



INTENSE 951

MANUAL

INTENSE 951 TRAIL

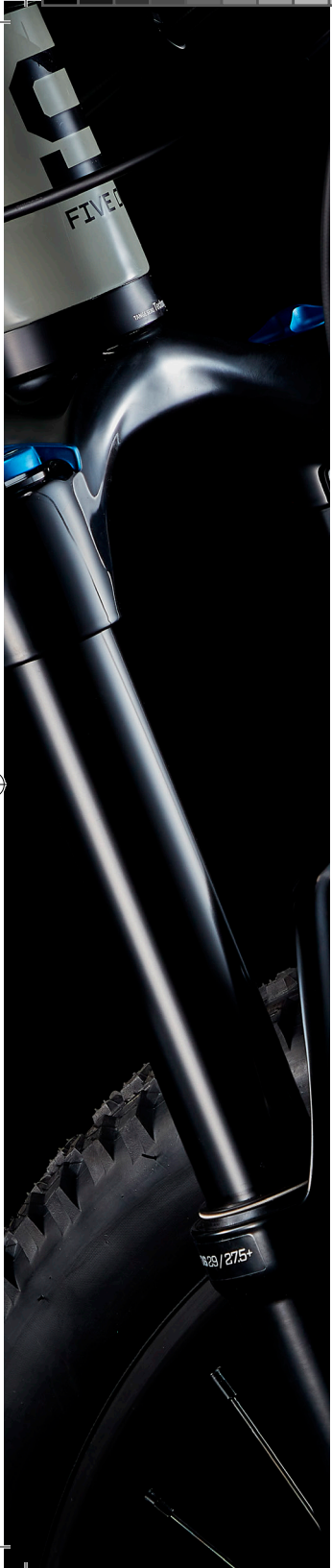
2023

REGISTER YOUR BIKE AT:
www.intensecycles.com/pages/registerbike



FOR TECHNICAL ASSISTANCE:
Email info@intensecycles.com
Phone +1 951-307-9211

INTENSE
951
SERIES



WELCOME TO THE
INTENSE FAMILY!

CONGRATULATIONS ON
YOUR NEW INTENSE
951 TRAIL BIKE!

AT INTENSE WE HAVE
ONE GOAL -
TO PROVIDE THE RIDE
OF YOUR LIFE!

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INTENSE 951 TRAIL

GETTING TO KNOW YOUR BIKE

Featuring a lightweight full carbon frame, rolling on 29" wheels, and with 140/150mm of suspension travel the INTENSE 951 TRAIL is the ultimate all-round mountain bike... in fact it might be the only bike you'll ever need. The TRAIL is capable and balanced off-road, giving you a confidence-inspiring trail ride. Nimble on the climbs, assured on the descents and fun everywhere else. The 951 TRAIL is the ultimate all-rounder.





WHAT ELSE IS IN THE BOX? GETTING TO KNOW YOUR TOOLS

The first thing to do is familiarize yourself with the contents of the toolbox, included in your bike box. If you are confident with tools then great, if you are not, take your time looking through everything and getting to know how each item works. Always make sure you use the correct size tool for the job, making sure that it fits snugly and securely on the bolt, screw or component you are working on. When inserting any bolts, don't rush it, make sure that the thread is going in straight and smoothly, we don't want any cross-threads!

The three main tools that you will use to assemble your bike are: 3-way Y-Wrench Multi-HEX/Allen tool (18), high pressure shock pump (20) and a torque wrench (17). The torque wrench is a tool that stops you from under or over tightening screws, nuts and bolts – that measurement is made in Nm, Newton Meter. Turn the grip/handle of the Torque wrench to the desired setting, then using the correct 'bit' tighten your bolt or screw as normal. When you hear two clicks you have reached the correct torque (tightness) setting. Depending on what they do, different bolts/screws have different torque settings, so be sure to check the correct settings in our setup guide from page 9 onwards.

1. PH1 Philips driver
2. PH2 Philips driver
3. Long reach 5mm Allen driver
4. Torque wrench extension
5. 2mm HEX/Allen driver
6. 2.5mm HEX/Allen driver
7. 3mm HEX/Allen driver
8. 4mm HEX/Allen driver
9. Flat head driver
10. 6mm HEX/Allen driver
11. 8mm HEX/Allen driver
12. T25 Torx driver
13. T30 Torx driver
14. T40 Torx driver
15. 1/4" drive-to-1/4" drive bit adaptor
16. 1/4" drive-to-3/8" drive adaptor
17. Torque Wrench
18. 3-way Y-wrench Multi-HEX/Allen tool (4mm, 5mm, 6mm)
19. Torx 25 tool
20. INTENSE Shock Pump



WANT TO GO TUBELESS?

Your WTB wheels are tubeless ready and you will find two small bottles of tubeless sealant, one for each wheel contained within the bike box. Go to intense951.com/pages/techvideos for our handy guide on converting your wheels from tubes to tubeless.





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INTENSE

CALIFORNIA REPUBLIC
INTENSE

PERFORMANCE
FLOAT X
FOX

EXTRA
FLOAT X
FOX

100%
ALU BL
5025
1.48
100

100%
ALU BL
5025
1.48
100





NEED HELP?

DO NOT RETURN TO THE STORE

CALL US AT: +1 951.307.9211
OR EMAIL: INFO@INTENSECYCLES.COM

OUR RIDER SUPPORT TEAM LOOKS FORWARD
TO HELPING WITH ANY QUESTIONS.

INTENSE 951 TRAIL SETUP GUIDE

Your new 951 TRAIL is almost ready to go, you just need to do a few things to get your bike ready for the ride. Over the next few pages we'll show you how to assemble your bike. After that, you'll set your saddle height, suspension, and check your tire pressure to ensure a great first ride.

We have a series of in-depth and detailed videos on our website that go through the whole process of building and preparing your bike – including technical videos on suspension set-up, tuning your gears, and much more.

GO TO [INTENSE951.COM/PAGES/TECHVIDEOS](https://www.intense951.com/pages/techvideos)

When we talk about the drive-side of your bike we are talking about the side that has the chain and gearing on it. If you were sitting on your bike facing forward this would be the right-hand side. The left-hand side of the bike is known as the non-drive side.

