełki
- ⑥ Główka ramy

1 Siodło

- 2 Sztycy
- 3 zacisk sztycy
- 4 tylny hamulec
- 5 Chainring
- 6 korba
- 7 Pedaty
- 8 boczne kółka

- 9 klamka hamulcowa
- 10 kierownica
- 11 mostek

12 stery

- 13 widelec
- 14 przedni hamulec

Koła:

- 15 nakrętka koła
- 16 szprycha
- 17 obręcz
- 18 opona
- 19 piasta






Przed pierwszą jazdą przeczytaj przynajmniej strony od 9-15!
Przed każdą jazdą sprawdzaj działanie roweru zgodnie ze wskazówkami na stronach 16-17!
Przejrzyj kartę roweru SCOTT, harmonogram przeglądów SCOTT i protokół przekazania produktu SCOTT!
Twój rower i instrukcja obsługi są zgodne z wymaganiami normy EN ISO 8124 „Bezpieczeństwo zabawek”.



Jeśli nie znajdziesz odpowiedzi na wszystkie pytania w tej instrukcji oraz zanim dokonasz jakiegokolwiek modyfikacji poproś o radę dileru SCOTT.

OSTRZEŻENIE!!

 Zarejestruj swój rower SCOTT na www.scott-sports.com w ciągu 10 dni od daty zakupu. Dostęp do twoich danych teleadresowych może pomóc nam chronić twoje bezpieczeństwo, ponieważ umożliwi, w razie konieczności, poinformowanie cię o dodatkowych środkach bezpieczeństwa.

UWAGA! 

Niniejsza instrukcja podlega prawu europejskiemu i normom EN / ISO. Jeśli instrukcja jest dostarczana do krajów spoza Europy, informacje uzupełniające muszą zostać dostarczone przez importera roweru SCOTT.
WAŻNE!

 Informacja dostępne są na stronie www.scott-sports.com

Druk:

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Szczegóły techniczne w tekście i ilustracjach tej instrukcji mogą ulec zmianie.

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UWAGI DOTYCZĄCE INSTRUKCJI DO ROWERU DZIECIĘCEGO SCOTT


Zdjęcie na pierwszych stronach instrukcji roweru dziecięcego SCOTT pokazują typowe rowery dziecięce SCOTT (a-c). Rower SCOTT, który zakupiłeś wygląda do nich podobnie. Firma SCOTT produkuje różne typy rowerów o konkretnych zastosowaniach.


Niniejsza instrukcja roweru dziecięcego SCOTT odnosi się tylko do prezentowanych poniżej typów rowerów.

Niniejsza instrukcja nie ma na celu pomóc w montażu roweru SCOTT z poszczególnych elementów ani w naprawie lub w przygotowaniu częściowo zmontowanego roweru SCOTT do jazdy. Zwróć szczególną uwagę na następujące symbole:

ZAGROŻENIE!

 Ten symbol oznacza bezpośrednie zagrożenie zdrowia lub życia które może wystąpić, jeśli nie zastosujesz się do podanej instrukcji lub nie podejmiesz środków zapobiegawczych
UWAGA!

 Ten symbol ostrzega przed działaniami, które mogą doprowadzić do uszkodzenie twojej własności i środowiska.
WAŻNE!

 Ten symbol zawiera informacje na temat obsługi produktu lub odnosi się do fragmentu instrukcji SCOTT, która zasługuje na twoją specjalną uwagę.

Powyższe objaśnienia nie będą powtarzane za każdym razem, kiedy symbole się pojawiają.

Niniejsza instrukcja SCOTT jest zgodna z wymaganiami normy EN ISO standard 8124 Bezpieczeństwo zabawek.



INFORMACJE WSTĘPNE DOTYCZĄCE BEZPIECZEŃSTWA

Dear SCOTT Customer,

Drogi Kliencie SCOTT,
Gratulujemy zakupu nowego roweru SCOTT. Jesteśmy pewni, że rower przekroczy twoje oczekiwania dotyczące jakości, działania i właściwości jezdnych. Nasze ramy i komponenty SCOTT dzięki idealnemu dostosowaniu do potrzeb użytkownika, wspierają jego radość podczas jazdy na nowym rowerze SCOTT!

