



MANUAL

INTENSE 951 XC

2021

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



 SCAN ME

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 XC BIKE!

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

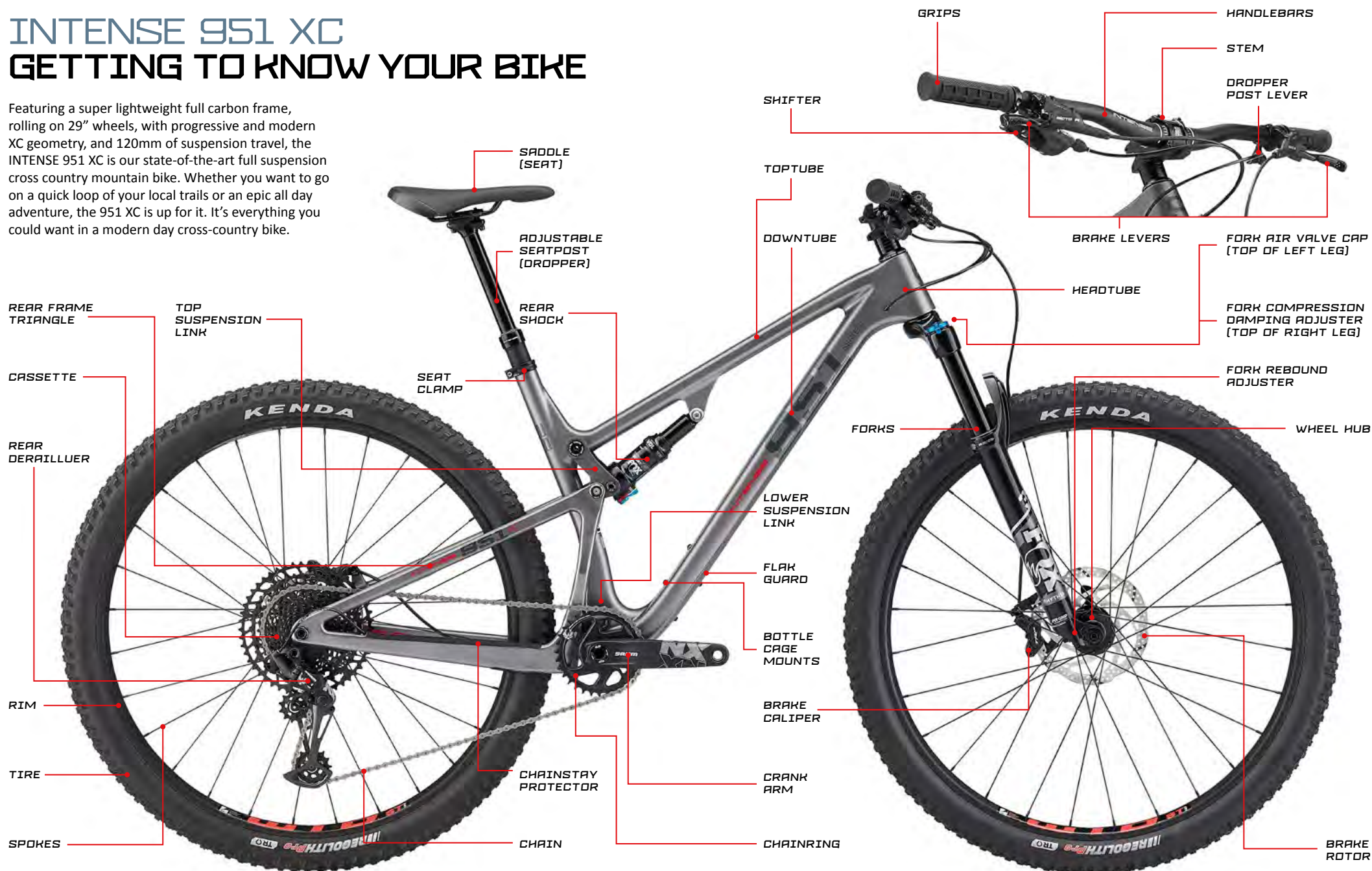
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INTENSE 951 XC