If you own a bike stand, great – just extend the dropper seatpost to its full height (Step 3) and put the bike in the stand. Only use the seatpost to clamp the bike to the stand. For those of you who don't have a bike stand you can use the box the bike came in to help you assemble your bike as outlined over the following pages.

WE ARE HERE TO HELP!

If at any time you feel unsure about what you are doing then please contact us at:
INTENSE +1 951.307.9211

STEP 01

REMOVE WHEELS AND PREPARE BIKE



1A The packaging sections are individually numbered to make it easy for you to remove everything in the right order. The wheels come out first, followed by the rest of the bike. Please keep all packaging for possible future storage or shipping.

1B Remove the toolbox and accessories and place nearby. Carefully remove the wheels from the bike box and put to one side. Next, lift up the front end of the bike and hook the fork legs over the box, so that the box acts as a stand.

STEP 02

INSTALL HANDLEBARS



2A Remove any packaging on the front of the bike, then spin the handlebar stem 180° so that the stem and forks are facing forward. Make sure that the forks are the correct way around – the front brake caliper should be on the left (non-drive) side of the bike, with the fork arch facing forward.

2B Using the 4mm Allen key remove the faceplate of the stem and put the handlebars in place. Use the guidelines printed on the handlebars to help position them centrally and evenly. Check that the brake, gear and dropper post cables have a nice flow and are not kinked or twisted in any way.

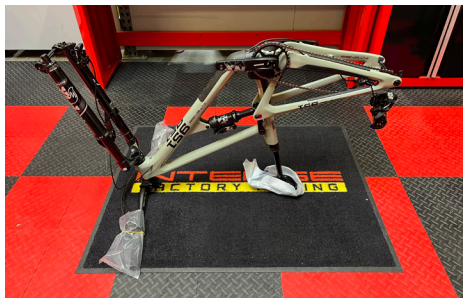


2C Replace the faceplate of the stem and reinsert the bolts, firstly by hand and then with the 4mm Allen key. Gradually tighten the bolts, making sure that the bars are still positioned correctly and that the space between the faceplate and the main body of the stem is even all the way around.

2D When tightening the bolts follow this pattern to ensure even clamping: top left, bottom right, bottom left, top right. Finish off using the torque wrench to 5Nm.

STEP 03

RELEASE DROPPER, REMOVE BIKE FROM BOX

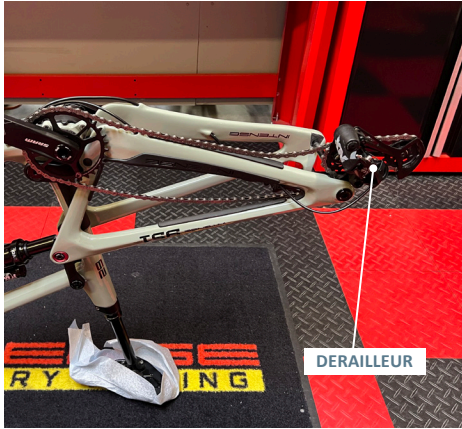


3A Now raise the adjustable seatpost (dropper) to its full height by pressing the lever on the left-hand side of the handlebars. With the saddle (seat) in its fully extended position, you can now pull the bike out of the box.

3B Turn the bike over (upside down) so that it is balancing on its saddle and handlebars. It is a good idea to protect your saddle and handlebars with a piece of cardboard or cloth to avoid possible scuffs.

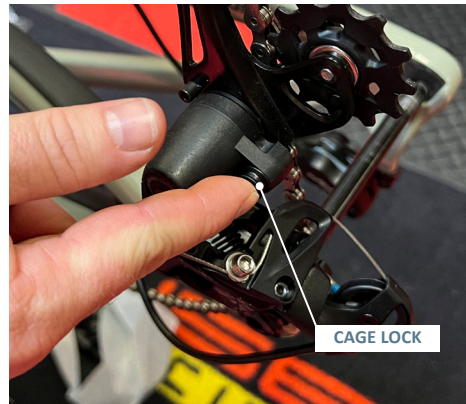
STEP 04

INSTALL DERAILLEUR



4A Move to the rear of the bike and cut off any zip-ties or packaging from the rear derailleur and chain. Using a 5mm Allen key, screw the derailleur into the derailleur hanger/frame.

4B At this point be careful that the notch on the 'B screw' is positioned correctly (see above) so that it sits on the flat notch on the hanger. With the torque wrench tighten the main derailleur bolt to 8-9Nm.



4C Holding the bottom of the derailleur cage, (top when upside down) pivot the whole derailleur toward the front of the bike. There will be some resistance from the spring, so be careful that it doesn't 'snap' back into position.

4D When it won't go any further forward (in a near vertical position) press the small button with a padlock logo printed on it (Cage Lock). Gently release the derailleur cage. The derailleur should now be locked in position, which will make it easier for you to fit the rear wheel.

STEP 05

INSTALL THE REAR WHEEL



5A Remove the plastic brake pad spacer. Once this is removed be careful not to squeeze the brake lever until the rear wheel is in position.

5B There is a integrated metal lever that sits inside the axle. Pull this out, position at 70° then unscrew and remove the rear axle, keep it close by. Remove any packaging left on the rear wheel, including the large black plastic rotor guards.



5C Be careful that the wheel spacers don't get pulled off by accident. If they do just press them back into position. Do not touch the brake rotors with your hands or gloves, any small amount of grease may contaminate them.

5D Position the chain on the smallest cog on the cassette, and carefully line up the rotor with the rear brake caliper making sure that it slides inside (where the plastic spacer had been). Make sure the hub end caps drop into the slots on the frame dropouts.



5E Once everything is lined up and in position, reinsert the axle. Tighten the axle using the integrated lever on the non-drive side (left), turning clockwise until tight. Reinstall the lever within the axle by pushing it firmly back in place. With a 5mm Allen key finish tightening the axle on the drive-side of the bike in a counter-clockwise direction to 11Nm.

5F Now take the lock off the rear derailer. To do this, gently push the derailleur cage forward a little. The derailleur lock is spring loaded, so once the derailleur arm is pushed forward as shown above it will automatically unlock. Slowly let the derailleur arm move backward into its correct position.