Aby upewnić się, że twoje dziecko jeździ bezpiecznie i z radością, gorąco zachęcamy abyś poświęcił trochę czasu na dokładne przeczytanie niniejszej instrukcji SCOTT.

Jeśli kupiłeś rower SCOTT dla swojego dziecka, upewnij się, że rozumie ono informacje zawarte w tej instrukcji SCOTT i potrafi odpowiednio obsługiwać nowy rower SCOTT.

Kupując ten rower dziecięcy SCOTT (d-e) / walker (f) wybrałeś produkt wysokiej jakości. Każdy element nowego roweru SCOTT był zaprojektowany, wyprodukowany i zmontowany z wielką precyzją i przez profesjonalistów. Twój diler SCOTT przeprowadził ostateczną kontrolę jakości gwarantującą prawidłowe działanie i wiele przyjemnych wrażeń z jazdy.

Ta instrukcja roweru dziecięcego SCOTT zawiera wiele przydatnych wskazówek dla właściwego użytkowania roweru SCOTT, jego konserwacji, działania, a także interesujące informacje na temat jego projektu. Przeczytaj dokładnie tą instrukcję roweru dziecięcego SCOTT. Jesteśmy pewni, że nawet jeśli jeździcie na rowerze przez wiele lat zawsze możecie dowiedzieć się czegoś nowego. Technologia rowerowa rozwinęła się gwałtownie w ciągu ostatnich kilku lat.

Dlatego zanim twoje dziecko wyruszy w swoją pierwszą podróż na swoim nowym dziecięcym rowerze SCOTT, koniecznie przeczytaj przynajmniej rozdział „Testy przed pierwszą jazdą”.

Aby upewnić się, że twoje dziecko bezpiecznie i z przyjemnością używa swój nowy rower dziecięcy SCOTT, należy regularnie przeprowadzać kontrolę opisaną w rozdziale „Testy przed każdą jazdą”.

Nawet podręcznik tak szczegółowy jak encyklopedia nie byłby w stanie opisać każdego możliwego połączenie komponentów rowerowych wszystkich dostępnych modeli. Dlatego w instrukcji roweru dziecięcego SCOTT znajdziesz informacje i ostrzeżenia dotyczące nowo zakupionego roweru SCOTT i standardowych komponentów.


Dokonując regulacji i serwisowania, należy pamiętać, że szczegółowe informacje zawarte w poniższej instrukcji SCOTT dotyczą tylko tego roweru dziecięcego SCOTT.

Zwróć uwagę na poniższe zasady, zanim pozwolisz dziecku wyruszyć na dziecięcym rowerze SCOTT: Nigdy nie pozwól dziecku jeździć bez odpowiednio dopasowanego kasku (a + b) i okularów. Upewnij się, że zawsze nosi odpowiednie, jasne ubranie, jak również spodnie o prostym kroju lub klipsy do spodni i odpowiednie buty (c). Pamiętaj o wykonywaniu kontroli opisanych w rozdziale „Testy przed każdą jazdą” razem z dzieckiem. W ten sposób twoje dziecko nauczy się obsługiwać rower SCOTT prawidłowo i będziesz w stanie zauważyć ewentualne nieprawidłowości w trakcie jazdy. Zachęcaj dziecko, aby powiedziało ci, jeśli coś nie działa poprawnie w jego rowerze SCOTT. Natychmiast usuń usterkę lub skontaktuj się z dilerem SCOTT w celu naprawy.


Ta instrukcja nie nauczy ciebie ani twojego dziecka, jak jeździć. Pamiętaj, że jazda na rowerze jest niebezpieczną czynnością, która wymaga od twojego dziecka kontroli nad rowerem przez cały czas. Jeśli to konieczne, zapisz dziecko na kurs dla początkujących rowerzystów.