GETTING TO KNOW YOUR BIKE

Featuring a super lightweight full carbon frame, rolling on 29" wheels, with progressive and modern XC geometry, and 120mm of suspension travel, the INTENSE 951 XC is our state-of-the-art full suspension cross country mountain bike. Whether you want to go on a quick loop of your local trails or an epic all day adventure, the 951 XC is up for it. It's everything you could want in a modern day cross-country bike.



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!

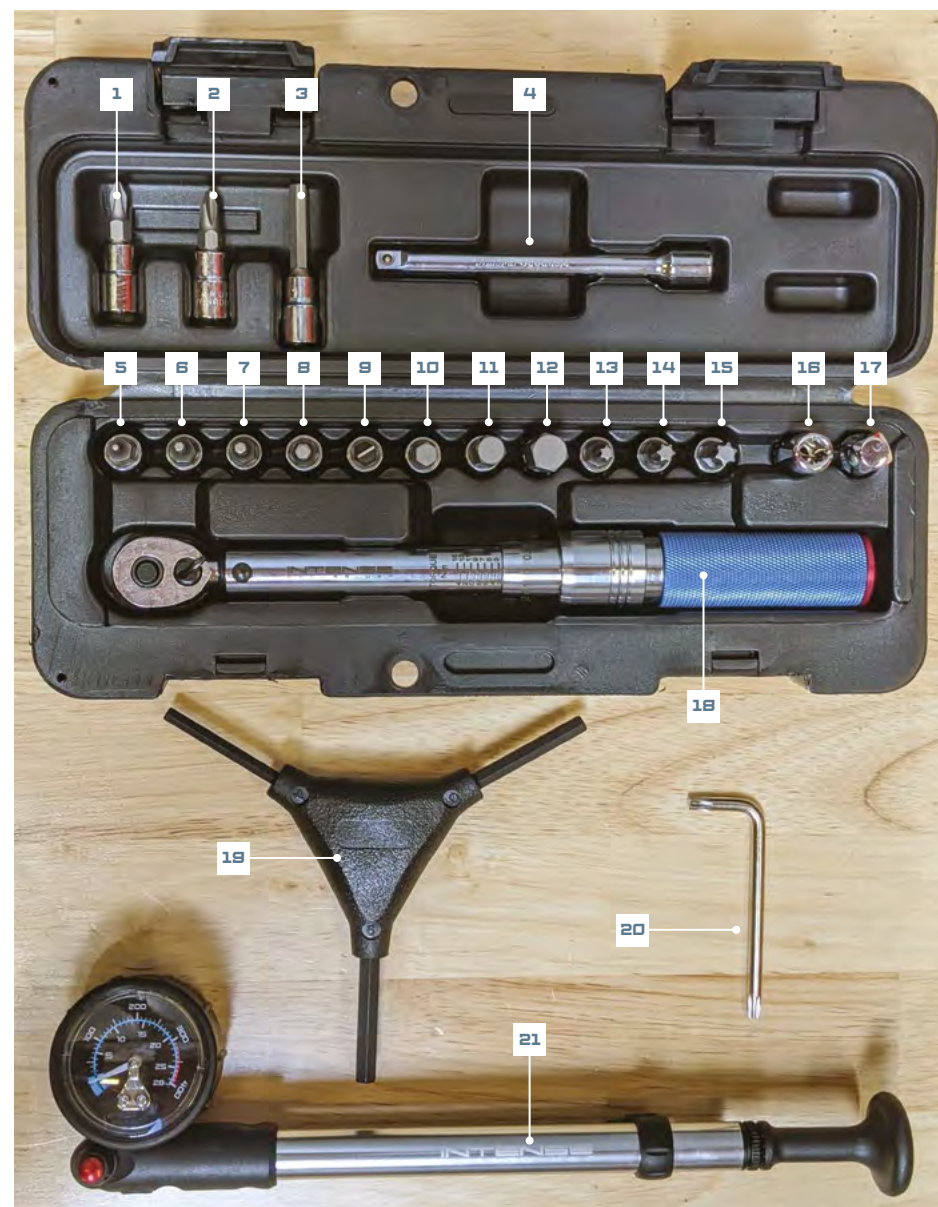
The three main tools that you will use to assemble your bike are: 3-way Y-Wrench Multi-HEX/Allen tool (19), high pressure shock pump (21) and a torque wrench (18). The torque wrench is a tool that stops you from under or over tightening screws, nuts and bolts – that measurement is made in Nm, Newton 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 | 12. 8mm HEX/Allen driver |
| 2. PH2 Philips driver | 13. T25 Torx driver |
| 3. Long reach 5mm Allen driver | 14. T30 Torx driver |
| 4. Torque wrench extension | 15. T40 Torx driver |
| 5. 2mm HEX/Allen driver | 16. 1/4" drive-to-1/4" drive bit adaptor |
| 6. 2.5mm HEX/Allen driver | 17. 1/4" drive-to-3/8" drive adaptor |
| 7. 3mm HEX/Allen driver | 18. Torque Wrench |
| 8. 4mm HEX/Allen driver | 19. 3-way Y-wrench Multi-HEX/Allen tool
(4mm, 5mm, 6mm) |
| 9. Flat head driver | 20. Torx 25 tool |
| 10. 5mm HEX/Allen driver | 21. INTENSE Shock Pump |
| 11. 6mm HEX/Allen driver | |