STEP 06

INSTALL THE FRONT WHEEL



6A Remove all packaging from the wheel (make sure the hub end caps are still in the correct place). Then remove the brake pad spacer and the front wheel axle from the fork by unscrewing it.

6B Position the wheel so that the rotor fits into the brake caliper body and that the hub body slots into the grooves on the fork. When everything is in the correct place reinsert the front wheel axle and tighten, then clamp it tight using the quick release lever. There should be some resistance when the lever is flipped into the vertical position.



STEP 07

INSTALL THE PEDALS



7A Bicycles have specific left and right pedals, and the left-hand side pedal has an opposite thread on it. You need to make sure that you have the correct pedal for each side of the bike. You will see on the pedal axle CR-R (or R) for the right and CR-L (or L) for the left. The right-hand side (drive side) pedal tightens up normally in a clockwise direction.

7B The left-hand side (non-drive side) pedal tightens up in a counterclockwise direction. Be cautious that the pedals are put in nice and straight, being careful not to cross-thread the crankarms. A spot of grease on the thread is good to use here. You can use either a 6mm Allen key or a 15mm spanner/wrench, tighten to 47-54Nm.



STEP 08

RUN THROUGH THE GEARS

Now is a good time to run through the gears to check that they are working correctly. To do this turn the cranks (where the pedals are attached) so that the wheel begins to spin, with your hand shift through the gears (being careful not to trap anything in the chain). If you are having any issues with the gears, please check out our Tech Video Series on our website:

intense951.com/pages/techvideos

STEP 09

ADJUST HEADSET & HANDLEBARS



9A It is now time to flip your bike over onto its wheels and check that your headset is adjusted correctly. Set your headset preload at 2-4Nm. Ensure that the headset moves easily with a very slight amount of resistance. If it feels a little loose then undo the stem clamping bolts slightly using a 5mm Allen key and then gently tighten the top cap bolt by a quarter clockwise turn. Retighten the stem clamp bolts and check the headset again. If the bars won't turn smoothly it is too tight, so repeat the process but this time slacken the top cap bolt off a little, or if it is too loose, continue to tighten.

9B Once you are happy with your headset adjustment you need to make sure that your stem and handlebars are straight. A good tip is to straddle your bike and look down and line the back of your handlebars up with the front of the fork legs. Take your time to get it right, and when you are happy tighten the two stem bolts to 7Nm using a 5mm Allen.

STEP 10

INSTALL THE WATER BOTTLE CAGE



Your bike comes supplied with a water bottle and water bottle cage. Undo the two 3mm bolts on the downtube of your bike and fit the cage. Tighten to 3Nm.



STEP 11

ADJUST SADDLE HEIGHT

Set the height of your saddle (seat) with your seatpost in its fully extended position. Using a 4mm Allen key loosen the seatpost clamp and adjust the seatpost to the correct height. A good base measurement is to stand next to your bike in riding shoes, putting your hand against the top of your hip bone the palm of your hand should be level with the top of the saddle. Adjust as appropriate, then tighten the seat clamp to 4Nm. Do not over tighten this bolt as it may affect the performance of the seatpost.

Note: You may have to slightly readjust the saddle height once you have set up your suspension correctly (Step 14-15).

STEP 12

CHECK TIRE PRESSURE

The ideal tire pressure setting is determined by three factors: rider weight, type of terrain and the desired balance of comfort and traction. The pressures here are a suggested starting point and can typically range +/- 5psi. Front: 26psi, Rear 29psi. It is always a good idea to inspect your tires for tears and punctures before and after every ride.

STEP 13

BIKE CHECK

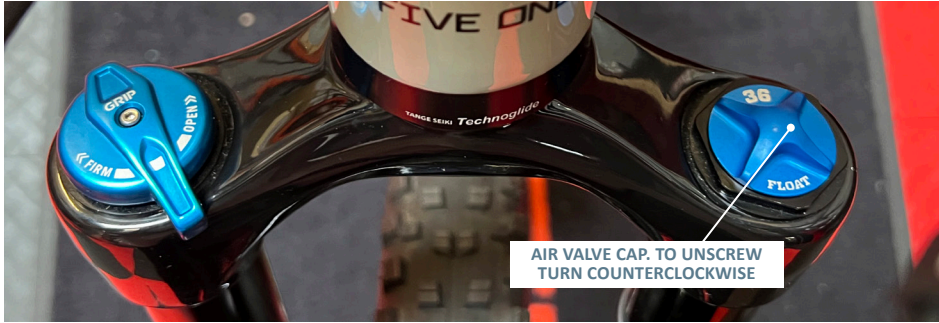
You are almost ready to go riding. Now is a good time to check over your bike to make sure that everything looks right – all the packaging is removed, etc. Most importantly you need to check that the brakes are working correctly by spinning the wheels and pulling the brake levers. Check the front brake, then the rear. They should feel firm and strong, and of course stop the wheel from spinning. This is also where you will go over and torque all hardware to the required specifications.

As you get to know your bike you may want to make some small personal adjustments – roll your bars backward or forward a little, position your brake levers at a slightly different angle, adjust your suspension, experiment with tire pressures or slide your saddle backward or forward. This is all perfectly normal, just making small tweaks here and there to really personalize your bike so that it is just right for you.

STEP 14

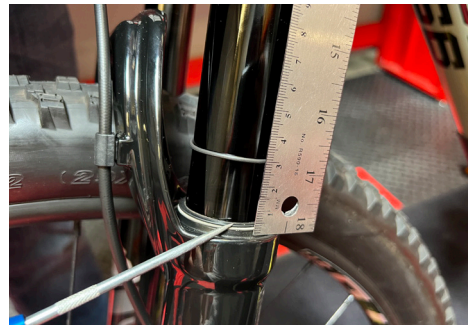
FRONT SUSPENSION SETUP

FOX RHYTHM 36 FLOAT
150 MM. GRIP DAMPER



14A The next thing you need to do is set up your suspension. The 951 TRAIL uses air sprung suspension on the front and rear to smooth out the trails. To begin, set the air pressure. Look at the air pressure chart on the right, that will give you a good guide to start from. Remember to calculate your weight when you are in full riding gear, as this will affect your suspension.