Jak każdy sport, jazda na rowerze wiąże się z ryzykiem obrażeń i uszkodzeń. Zapoznaj swoje dziecko z zasadami bezpieczeństwa i poruszania się w ruchu drogowym. Upewnij się, że twoje dziecko nie jeździ, gdy jest zmęczone i zawsze trzyma obie ręce na kierownicy (d).

ZAGROŻENIE!


 Ze względu na swoją konstrukcję i wyposażenie rower dziecięcy SCOTT nie nadaje się do jazdy po drogach publicznych, placach zabaw i podjazdach.

ZAGROŻENIE!

 Dzieci nie powinny jeździć w pobliżu przepaści, klatek schodowych lub basenów, jak również na drogach używanych przez samochody.

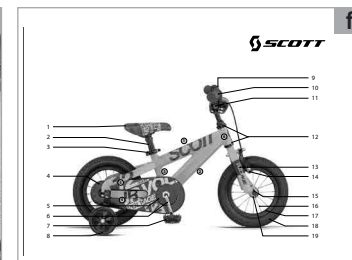
Przestrzegaj przepisów prawnych dotyczących jazdy na rowerze po drogach publicznych. Przepisy te mogą się różnić w zależności od kraju. Poproś dziecko o poszanowanie natury podczas jazdy przez las i na otwartej przestrzeni. Jeźdź tylko po oznakowanych i dobrze utrzymanych szlakach oraz twardych drogach (e). Zapoznaj się z elementami roweru dziecięcego SCOTT (f).

ZAGROŻENIE!

 Dla bezpieczeństwa dziecka samodzielnie nie wykonuj prac przy rowerze ani nie reguluj go jeśli nie masz całkowitej pewności jak to wykonać. Jeśli masz wątpliwości lub jakiegokolwiek pytania, skontaktuj się z dilerem SCOTT.

ZAGROŻENIE!

Poinstruj dziecko, aby nie podczepiało swojego roweru do samochodu, jeździło z obiema rękami na kierownicy i zdejmowało nogi z pedałów tylko jeśli wymaga tego stan drogi.



INFORMACJE UŻYTECZNE DLA RODZICÓW

Dzieci należą do użytkowników najbardziej narażonych na wypadki drogowe, nie tylko ze względu na brak doświadczenia i praktyki, ale także z takiego prostego powodu, że są mniejsze i dlatego mogą mieć trudności z widocznością oraz inni użytkownicy drogi mogą ich łatwo przeoczyć.

Jeśli chcesz, aby twoje dziecko korzystało z roweru na drodze, powinieneś poświęcić czas na nauczenie go zasad bezpieczeństwa na drodze i pomóc mu poprawić swoje umiejętności jazdy (a). Dzieci nie są tak spostrzegawcze, jak dorośli, dlatego powinieneś regularnie sprawdzać oraz konserwować rower w razie potrzeb. Jeśli masz wątpliwości lub masz pytania, skontaktuj się z twoim dilerem SCOTT.

Pamiętaj, że do twoich obowiązków należy nadzorowanie dziecka podczas jazdy (b)! Zapoznaj się z zasadami ruchu drogowego w twoim kraju. Różnią się one w zależności od kraju. Na przykład w Niemczech dzieci muszą korzystać z chodnika, dopóki nie osiągną wieku ośmiu lat. Ważne jest, aby twoje dziecko potrafiło dobrze kontrolować swój rower zanim wyjedzie na drogi publiczne. Jako pierwszy krok w tym kierunku zalecamy trening np. na hulajnodze lub rowerze walker (c) w celu wyćwiczenia poczucia równowagi.

Jeśli to konieczne zapoznaj dziecko z działaniem hamulców (d-f) i przekładni, przed pierwszą jazdą na rowerze. Znajdź miejsce z dala od drogi, najlepiej na podwórku lub w parku, gdzie twoje dziecko będzie mogło ćwiczyć hamowanie i zmianę przerzutek pod twoim nadzorem.