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.





NEED HELP ?

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 XC SETUP GUIDE

Your new 951 XC 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.

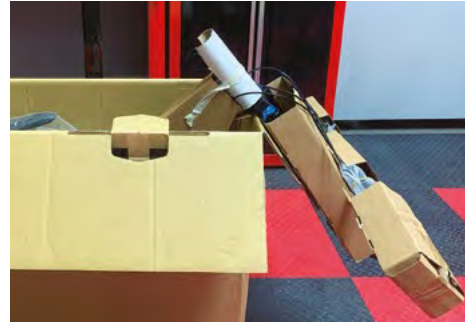
If you own a bike stand, great – just extend the dropper seatpost to its full height (Step 3) and put the bike in the stand. Only use the seatpost to clamp the bike to the stand. For those of you who don't have a bike stand you can use the box the bike came in to help you assemble your bike as outlined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



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 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.

STEP 03

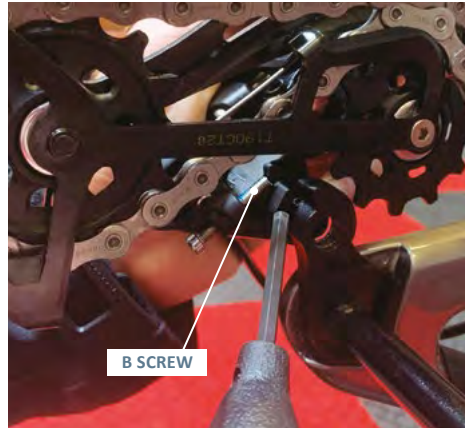
RELEASE DROPPER, REMOVE BIKE FROM BOX



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.