14B Remove the blue top cap on the left leg of your fork (non-drive side). Underneath you will find a Schrader (car type) valve. Screw on the high-pressure air shock pump that came supplied in the toolkit and pump until you reach the desired pressure.



14C You now need to measure the 'sag' of the fork. Sag is important, it allows the fork to work properly. With the help of a friend sit on the bike in a normal riding position, saddle down, pedals level. Bounce up and down on the bike six to seven times and then gently sit back down. On the left leg there is a black rubber O-ring. Get your friend to slide this down until it touches the top of the fork. Carefully get off the bike without compressing the forks further (your friend can help here by holding the handlebars so they don't drop).

14D When you are off the bike the fork will extend a little so that there is a gap between the top of the fork leg and the black O-ring. The distance between these two is the sag. You are looking for approximately 20% sag, so for the 140mm (5.5") fork that comes on the 951 TRAIL that measurement should be around 30mm (1.1"). Use a ruler to measure the gap. Adjust the pressure in your forks until you reach the correct sag. Replace the top cap.

The recommended settings below are designed to be a starting point, in order to get you out on your first ride in as few steps as possible. As you ride and get used to your new fork, adjust your settings as explained in step 13.

SUGGESTED STARTING POINTS FOR SETTING FORK SAG

RIDER WEIGHT (lbs)	RIDER WEIGHT (kgs)	RHYTHM PRESSURE (psi)
120-130	54-59	55
130-140	59-64	59
140-150	64-68	63
150-160	68-73	67
160-170	73-77	72
170-180	77-82	76
180-190	82-86	80
190-200	86-91	85
200-210	91-95	89
210-220	95-100	93
220-230	100-104	97
230-240	104-109	102
240-250	109-113	106

DO NOT EXCEED MAXIMUM AIR PRESSURE: FOX 36 Rhythm maximum air pressure is 120psi.

SUGGESTED REBOUND SETTINGS

The rebound adjuster for the fork is a red dial (protected by a black plastic cover), it is located on the bottom of the right fork leg. Rebound controls how fast the fork extends after compressing. The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require more rebound damping. Use your air pressure to find your rebound setting. Turn your rebound knob to the closed position (full clockwise) until it stops. Then back it out (counterclockwise) to the number of clicks shown in the table below.

RIDER WEIGHT (lbs)	RIDER WEIGHT (kgs)	NUMBER OF CLICKS 36 GRIP
120-130	54-59	13
130-140	59-64	12
140-150	64-68	11
150-160	68-73	10
160-170	73-77	9
170-180	77-82	8
180-190	82-86	7
190-200	86-91	6
200-210	91-95	5
210-220	95-100	4
220-230	100-104	3
230-240	104-109	2
240-250	109-113	1

Adjust rebound until (when tested) the fork returns quickly but does not top out. Top out is felt when a fork fully extends too quickly and comes to an abrupt stop when it reaches full extension (you will hear a small noise). Top out should be avoided through proper rebound setting.



ADJUSTING GRIP COMPRESSION DAMPING

3-Position Micro Adjust:
The 3-position lever is useful to make on-the-fly adjustments to control fork performance under significant changes in terrain, and is intended to be adjusted throughout the ride. Turning the lever to the full counterclockwise position sets the fork in the Open mode. Turning the lever to the middle position sets the fork in the Medium mode. Turning the lever to the full clockwise position sets the fork in Firm mode. The positions between the Open, Medium, and Firm modes can be utilized to fine tune your compression damping.

FOX recommends beginning with the 3-position lever in the Open mode.

REBOUND

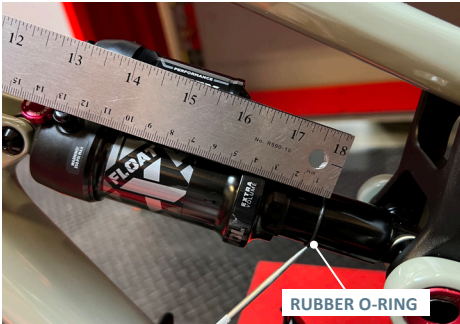
OPEN (counterclockwise)
LEAST AMOUNT OF REBOUND DAMPING.
FORK REBOUNDS **FASTEST**

CLOSED (clockwise)
MOST AMOUNT OF REBOUND DAMPING.
FORK REBOUNDS **SLOWEST**

STEP 15

REAR SUSPENSION SETUP

FOX PERFORMANCE FLOAT X.
2-POSITION (OPEN/FIRM)

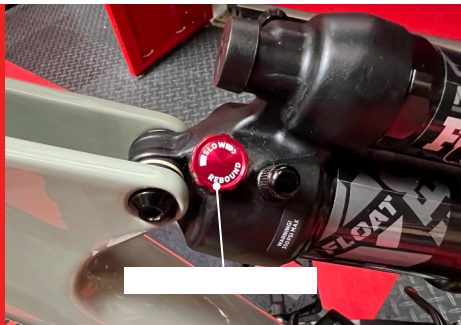


Now do the same for the rear shock. The Schrader valve is easier to see, so unscrew the cap and pump it up using the high-pressure air shock pump to the pressure shown in the chart opposite for your weight. Test and adjust as you did for the fork – sit on the bike, saddle down, pedals level. Bounce up and down six to seven times, then gently sit back down, slide the black O-ring up to the shock body, then gently get off the bike and measure the sag until you get around 30% sag. The measurement should be approximately 15mm (0.6") between the black O-ring and the shock body. Replace cap.

REBOUND

OPEN (counterclockwise)
LEAST AMOUNT OF
REBOUND DAMPING.
SHOCK REBOUNDS **FASTEST**

CLOSED (clockwise)
MOST AMOUNT OF
REBOUND DAMPING.
SHOCK REBOUNDS **SLOWEST**





COMPRESSION ADJUSTMENTS

The 2-position lever is useful to make on-the-fly adjustments to control shock performance under significant changes in terrain, and is intended to be adjusted throughout the ride.

Use the OPEN mode during rough descending and the FIRM mode for climbing.

SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

RIDER WEIGHT (lbs/kgs)	AIR PRESSURE (psi)	REBOUND (clicks out from fully closed) Closed is Clockwise Open is Counterclockwise
<100lbs / 45kgs	110	10
100lbs / 45kgs	120	9
110lbs / 50kgs	130	9
120lbs / 54kgs	140	8
130lbs / 59kgs	150	8
140lbs / 63.5kgs	160	8
150lbs / 68kgs	170	7
160lbs / 73kgs	180	7
170lbs / 77kgs	190	6
180lbs / 82kgs	200	6
190lbs / 86kgs	210	5
200lbs / 91kgs	220	4
210lbs / 95kgs	235	4
220lbs / 100kgs	240	3
230lbs / 104kgs	255	3
240lbs / 109kgs	270	2
250lbs / 113kgs	285	1

Proper set up and tuning can vary from shock to shock. Please consult the Fox manual included with your bike for complete information about set up, tuning and general maintenance or visit ridefox.com

GEOMETRY GUIDE TO FLIP CHIP

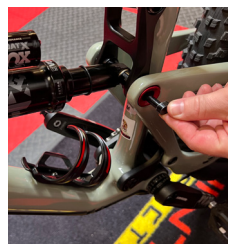
The 951 TRAIL has a great feature called a 'Flip Chip'. The Flip Chip allows you to alter the geometry of the bike in one of two positions. The 951 TRAIL comes from our factory as standard in the High setting. If you ride terrain that is more downhill orientated or you just prefer your bike to feel slightly more stable on high speed descents then you may want to put it in the Low setting. This all comes down to personal preference, riding style and the type of terrain you normally ride on. Follow the steps below, or check out our Tech Video at intense951.com/pages/techvideos

HOW TO... FLIP THE CHIP



01 On the drive-side, use a 5mm Allen key and loosen and remove the drive side RT Nut.

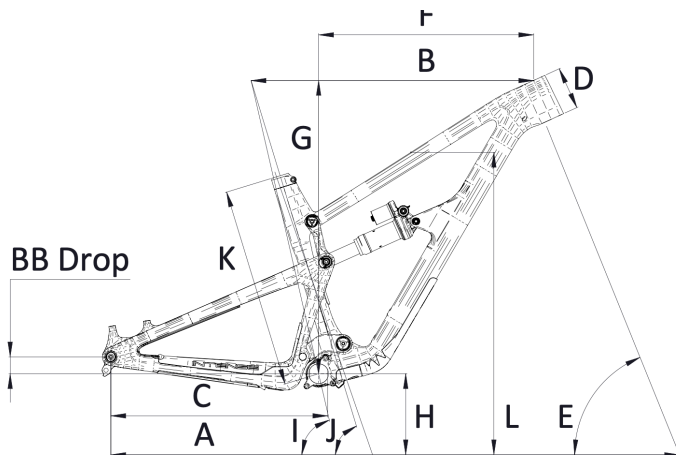
02 From the non drive-side remove the D-Lock shoulder bolt completely.



03 On the drive-side, while holding the back of the shock with left hand, loosen the front shock bolt with 4mm Allen key in right hand, push down on rear shock and lower the back of the shock out of the way, then snug the front shock bolt to hold shock and prevent it from hitting on the frame.

04 Remove the two left and right upper link spacers. Upper link spacers have internal O-rings holding them on to the Flip Chips, they will move once the static friction is broken. Push out the Flip Chips until the Chip head clears the rear triangle. Flip the Chips 180° to the next setting (either High or Low). Reinstall hardware and shock, torque all hardware to corresponding values in table shown on page 29.

951 TRAIL



HIGH SETTING [MM / INCH]

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1179 mm / 46.4"	1209 mm / 47.6"	1239 mm / 48.8"	1271mm / 50"
TOPTUBE LENGTH (B)	568 mm / 22.4"	598 mm / 23.5"	626 mm / 24.7"	657 mm / 26"
CHAINSTAY LENGTH (C)	441 mm / 17.4"	441 mm / 17.4"	441 mm / 17.4"	441 mm / 17.4"
HEADTUBE LENGTH (D)	90mm / 3.5"	90mm / 3.5"	100mm / 3.9"	120mm / 4.7"
HEADTUBE ANGLE (E)	65.5°	65.5°	65.5°	65.5°
REACH (F)	425 mm / 16.7"	454 mm / 17.9"	480 mm / 18.9"	505 mm / 19.9"
STACK (G)	619 mm / 24.4"	619 mm / 24.4"	628 mm / 24.7"	646 mm / 25.4"
BB HEIGHT (H)	340 mm / 13.4"	340 mm / 13.4"	340 mm / 13.4"	340 mm / 13.4"
BB DROP	35.3 mm / 1.4"	35.3 mm / 1.4"	35.3 mm / 1.4"	35.3 mm / 1.4"
SEATTUBE ANGLE (EFFECTIVE) (I)	77°	77°	77°	77°
SEATTUBE ANGLE (ACTUAL) (J)	73°	73°	73°	73°
SEATTUBE LENGTH (K)	405 mm / 16"	420 mm / 16.5"	440 mm / 17.3"	465 mm / 18.3"
STANDOVER HEIGHT (L)	812 mm / 32"	811 mm / 31.9"	816 mm / 32"	825 mm / 32.5"

