

Checked 14/9/2026

EVO/SINCRO

SCOTT 2026

EACH YEAR WE EXPERIENCE PROBLEMS FROM RIDERS WHO DO NOT BOTHER TO DO THE JOBS LISTED BELOW. SOME THINGS MAY SEEM UNIMPORTANT BUT THEY ARE ALL THERE FOR A REASON.

FRAME.

TYRES. New. We recommend Michelin X11 tyres. Make sure you are able to repair both front and rear punctures. Thick front tube.

LOCKTIGHT. Do not use on M5 screws or small screws you need to remove. M6 up is OK. M5 “hexagon” headed screws are OK to lock tight. Lock tight stand bolts, rear sump bolts. Not Sincro fear fender bolts.

BRAKE PADS. New front and rear. Check you have a little play in the rear brake rod. The piston must return fully to its off position, the rear brake can stick on if this is not correct. **Put a good cable tie round the rear brake rod “clip”.**

Grease the pins, which hold the pads in place. If the allen key fit is not good REPLACE.

LIGHTS - You can remove the lights but do not remove the main wiring loom as the fan is wired through the wiring loom.

CHAIN. Must be new or nearly new. Do not use a chain unless you know the quality is good, a standard Beta chain is very good quality. Split link on the inside so it cannot get knocked off so easily. Make sure the chain is run in. If unsure better looser than too tight as this can break the chain when the suspension is bottomed out.

LINKAGE KNUCKLE. Check for free play in the swinging arm and inspect the linkage. Remove and grease all bolts and bearings. Do not over tighten the link arm bolts as you can pull the head off the bolt. If you can see any bruising from pulling the bolt through you have overtightened. Lock tight these bolts. Replace if required.

FRONT/REAR FENDER EXTENSION. This helps to prevent the radiator clogging with mud. Fit the front fender mud cover. This is a great mod and really important. We have used for a few years now and this helps keep the radiator clean along with the radiator cover below. **Test before you use in the event.**

Also a good mod is to run about 2-3 cm of gorilla tape up each side of the rear fender which helps prevent mud/spray coming from the rear wheel as the rear fender is narrow. Do not use cheap duck tape as it will just come off.....

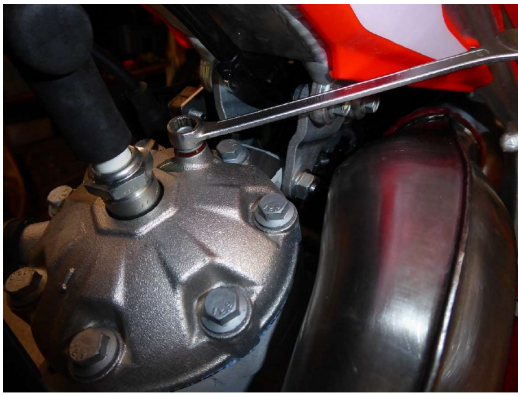
Rear



Front.



RADIATOR. IMPORTANT. Throughout the event and ideally with your pit crew clean at each fuel stop. Do not touch or rub mud into the radiator, the radiator is very fragile so do not touch. To fill the Sincro/Evo coolant correctly put the front wheel (0.5-1.0 meter) high, fill until coolant comes out of the bleed bolt on top of the cylinder head. The Sincro/Evo will always push a little coolant out to find its level then it should be fine. Take your bike up the road for a run and make sure the fan is working correctly. If your bike is running well do not fill the radiator fully as it must push the excess fluid out.



I CANNOT STRESS HOW IMPORTANT IT IS TO KEEP THE RADIATOR CLEAN; THE BIKE CANNOT COOL ITSELF IF IT CANNOT GET AIR. IF YOU DO NOT DO THIS THERE IS A GOOD CHANCE YOU WILL NOT FINISH THE EVENT. ALL THE EXPERIENCED RIDERS KEEP THEIR RADIATOR CLEAN AND NORMALLY HAVE NO PROBLEMS.

Test your bike before to make sure your set up works.

VERY IMPORTANT. Early warning system.

Sincro has a valve which will push steam/rad fluid out if the bike is not happy.

Evo only.

On both bikes if you see steam from the radiator check it is clean.

EVO ONLY - 100% IMPORTANT.

THIS IS AN EARLY WARNING SYSTEM TO YOUR BIKE OVERHEATING. IF YOU USE THIS TO KEEP AN EYE ON THE BIKE OVERHEATING YOU WILL BE FINE – IGNORE AND YOU WILL NOT FINISH.



RADIATOR MESH COVER.

This keeps the radiator clean. Available from us.



FAN.

Evo. Evo. We have a small connector that connects the wires together where they come out of the thermostat which will put the fan on live.

Sincro.

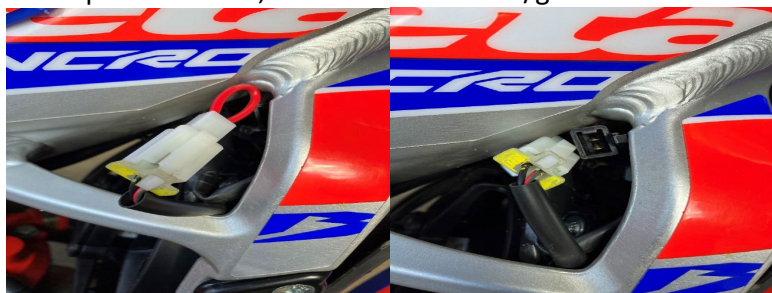
WE ADVISE PUTTING THIS ON BEFORE THE SCOTT TRIAL SO YOUR FAN IS ON LIVE ALL DAY WHICH WILL HELP THE COOLING. It also makes sure the bike is being cooled if the thermostat switch fails.