Gdy twoje dziecko nauczy się swobodnie poruszać na rowerze, naucz je przejeżdżać przez przeszkody takie jak krawężniki lub tory kolejowe, pokonywania ich jeśli to możliwe pod kątem prostym. Twoje dziecko powinno również nauczyć się rozglądać i zauważać możliwe niebezpieczeństwo przed pokonaniem tego rodzaju przeszkód.

Bądź przykładem dla dziecka w kwestii noszenia kasku rowerowego i jazdy po ścieżkach rowerowych. Wskazane jest również, aby pozwolić dziecku wziąć udział w lekcjach bezpieczeństwa drogowego oferowanych w szkołach lub przez lokalne kluby i stowarzyszenia.

ZAGROŻENIE!

 Ważne jest, aby powiedzieć dziecku, że hamowanie na mokrej nawierzchni


jest mniej skuteczne a przyczepność opon słabsza, dlatego powinno jeździć wolniej i ostrożniej hamować.

ZAGROŻENIE!

 Zwróć uwagę na to, żeby dziecko nosiło kask tylko podczas jazdy na

rowerze. Na przykład, noszenie kasku w parku lub na placu zabaw może być niebezpieczne; kask może się zablokować na przeszkodach i spowodować uduszenie przez paski.

ZAGROŻENIE!

 Dzieci nie powinny jeździć w pobliżu przepaści, klatek schodowych lub basenów jak również w miejscach gdzie poruszają się samochody.



ZAGROŻENIE!

⚡ Upewnij się, że dziecko zawsze nosi prawidłowo dopasowany kask

rowerowy i dobrze widoczne, tj. jasne ubrania. Aby zwiększyć widoczność zaleca się również zakładanie pasków odblaskowych.

ZAGROŻENIE!

⚡ Upewnij się, że kask rowerowy (a) jest zgodny z normami DIN EN 1078.

ZAGROŻENIE!

⚡ Kup kask rowerowy, który się spodoba twojemu dziecku. Zabierz dziecko ze sobą na zakupy, aby upewnić się, że kupisz mu wygodny i dobrze dopasowany kask. Zwiększy to szanse, że będzie on rzeczywiście noszony przez twoje dziecko. Jest to ważne, ponieważ pewnego dnia może mu to uratować życie. Upewnij się, że kask jest zawsze zapięty!

UWAGA!

i Kupując kask, poproś o wyjaśnienie, jak dostosować paski kasku do głowy (b). Tylko odpowiednio dopasowany kask może zapewnić pełną ochronę w razie wypadku!

WAŻNE!

i Dziecięcy rower dziecięcy SCOTT nie spełnia wymagań przepisów dotyczących ruchu drogowego. W tych przepisach jest często określone, że rowery muszą być wyposażone w dwa niezależnie działające hamulce, dzwonek i zestaw oświetleniowy. Sprawdź przepisy o ruchu drogowym w kraju, w którym dziecko korzysta z roweru dziecięcego (c).