LOW SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1179 mm / 46.4"	1209 mm / 47.6"	1239 mm / 48.8"	1272mm / 50"
TOPTUBE LENGTH (B)	569 mm / 22.4"	599 mm / 23.6"	627 mm / 24.7"	658 mm / 26"
CHAINSTAY LENGTH (C)	442 mm / 17.4"	442 mm / 17.4"	442 mm / 17.4"	442 mm / 17.4"
HEADTUBE LENGTH (D)	90mm / 3.5"	90mm / 3.5"	100mm / 3.9"	120mm / 4.7"
HEADTUBE ANGLE (E)	65.2°	65.2°	65.2°	65.2°
REACH (F)	422 mm / 16.6"	451 mm / 17.8"	478 mm / 18.8"	501 mm / 19.7"
STACK (G)	621 mm / 24.5"	621 mm / 24.5"	631 mm / 24.8"	649 mm / 25.5"
BB HEIGHT (H)	336 mm / 13.2"	336 mm / 13.2"	336 mm / 13.2"	336 mm / 13.2"
BB DROP	39.4 mm / 1.55"	39.4 mm / 1.55"	39.4 mm / 1.55"	39.4 mm / 1.55"
SEATTUBE ANGLE (EFFECTIVE) (I)	76.7°	76.7°	76.7°	76.7°
SEATTUBE ANGLE (ACTUAL) (J)	72.7°	72.7°	72.7°	72.7°
SEATTUBE LENGTH (K)	405 mm / 16"	420 mm / 16.5"	440 mm / 17.3"	465 mm / 18.3"
STANDOVER HEIGHT (L)	810mm / 31.9"	808 mm / 31.8"	812 mm / 32"	822mm / 32.4"



FRAME SPECS

Model:	INTENSE 951 SERIES TRAIL
Compatible Forks:	150mm Travel
Headtube/Headset:	zs44/28.6 - ec49/40
Frame Seattube Dimensions:	OD 35.6mm (OD = Outside Diameter) ID 31.6mm (ID = Inside Diameter)
Seattube Diameter:	31.6mm
BB Shell Width:	73mm, BSA Threaded
Recommended Max Tire Size:	2.4"
Brakes:	Disc Brake Hydraulic
Max Brake Rotor Size:	203mm (with adapter)
Rear Hub:	148x12mm Through Axle BOOST

NOTE: The 951 TRAIL is designed around the use of a single chainring only. It is not compatible with a double or triple chainring setup.

SHOCK SPECS

Rear Shock Eye-to-Eye:	210mm
Stroke:	50mm
Mounting Bushing Width Front:	20x6 (6mm reducer)
Mounting Bushing Width Rear:	20x8 (8mm reducer)

COMPONENT LIST

Model: INTENSE 951 SERIES TRAIL

Frame sizes available: Small (S), Medium (M), Large (L) and Extra Large (XL)

FRAME	INTENSE 951 TRAIL 29" 140mm Travel
FORK	FOX Rhythm 36 Float. 150 mm Travel. Grip Damper - Sweep Adj
REAR SHOCK	FOX Performance Float X. 2-position (Open, Trail)
HEADSET	INTENSE ZS44-EC49/40
STEM	INTENSE Recon 45mm
HANDLEBARS	INTENSE Recon 760mm (S) or 780mm (M,L,XL) width
GRIPS	INTENSE Lock-on
BRAKES	TRP Slate T4 Callipers and Levers, Front and Rear
ROTORS	TRP 180mm. Front and Rear
SHIFTER	SRAM NX Eagle 12sp
DERAILLEUR	SRAM NX Eagle 12sp
CRANKS/CHAINRING	SRAM NX Eagle 32t. ST. 170mm. (S,M,L), 175mm. (XL)
BOTTOM BRACKET	SRAM DUB
CASSETTE	SRAM PG 1230 Eagle 12sp 11-50t
CHAIN	SRAM NX Eagle 12sp
HUBS	INTENSE Alloy
SPOKES	DT
RIMS	WTB ST i30 Alu. 30mm
TIRES	Kenda Pinner 29" x 2.40"
PEDALS	Platform
SEATPOST	INTENSE Recon Dropper 125mm Travel (S), 150mm Travel (M,L), 170mm Travel (XL)
SADDLE (SEAT)	Fizik Terra Alpaca X5, Alloy Rails

COMPONENT MANUAL ONLINE RESOURCE

We have a full resource available online for all of the parts fitted to this bike.

Please visit: [intense951.com/pages/bikemanuals](https://www.intense951.com/pages/bikemanuals) where you will find handy links to the manuals of the components listed above.



LOOKING AFTER YOUR BIKE MAINTENANCE

You have purchased a high-performance bicycle which requires a certain level of service and maintenance to sustain the level of performance your frame was designed around. Proper care will also ensure the bike is safe to ride at all levels. It is important to read and understand the carbon care information as well as follow the maintenance schedule and inspect your bicycle before each ride. These will not only help to limit or avoid costly repairs but will also help to avoid injury due to service neglect and component failure.

CARBON CARE

INTENSE, LLC employs advanced composite techniques and material in our frames which do require a certain level of care and maintenance to ensure a safe experience at the high level of performance each frame is designed around. Not following these guidelines will decrease the level of performance and possibly cause injury or death.

- Use a soft cloth with warm soapy water to clean the carbon surfaces. Do not use high pressure washers, abrasive cloths or cleaners.
- Be sure all frame surfaces in contact with cables are protected. Cable housing rubbing on carbon can wear over time.
- Be sure brake levers, handlebar ends and the fork crown do not contact the frame at full rotation.
- Never clamp any part of a carbon frame in a bike stand or car rack.
- Always inspect your frame if you experience any chain suck.
- Always inspect your frame in full after a crash to be sure there is no damage. Look for cracks, dents or loose fibers. If you discover damage in any degree it's best to have your frame inspected by a qualified INTENSE, LLC dealer. Any direct impact to the frame can cause serious structural damage.
- Use high-grade waterproof grease on seat post, BB and headset bearing contact areas with the carbon.
- Never ream or face a carbon frame.
- Be sure to follow all recommended torque settings.
- Use only genuine replacement parts for safety-critical components.