Thermostat by-pass connector (in the event of thermostat failure).

The thermostat connector is tucked in the frame above the radiator on the right-hand side of the machine. You may need to remove the radiator securing knob to pivot the radiator forward to allow the plug to be pushed into an accessible position as shown.



Use 2-pin connector, one black & one red/green wire - indicated in yellow here.



Pull the white fan control circuit plug from black thermostat socket & fit connector to link out the thermostat. Push connectors back into the protection of the frame space. If the voltage regulator and fan are in good order, the link will cause fan to run whenever the engine runs.

Coutesy - Jim Austermuhle.

AIR FILTER. Make sure your air filter is in good condition. “Lightly” oil your air filter.

Sincro. Seal any holes where water and mud can come from the rear wheel and also where the silencer connects to the sub frame. We have a new cover that prevents water/mud from entering the air box (See below). THIS MUST BE FITTED. This will prevent water from the front wheel finding its way into the air box, which happens when you ride down the wet tracks. This is where most water enters the air box.

We have available an air box rubber cover which prevents water/mud coming up from the front wheel.



We also have a Jitsie air filter cover bolt which uses a T20 torque tool like the rear fender which prevents you having to take an M8 socket.



AIR BOX DRAIN MOD. This mod is critical when conditions are bad as the water drains from the air box before it causes any problems. Run the pipe along the rear brake hose to the rear caliper and cable tie. Leave the end open as the pipe does not suck water as the air box top hole is much larger.



SILENCER. Sincro.

Please see kit which prevents bottom silencer bolt from coming loose. IMPORTANT.



We also have a Jitsie one which works well but are expensive - £45.00.

FUEL PIPE. IMPORTANT.

Check it is not touching the cylinder and is not bent so the fuel can flow correctly. Fit an in line fuel filter. IMPORTANT. Make sure it is not near the exhaust. THIS IS IMPORTANT AS IF YOU GET DIRT IN THE FUEL VALVE YOU CAN LOOSE FUEL WHICH CAN CREATE BIG PROBLEMS OUT ON THE MOORS.

RADIATOR HOSES. If yours is more than 1 year old I advise changing the radiator hoses, do not over tighten clips.

SUSPENSION. Set up as per handbook.

ELECTRICAL CONNECTORS.

Separate all connectors and make sure they are pushed together correctly. Spray with electric spray. Also separate the CDI and spray with electric spray. IMPORTANT. Available from us.

ENGINE 2T

CLUTCH. As long as it does not slip in the high gears it should be fine. If it is starting to slip, change before the event. Make sure you have some free play in the lever.

COIL 2T. Check bolts are tight and wires are not rubbed through.



SINCRO - FRONT SPROCKET SLAVE CYLINDER GUARD.

Available from us. Important to prevent clutch slave cylinder damage if the chain comes off.

SINCRO CARB.

If you have to remove the carb or in your workshop the easiest way is to remove the rear fender. Undo the left air box screws. Unplug the CDI. Loosen the rear carb dubilee clip and then you can remove the air box keeping the silencer and wiring harness connectors in place. In the workshop remove the top shock bolt which then gives you easy access to the carb.

Removing the bracket which holds the cables at the front of the regulator which then allows you to pull the cables up a little to help the carb swivel. In an emergency you can swivel the carb enough to get to the pilot jet or inlet fuel valve.

RIDING CLOTHING.

Depends on the day.....You will get warm very quickly as you leave the start. You can put up with your legs being wet but I think if the weather is bad a light waterproof jacket keeps your body warm all day. If good weather maybe just a light body warmer. Spare gloves with your team if they get wet.

HYDRATION.

This is critical. Hydrate before and take on fluid at each fuel stop or when you see your pit crew. This will help you towards the end of the event. Energy bars/gels for fuel are also important. Test before and find what works for you. NO FUEL = NO ENERGY.....

TOOLS TO CARRY.

Same again this is just the basics. Check that I have not forgotten anything. Tools to remove both wheels. 1 front tube, this will repair a front puncture and a rear punctures in an emergency if the tyre came off the rim. Fit a thicker enduro tube as a front puncture is hard to repair.

Repair strips if the rear tyre splits. Pump and air bottles to inflate tyre. I always carry a small pump just incase I run out of air bottles. Change a tyre with the tools you are going to carry to make sure they work. With the rear tyre always try to repair first with tyre repair strips, only use a tube if these do not work. 1 helpful tip, if you are putting a tube in the rear wheel only take off 1 side of the tyre so you only have to seal 1 side when repaired. Spare spark plug and plug key. Throttle cable. Split link. Tools to remove carburettor. Tyre pressure gauge.

Big cable ties in case your rear tyre comes off the rim. If you do not have far to go to your pit crew try and get to them so you can change wheels which is much easier than fixing punctures or fix any other problems.

T20 torque for rear fender. 8mm socket for air filter cover. 16mm spark plug key or one supplied with the bike. 17mm for bottom of carb.

TEST. When you have finished your bike take it for 10/20 miles up the road and test in some sections, this will make sure everything is working well before you start.

EACH YEAR WE EXPERIENCE PROBLEMS FROM RIDERS WHO DO NOT BOTHER TO DO THE JOBS LISTED. SOME THINGS MAY SEEM UNIMPORTANT BUT THEY ARE ALL THERE FOR A REASON. IT IS SO DISSAPOINTING WHEN A RIDER RETIRES FROM A SMALL MECHANICAL PROBLEM. THE THINGS LISTED ARE THERE TO TRY AND PREVENT THAT HAPPENING.

If you have any concerns please contact us.