TESTY PRZED PIERWSZĄ JAZDĄ

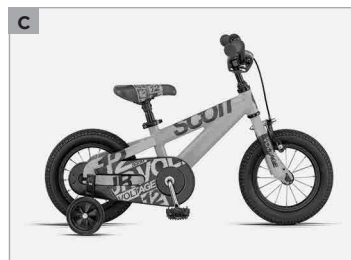
1. Rowery dziecięce SCOTT (d) są przeznaczone do użytku na utwardzonym i zabezpieczonym terenie, tj. na asfaltowych drogach i ścieżkach rowerowych lub trasach żwirowych. Nie są one przeznaczone do użytku na drogach publicznych, placach zabaw i podjazdach.
2. Dopuszczalna maksymalna masa całkowita roweru dziecięcego SCOTT, w tym dziecko, bagaż i rower nie powinna przekraczać 50 kg / 110 funtów. Zanim pozwolisz swojemu dziecku wyruszyć w drogę, musisz sprawdzić następujące punkty:
3. Czy twoje dziecko zna układ hamulcowy (e)? Poćwicz hamowanie ze swoim dzieckiem, niech wypróbuje hamulce w bezpiecznym miejscu pod twoim nadzorem. Więcej informacji można znaleźć w rozdziale „Hamulce”.
4. Jeśli rower dziecięcy ma przerzutki, skontaktuj się z dilerem SCOTT i poproś o wyjaśnienie jak działają. Poćwicz z dzieckiem obsługę przerzutek na równej drodze wolnej od ruchu.
5. Czy siodełko i kierownica są odpowiednio ustawione? Siodełko powinno być tak ustawione żeby dziecko mogło dosięgnąć piętą pedału w jego najniższej pozycji. Sprawdź, czy palce dziecka dotykają podłoża, kiedy siedzi na siodełku (f). Jeśli twoje dziecko nie jest zadowolone ze swojej pozycji na rowerze twój diler SCOTT chętnie ci pomoże. Więcej informacji znajdziesz w rozdziale „Dostosowanie dziecięcego roweru SCOTT do twojego dziecka”.

ZAGROŻENIE!

⚡ Upewnij się, że twoje dziecko korzysta z roweru dziecięcego SCOTT zgodnie z jego przeznaczeniem! Ryzyko wypadku!

UWAGA!

i Zalecamy wykupienie prywatnego ubezpieczenia od odpowiedzialności cywilnej. Upewnij się, że ubezpieczenie obejmuje uszkodzenie roweru. Skontaktuj się z firmą ubezpieczeniową.

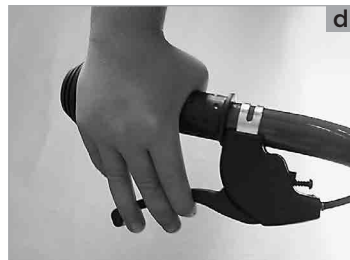


TESTY PRZED KAŻDĄ JAZDĄ

Twój rower dziecięcy SCOTT został poddany licznym testom podczas produkcji, a końcowa kontrola została przeprowadzona przez Twojego dealera SCOTT.

Należy jednak pamiętać o sprawdzeniu poniższych punktów, aby wykluczyć wszelkie usterki, które mogą wynikać z transportu roweru dziecięcego SCOTT lub pracy wykonanej przez osobę trzecią na rowerze dziecięcym SCOTT przed jego dostarczeniem:

1. Czy dźwignie szybkococowania przedniego i tylnego koła lub innych elementów mocujących koła (a+b) są prawidłowo zamknięte, a śruby sztycy podsiodłowej i innych komponentów dokładnie dokręcone?
2. Czy opony są w dobrym stanie i czy mają wystarczające ciśnienie (c)? Wyższe ciśnienie daje lepszą stabilność jazdy i zmniejsza ryzyko przebicia. Minimalne i maksymalne ciśnienie (w barach lub PSI) jest podane na boku opony. Więcej informacji można znaleźć w rozdziale "Koła i opony" oraz w załączonej instrukcji obsługi.
3. Obróć kołami, aby sprawdzić, czy koła są proste. Krzywe koła mogą być oznaką pękniętych ścianek opon, złamanymi osiami lub szprychami. Więcej informacji na ten temat znajduje się w rozdziale "Koła i opony" oraz w załączonej instrukcji obsługi.
4. Przetestuj hamulce na nieruchomym rowerze, mocno pociągając dźwignie hamulca w kierunku kierownicy (d). Klocki hamulcowe hamulców obręczowych muszą równomiernie przylegać do obręczy na całej jej powierzchni bez dotykania opony podczas hamowania, w stanie otwartym lub pomiędzy nimi. Nie wolno ciągnąć dźwigni aż do kierownicy! Należy również sprawdzić grubość klocków hamulcowych. Sprawdzić hamulec w piaście za pomocą naciśnięcia pedałów do tyłu. Należy również sprawdzić napięcie łańcucha. Więcej informacji na ten temat znajduje się w rozdziale "Hamulce" oraz w załączonej instrukcji obsługi.
5. Pozwól rowerowi dziecięcemu SCOTT odbić się od ziemi z minimalnej wysokości. Jeśli jest jakieś grzechotanie, sprawdź, skąd pochodzi. Należy sprawdzić łożyska i połączenia śrubowe, jeśli to konieczne.