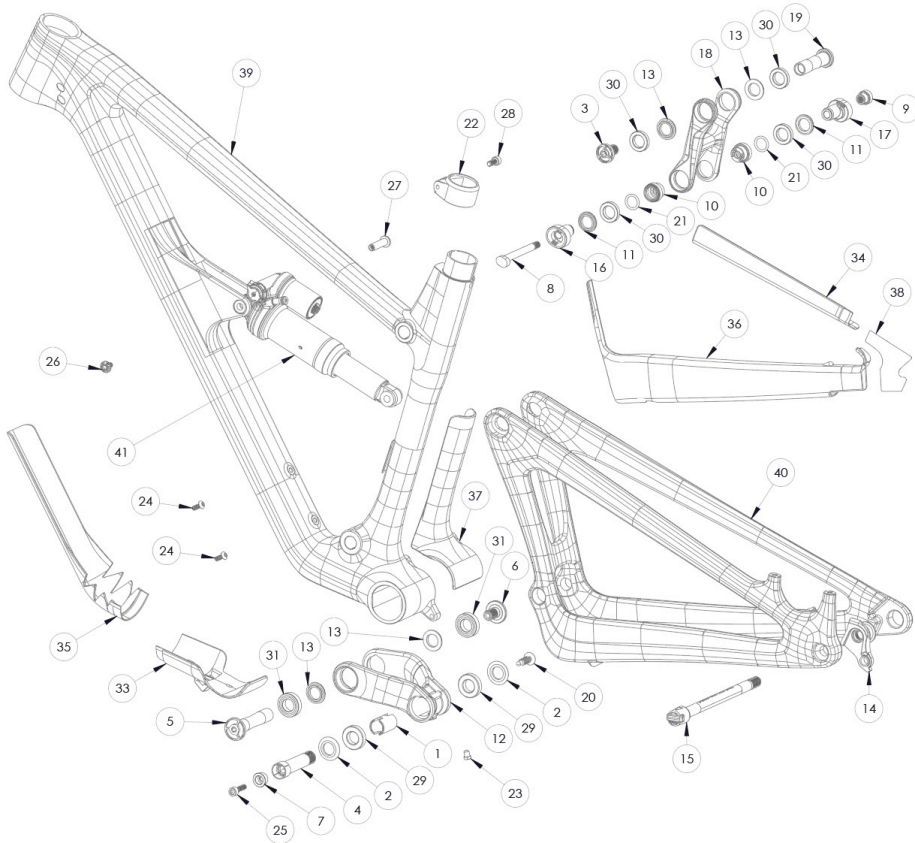


MAINTENANCE SCHEDULE

	Action	Every Ride	500 Miles or 1 Month	2000 Miles or 6 Months	4000 Miles 1 Year
TIRES	Check air pressure, inspect tread and sidewalls for tears and punctures	X			
CHAIN	Brush off and lubricate	X			
BRAKES	Squeeze brakes and confirm function	X			
GENERAL	Clean complete bike of mud and debris	X			
HEADSET	Check adjustment		X		
BOX LINK	Add grease thru Zerk fittings		X		
FRAME PIVOTS	Check torques		X		
SPOKES	Inspect for damage, check tension		X		
SHOCK & FORK	Check air pressure, inspect for leaks		X		
DERAILEUR	Cables inspect and lube			X	
SEATPOST	Clean and regrease interface with frame			X	
FRAME PIVOTS	Remove pivot bolts, check bearings for pitting and wear			X	
HEADSET	Disassemble stem, headset and fork. Check bearings for pitting and wear			X	
HUBS	Pull wheels off, check hub bearings for pitting and wear			X	
BOTTOM BRACKET	Remove crank arms and check BB bearings for pitting and wear			X	
BRAKES	Replace brake pads			X	
CHAIN	Inspect for damage and check for stretching			X	
GENERAL	Complete Tune-Up				X



INTENSE 951 TRAIL PARTS LISTINGS





ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	130758	Crush Tube Lower Link	1	N/A
2	130778	Cap Bearing Blk	2	N/A
3	130785	Bolt Shoulder Fine Thread	1	20Nm / 175in-lbs
4	130791	Bolt Main Pivot 1.5t Expander Blk	1	7Nm / 60in-lbs
5	130800	Axle Lower Pivot	1	20Nm / 175in-lbs
6	130806	Bolt Shoulder Fine Thread	1	20Nm / 175in-lbs
7	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	1	N/A
8	130813	RT D-Lock Bolt	1	16Nm / 140in-lbs
9	130814	Drive Side RT Nut	1	16Nm / 140in-lbs
10	130821	Spacer with O-ring groove	2	N/A
11	130835	Cap Bearing Silver	2	N/A
12	130858	Primer Forged Lower Link	1	N/A
13	130860	Pivot Axle Spacer	4	N/A
14	130897	UDH Universal Derailleur Hanger	1	25 Nm / 221in-lb
15	130899	M12 x P1.0 x 172mm(148 x 12mm) QR491	1	11Nm / 100in-lb
16	130900	Flip Chip, High/Low, Non-Drive Side RT D-Lock	1	N/A
17	130901	Flip Chip, High/Low, Drive Side RT Reducer	1	N/A
18	130905	Forged Top Link 951 Trail Alloy	1	N/A
19	130906	Top Link Pivot Axle, 951 Trail Alloy	1	20Nm / 175in-lbs
20	140038	Push Rivet SR-0817BK	1	N/A
21	140044	O-Ring 13.8 mm ID x 2.4 mm Width	2	N/A
22	340340	Seat Clamp Forged Fin Style INTENSE	1	N/A
23	401011	Zerk Fitting M6 x 1.0	1	5Nm / 45in-lbs
24	410010	BHCS, Button Head, M5 X 12	2	2Nm / 18in-lbs
25	410032	SHCS, Socket Head, M6 x 22 Titanium	1	14Nm / 125in-lbs
26	410066	Shock Bolt, M6 Thread, 7075-T6	1	7Nm / 60in-lbs
27	410067	Bolt Shock 8mm OD x 31mm Long Female	1	7Nm / 60in-lbs
28	410079	SHCS, Socket Head, M6 x 14 Stainless Steel	1	11Nm / 100in-lbs
29	430007	Bearing 7902-12S-MAX	2	N/A
30	430008	Bearing 6802-LLU-MAX	4	N/A
31	430009	Bearing 6902-LLU-MAX	2	N/A
32	500300	Decal California Bear	1	N/A
33	500501	Flak Guard Downtube Back	1	N/A
34	500503	Flak Guard Seatstay	1	N/A
35	500508	Flak Guard Downtube Front	1	N/A
36	500509	Flak Guard Chainstay Clear Protector	1	N/A
37	500534	Flak Guard 951 Trail Carbon Seattube	1	N/A
38	500535	Flak Guard 951 Trail Carbon Chainstay Clear	1	N/A
39	-	951 Trail Front Triangle	1	N/A
40	-	951 Trail Rear Triangle	1	N/A
41	-	Fox Float X 210 x 50	1	N/A