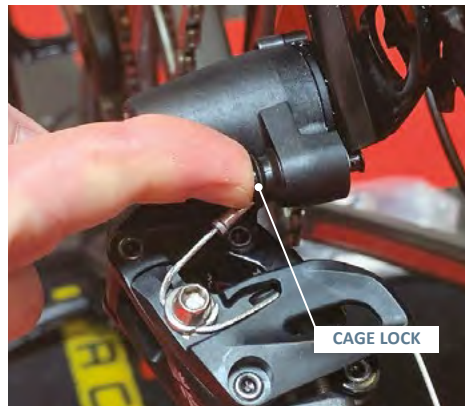
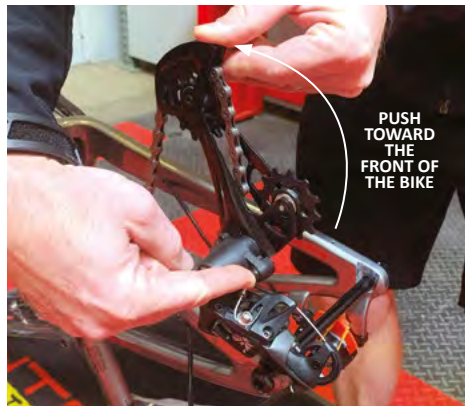
3B Turn the bike over (upside down) so that it is balancing on its saddle and handlebars. It is a good idea to protect your saddle and handlebars with a piece of cardboard or cloth to avoid possible scuffs.

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.

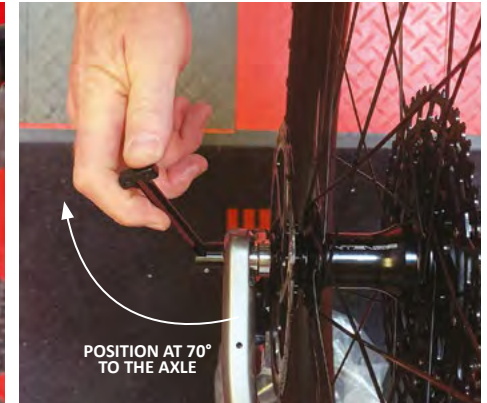
4B At this point be careful that the notch on the 'B screw' is positioned correctly (see above) so that it sits on the flat notch on the hanger. With the torque wrench tighten the main derailleur bolt to 8-9Nm.



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.

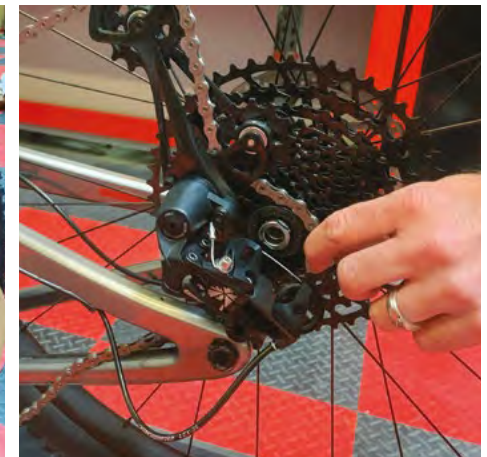
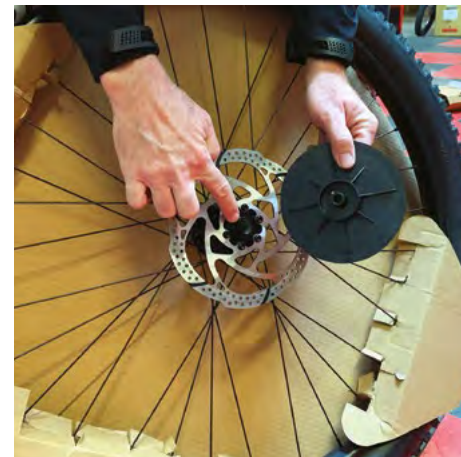
4D When it won't go any further forward (in a near vertical position) press the small button with a padlock logo printed on it (Cage Lock). Gently release the derailleur cage. The derailleur should now be locked in position, which will make it easier for you to fit the rear wheel.

STEP 05 INSTALL THE REAR WHEEL



5A Remove the orange 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 an 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.