6. Jeżeli rower dziecięcy posiada podpórkę, przed wyruszeniem w drogę należy upewnić się, że została ona całkowicie uniesiona (e) przez dziecko.

Ryzyko wypadku!

7. Nie zapomnieć o zabraniu ze sobą dobrej klasy zapięcia typu Ulock (f) lub zapięcia łańcuchowego na wycieczkę. Jedynym sposobem na skuteczne zabezpieczenie roweru dziecięcego SCOTT przed kradzieżą jest przypięcie go do nieruchomego stabilnego obiektu.

ZAGROŻENIE!

⚡ Nie pozwól dziecku korzystać z roweru dziecięcego SCOTT, jeśli zawiadzie w jednym z tych punktów! Uszkodzony rower dziecięcy SCOTT może prowadzić do poważnych wypadków! W razie wątpliwości lub pytań należy skontaktować się z dealerm SCOTT

ZAGROŻENIE

⚡ Nieprawidłowe zamknięcie szybkocamykacza i innych mocowań może spowodować poluzowanie się elementów i doprowadzić do poważnych wypadków!

ZAGROŻENIE

⚡ Podczas użytkowania dziecięcego roweru SCOTT twojego dziecka jest on poddawany naprężeniom wynikającym z nawierzchni drogi, sił działających na niego przez dziecko oraz przez jego działanie. Ze względu na te dynamiczne obciążenia, różne części roweru reagują zużyciem i zmęczeniem. Prosimy regularnie sprawdzać rower dziecięcy SCOTT pod kątem śladów zużycia, zadrapań, odkształceń, zmian koloru, aby móc prawidłowo obchodzić się z rowerem, a będą Państwo w stanie wykryć wszelkie usterki, które mogą mieć miejsce

Nabierz zwyczaju wykonywania kontroli opisanych w rozdziale „Testy przed każdą jazdą” razem z dzieckiem. W ten sposób twoje dziecko nauczy się obsługiwać rower poprawnie i będzie w stanie wykryć wszelkie nieprawidłowości, które wystąpią podczas użytkowania. Zachęcaj dziecko, aby powiedziało ci, czy wszystko działa prawidłowo w rowerze dziecięcym SCOTT. Jeśli tak nie jest natychmiast usuń usterkę lub zabierz rower dziecięcy SCOTT do diler SCOTT w celu naprawy.


▼ DOSTOSOWANIE DZIECIĘCEGO ROWERU SCOTT DO TWOJEGO

DZIECKA

Po każdej pracy związanej z regulacją /montażem upewnij się, że wykonałeś krótki test funkcjonalny, opisany w rozdziale „Testy przed każdą jazdą” oraz pozwól dziecku odbyć jazdę próbną w obszarze wolnym od ruchu drogowego. Dzięki temu możesz bezpiecznie sprawdzić działanie roweru.

Jeśli nie czujesz się pewnie jeśli chodzi o obsługę rowerów zalecamy abyś sam sprawdzał tylko pozycje siodełka. Przekaż dilerowi SCOTT co chciałoby zmienić twoje dziecko. Kiedy zostawisz u niego rower np. na pierwszy przegląd postara się on spełnić twoje życzenia.

ZAGROŻENIE!