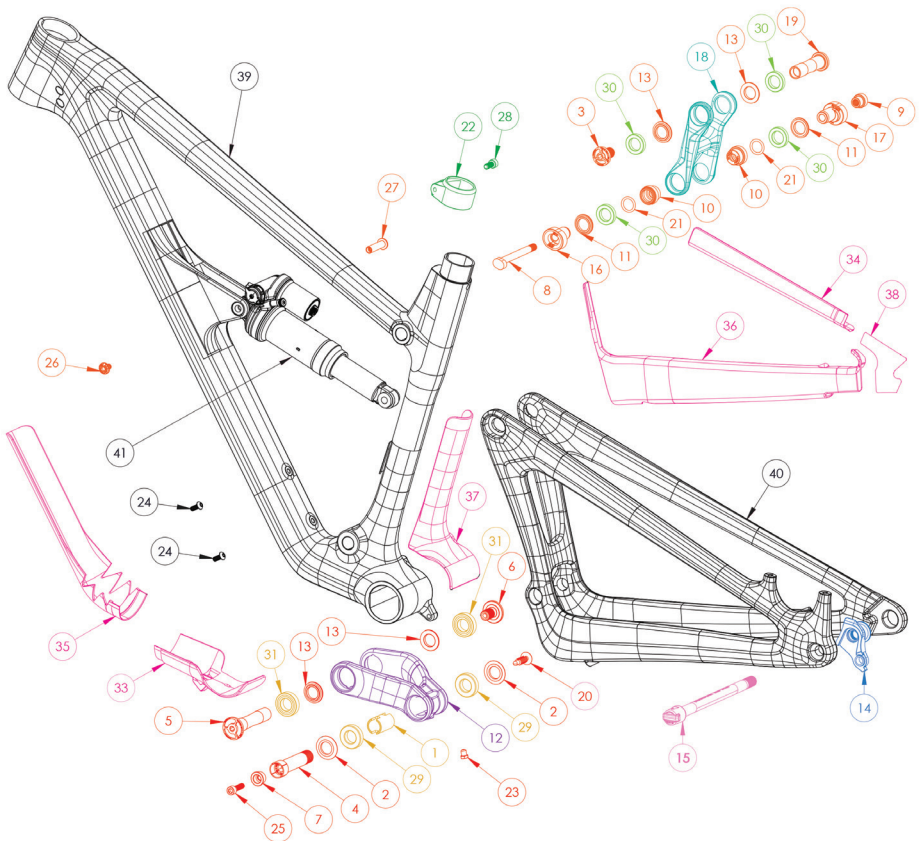
INTENSE 951 TRAIL

PARTS KITS

AXLE KIT	IT150125	Axle Kit Rear CNC 148 x 12 Boost With Hidden Lever 951 Series TRAIL
15	130899	M12 x P1.0 x 172mm (148 x 12mm) QR491, Wheel Axle Kit
BEARING KIT LOWER	IT340193	Bearing Rebuild Kit Lower 951 Series TRAIL
1	130758	Crush Tube Lower Link
29	430007	Bearing 7902-1ZS-MAX
31	430009	Bearing 6902-LLU-MAX
BEARING KIT UPPER	IT340214	Upper Bearing Rebuild Kit 951 Series Trail
30	430008	Bearing 6802-LLU-MAX
FLAK GUARD KIT	IT150181	Flak Guard Protection Kit 951 Series Trail
33	500501	Flak Guard Downtube Back
34	500503	Flak Guard Seatstay
37	500534	Flak Guard Seattube
35	500508	Flak Guard Downtube Front
38	500535	Flak Guard Chainstay Clear Protector
36	500517	Flak Guard Chainstay
HANGER KIT	IT150183	951 Trail Hanger KIT UDH
14	130897	951 Trail Hanger Kit Universal Derailleur Hanger
HARDWARE KIT LOWER	IT340206	Link Kit Lower Hardware Titanium 951 Series TRAIL
2	130778	Cap Bearing Blk
4	130791	Bolt Main Pivot 1.5t Expander Blk
5	130800	Axle Lower Pivot
6	130806	Shoulder Bolt Fine Thread Blk
7	130807	Spacer Cone Adjuster Blk, 8.3 Height
13	130860	Pivot Axle Spacer
20	140038	Plug Trim 15mm YF
23	401011	Zerk Fitting M6 x 1.0
25	410032	SHCS, Socket Head, M6 x 22 Titanium
LINK KIT LOWER	IT150035	Link Kit Lower Complete Forged 951 Series TRAIL
12 (29,31)	130858 B	Forged Lower Link with Bearings
LINK KIT UPPER	IT150182	Link Kit Upper Complete Carbon 951 Series TRAIL
18 (30)	130905 B	Top Link with Bearings

SEAT COLLAR		IT150184	Seat Collar Bolted 951 Series TRAIL
22		340340	Seat Clamp
28		410079	SHCS, Socket Head, M6 x 18

HARDWARE KIT UPPER		IT150185	Link Kit Upper Hardware 951 Series TRAIL
3		130785	Shoulder Bolt Fine Thread
8		130813	RT D-Lock Bolt
9		130814	Drive Side RT Nut
10		130821	Spacer with O-ring groove
11		130835	Cap Bearing Silver
13		130860	Pivot Axle Spacer
16		130900	Flip Chip, High/Low, Non-Drive Side RT D-Lock
17		130901	Flip Chip, High/Low, Drive Side RT Reducer
19		130906	Top Link Pivot Axle, 951 Trail Alloy
21		140044	O-Ring 13.8 mm ID x 2.4 mm Width
26		410066	Shock Bolt, M6 Thread, 7075-T6
27		410067	Shock Bolt Female, 8x31 7075-T6





NEED HELP?
DO NOT RETURN TO THE STORE

CALL US AT: +1 951.307.9211
OR EMAIL: INFO@INTENSECYCLES.COM

OUR RIDER SUPPORT TEAM LOOKS FORWARD
TO HELPING WITH ANY QUESTIONS.

INTENSE **951** TRAIL