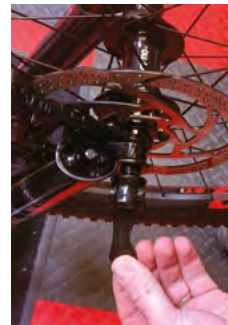
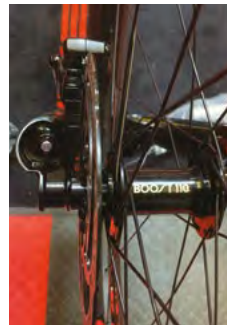
5D Position the chain on the smallest cog on the cassette, and carefully line up the rotor with the rear brake caliper making sure that it slides inside (where the orange plastic spacer had been). Make sure the hub end caps drop into the slots on the frame dropouts.



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 derailleur. 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 orange 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 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 08 ADJUST HEADSET & HANDLEBARS



8A 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.

8B 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 09

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 12-13).

STEP 10

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 11

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 forward or backward 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 12

FRONT SUSPENSION SETUP

FOX RHYTHM 34 FLOAT
120 MM. GRIP DAMPER



12A The next thing you need to do is set up your suspension. The 951 XC 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.

12B 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.



12C 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 a few 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).

12D 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 120mm (4.7") fork that comes on the 951 XC that measurement should be around 24mm (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	58
130-140	59-64	63
140-150	64-68	68
150-160	68-73	72
160-170	73-77	77
170-180	77-82	82
180-190	82-86	86
190-200	86-91	91
200-210	91-95	96
210-220	95-100	100
220-230	100-104	105
230-240	104-109	110
240-250	109-113	114

DO NOT EXCEED MAXIMUM AIR PRESSURE: FOX 34 Rhythm maximum air pressure is 120psi.

SUGGESTED REBOUND SETTINGS

The rebound adjuster for the fork is a red dial. 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 34 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 the 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 13

REAR SUSPENSION SETUP

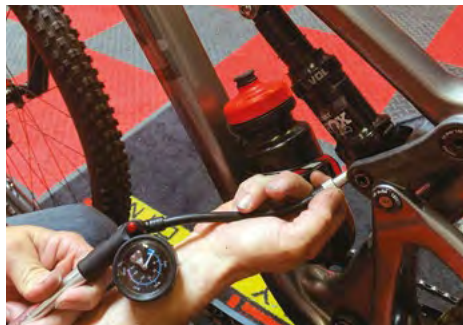
FOX PERFORMANCE FLOAT DPS.
3-POSITION (OPEN, TRAIL, LOCK-OUT)



AIR VALVE CAP. TO UNSCREW TURN COUNTERCLOCKWISE



RUBBER O-RING

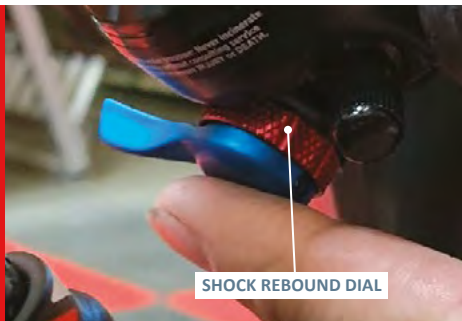


Now do the same for the rear shock. The Schrader valve is easier to see, so unscrew the cap and pump it up using the high-pressure air shock pump to the pressure shown in the chart opposite for your weight. Test and adjust as you did for the fork – sit on the bike, saddle down, pedals level. Bounce up 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 13.5mm (0.5") 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*



SHOCK REBOUND DIAL



COMPRESSION LEVER

COMPRESSION ADJUSTMENTS

The 3-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, the MEDIUM mode for undulating terrain, and the FIRM mode for climbing.

SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

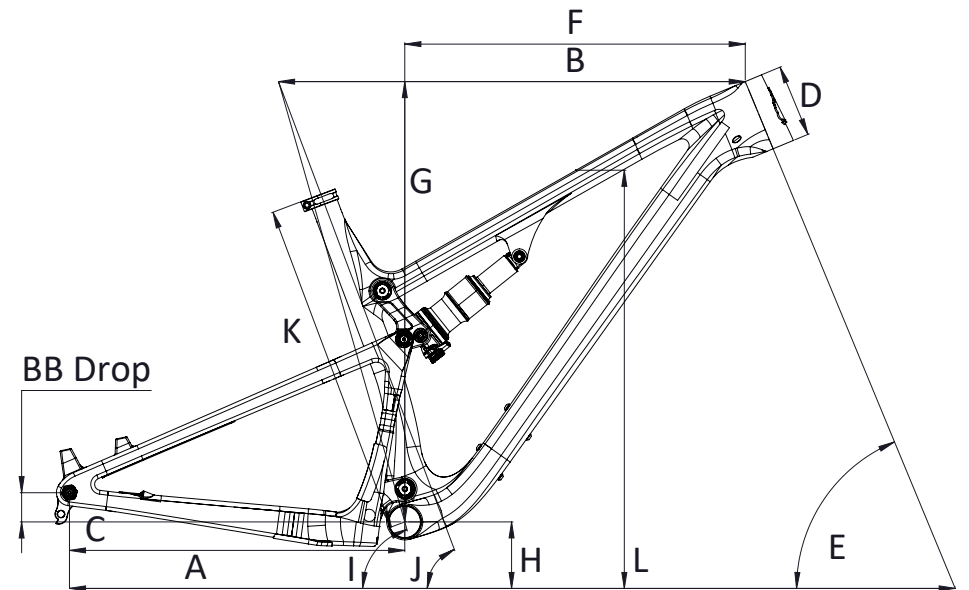
RIDER WEIGHT (lbs/kgs)	AIR PRESSURE (psi)	REBOUND (clicks out from fully closed) Closed is Clockwise Open is Counterclockwise
100lbs / 45kgs	100	11
110lbs / 50kgs	110	10
120lbs / 54kgs	120	9
130lbs / 59kgs	130	9
140lbs / 63.5kgs	140	9
150lbs / 68kgs	150	8
160lbs / 73kgs	160	8
170lbs / 77kgs	170	8
180lbs / 82kgs	180	7
190lbs / 86kgs	190	7
200lbs / 91kgs	200	7
210lbs / 95kgs	210	6
220lbs / 100 kgs	220	6
230lbs / 104kgs	230	5
240lbs / 109kgs	240	5
250lbs / 113kgs	250	4

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

951 XC



951 XC (MM / INCH)

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1143mm / 45"	1169mm / 46"	1196mm / 47"	1222mm / 48"
TOPTUBE LENGTH (B)	589mm / 23.2"	614mm / 24.2"	640mm / 25.2"	665mm / 26.2"
CHAINSTAY LENGTH (C)	439mm / 17.3"	439mm / 17.3"	439mm / 17.3"	439mm / 17.3"
HEADTUBE LENGTH (D)	90mm / 3.54"	95mm / 3.7"	105mm / 4.13"	115mm / 4.5"
HEADTUBE ANGLE (E)	66.4°	66.4°	66.4°	66.4°
REACH (F)	409mm / 16.1"	433mm / 17.1"	457mm / 18"	479mm / 18.9"
STACK (G)	578mm / 22.8"	583mm / 22.9"	593mm / 23.3"	602mm / 23.7"
BB HEIGHT (H)	339mm / 13.3"	339mm / 13.3"	339mm / 13.3"	339mm / 13.3"
BB DROP	30mm / 1.17"	30mm / 1.17"	30mm / 1.17"	30mm / 1.17"
SEATTUBE ANGLE (EFFECTIVE) (I)	72.8°	72.8°	72.8°	72.8°
SEATTUBE ANGLE (ACTUAL) (J)	68.3°	68.3°	68.3°	68.3°
SEATTUBE LENGTH (K)	406mm / 16"	437mm / 17.2"	488mm / 19.2"	538mm / 21.2"
STANDOVER HEIGHT (L)	779mm / 30.7"	782mm / 30.8"	787mm / 31"	792mm / 31.2"