 Wszystkie zadania opisane poniżej wymagają wiedzy mechanika i

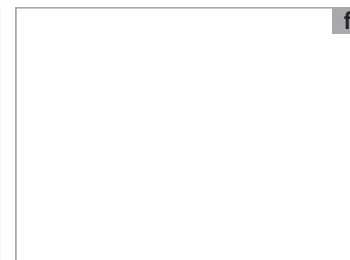
odpowiednich narzędzi. Zawsze dokręcaj połączenia śrubowe z największą uwagą. Powoli zwiększaj wartość momentu dokręcania i sprawdzaj dopasowanie elementów. Użyj klucza dynamometrycznego (a) i nigdy nie przekraczaj maksymalnych wartości momentu dokręcania! Określone wartości znajdziesz w rozdziale „Zalecane wartości momentu dokręcania dla roweru dziecięcego SCOTT”, bezpośrednio na komponentach i / lub w instrukcjach producentów komponentów.

Ustawienie pozycji podczas jazdy

Dopasowanie dziecięcego roweru SCOTT do proporcji ciała dziecka jest bardzo ważne. Podczas określania wysokości siodełka należy znaleźć kompromis, który pozwala dziecku sięgnąć ziemi obiema stopami podczas siedzenia na siodełku, jednocześnie dając mu wystarczająco dużo miejsca na pedałowanie (b).

Ustawienie odpowiedniej wysokości siodeła

Siodełko jest na odpowiedniej wysokości, gdy noga twojego dziecka jest w pełni wyprostowana i osiąga piętą pedału w jego najniższej pozycji. Sprawdź również czy kolana są lekko zgięte, gdy śródstopie dziecka znajduje się powyżej środka pedału (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.

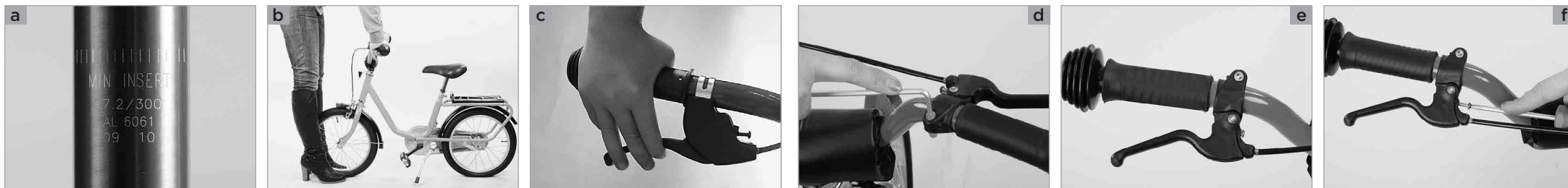
On most bicycles, there is a threaded pin near the point where the brake cable runs into the brake lever on the handlebars **(f)**. Turn this bolt clockwise and watch how the lever adjusts as you do so.

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.

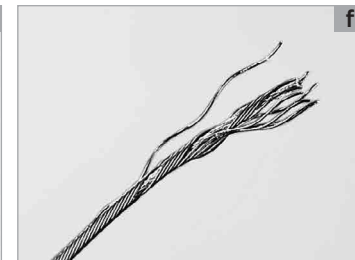
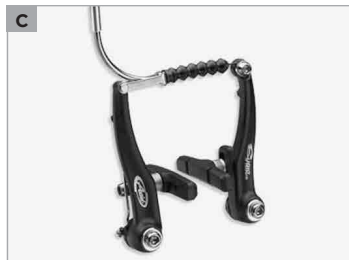
Viewed from the top the brake pads form a “V” with the trough pointing to the front. This setting is to prevent the brake pads from screeching when applied.

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 counterpart 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!

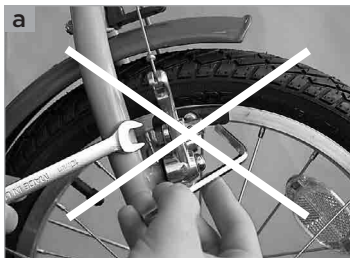
 Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!

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.

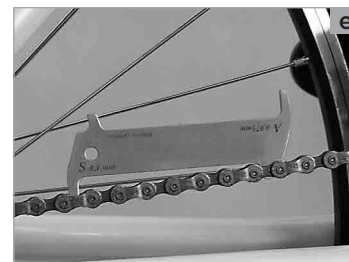
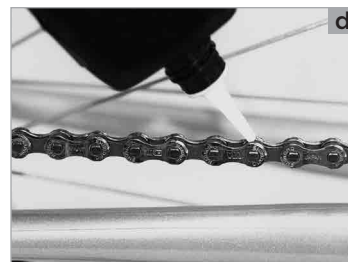
Your SCOTT dealer has accurate measuring instruments for checking the chain wear **(e)**. The replacement of the chain is a job for a skilled mechanic, as you need specific tools.

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 type 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!



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.

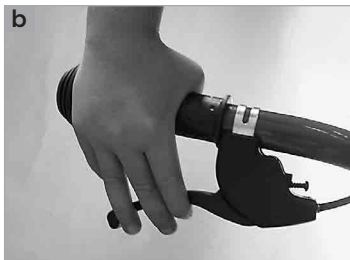
DANGER!

⚡ 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.

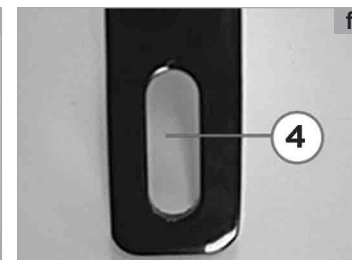
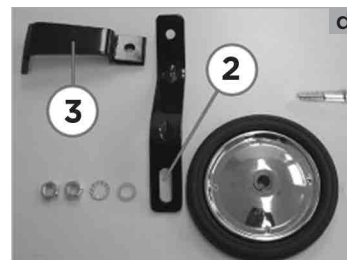
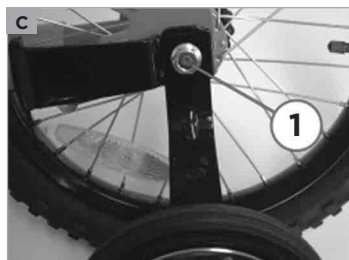
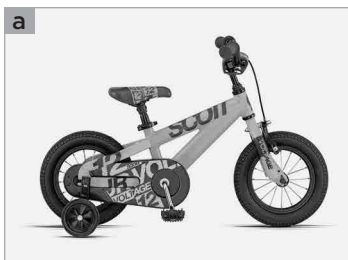
NOTE!

 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

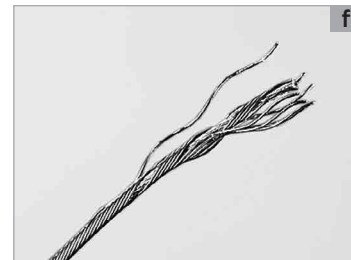
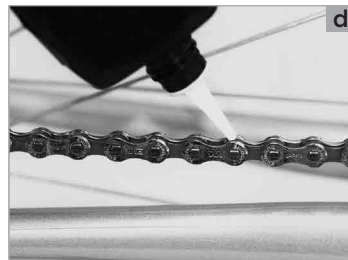
MAINTENANCE AND SERVICING YOUR SCOTT TOY BICYCLE

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.

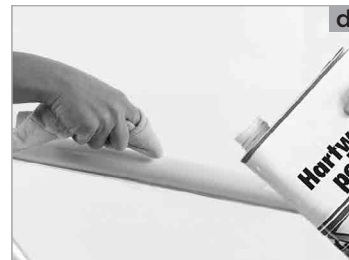
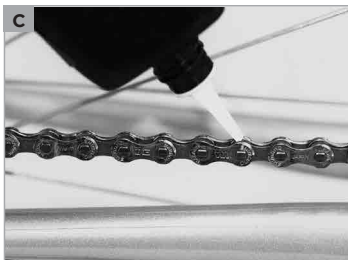
CAUTION!

! 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 bedding-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.