FRAME SPECS

Model:	INTENSE 951 SERIES XC
Model Year:	2021
Compatible Forks:	120mm Travel
Headtube/Headset:	Integrated IS41-IS52/40
Seatpost Diameter:	31.6mm
Bottom Bracket:	PF92
Recommended Max Tire Size:	2.35"
Brakes:	Disc Brake Hydraulic
Max Brake Rotor Size:	203mm (with adapter)
Rear Hub:	148x12mm Through Axle BOOST

NOTE: The 951 XC 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:	165mm
Stroke:	45mm
Mounting Bushing Width Front:	20x8 (8mm reducer)
Mounting Rear:	Trunnion

COMPONENT LIST

Model:	INTENSE 951 SERIES XC
Model Year:	2021
Frame sizes available:	Small (S), Medium (M), Large (L) and Extra Large (XL)

FRAME	INTENSE 951 XC 29" 120mm Travel
FORK	FOX Rhythm 34 Float. 120mm Travel. Grip Damper - Sweep Adj
REAR SHOCK	FOX Performance Float DPS. 3-position (Open, Trail, Lock-out)
HEADSET	Cane Creek AER Integrated IS41-IS52/40
STEM	INTENSE Recon 45mm
HANDLEBARS	INTENSE Recon 760mm width
GRIPS	INTENSE Lock-on
BRAKES	TRP Slate T4 Callipers and Levers, Front and Rear
ROTORS	TRP 180mm, Front and 160mm Rear
SHIFTER	SRAM NX Eagle 12sp
DERAILLEUR	SRAM NX Eagle 12sp
CRANKS/CHAINRING	SRAM NX Eagle 32t. ST. 170mm. (S) 175mm (M, L, 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 i27 Alu. 27mm
TIRES	Kenda Regolith 29" x 2.20"
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

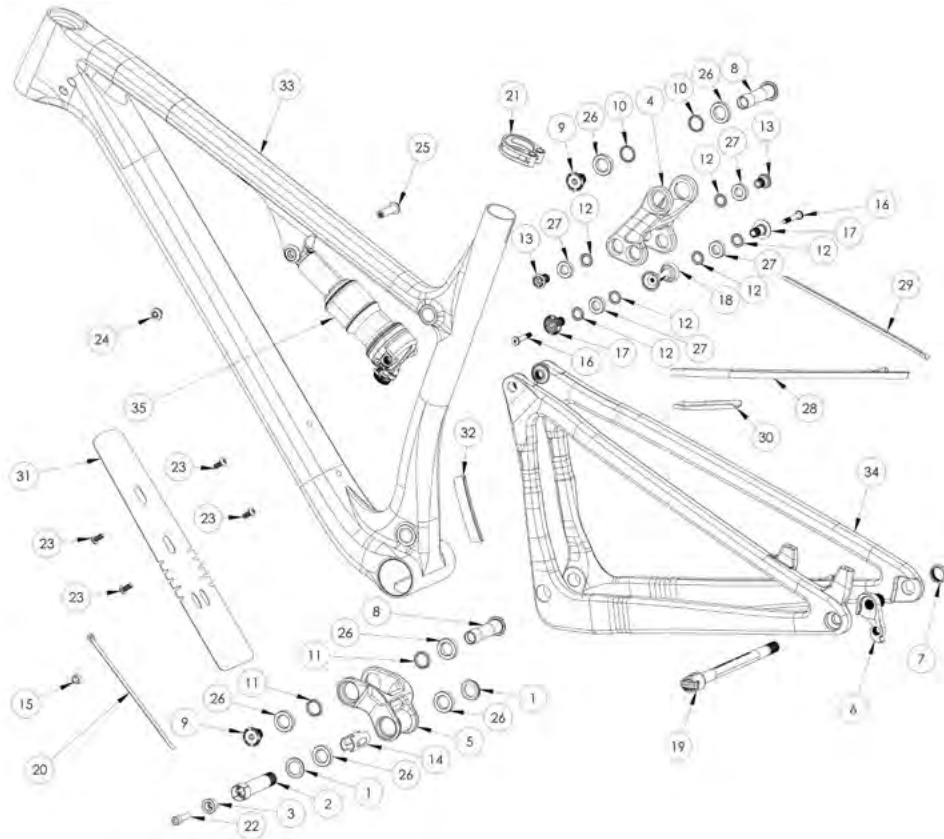
INTENSE, LLC employs advanced composite techniques and material in our frames which do require a certain level of care and maintenance to ensure a safe experience at the high level of performance each frame is designed around. Not following these guidelines will decrease the level of performance and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



ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	130765	Bearing Cap 24mm OD Cap Bearing Blk	2	N/A
2	130791	Bolt Main Pivot Bolt Main Pivot 1.5t Expander Blk	1	7Nm / 60in-lbs
3	130807	Cone Adjuster Spacer Cone Adjuster Blk, 8.3mm Height	1	N/A
4	130823	Injection Top Link Link Top 951 XC Injection Blk	1	N/A
5	130825	Forged Lower Link Link Box Forged Blk 951 XC	1	N/A
6	130826	Hanger Hanger Derailleur Forged Blk 951 XC	1	N/A
7	130827	RD Hanger Nut Nut Derailleur Hanger Blk 951 XC	1	11Nm / 100in-lbs
8	130828	Axle Upper Axle Pivot 951 XC	2	16Nm / 140in-lbs
9	130829	Shoulder Bolt Shoulder Bolt 951 XC	2	16Nm / 140in-lbs
10	130830	Spacer Spacer Upper Axle 951 XC 19mm OD x 15mm ID x 2.5mm	2	N/A
11	130831	Spacer Lower Link Spacer Lower Axle 951 XC 19mm OD x 15mm ID x 4mm 951 XC	2	N/A
12	130832	Spacer RT/Top Link Spacer Upper Axle 951 XC 15mm OD x 10mm ID x 2.5mm 951 XC	6	N/A
13	130833	Trunnion Bolt Shoulder Bolt Trunnion Rear Shock 951 XC	2	16Nm / 140in-lbs
14	130845	Crush Tube Crush Tube 951 XC Lower Link	1	N/A
15	130856	Cable Spacer Cable Spacer, Lower Cable Guide, Blk	1	N/A
16	130875	Low Profile M5 X 32 Low Profile Screw, M5 x 32, T25 Torx, Cross Brace 951 XC	2	4Nm / 36in-lbs
17	130877	Clevis Bolt Shoulder Bolt RT Clevis 951 XC	2	16Nm / 140in-lbs
18	130884	Cross Brace Offset Cross Brace M5 X 0.8 Thread Rear	1	N/A
19	130899	Rear Axle M12 x P1.0 x 172mm (148 x 12mm) QR491, Wheel Axle Kit	1	11Nm / 100in-lbs
20	140053	Zip Tie Zip Tie, Lower Cable Guide	1	N/A
21	340343	Seat Collar 951 XC Seat Collar	1	4Nm / 35.5in-lbs
22	410009	SHCS M6 x 22 SHCS, Socket Head, M6 x 22	1	14Nm / 125in-lbs
23	410010	BHCS M5 X 12 BHCS, Button Head, M5 X 12	4	2Nm / 18in-lbs
24	410056	Shock Shoulder Bolt Left Shock Bolt Thread Steel	1	7Nm / 60in-lbs
25	410060	Shock Shoulder Bolt Right Shock Bolt 8mm OD x 31mm Long Female Steel	1	7Nm / 60in-lbs
26	430008	Bearing 6802 Bearing 6802 LLU MAX	6	N/A
27	430011	Bearing 6800 Bearing 6800 LLU MAX	4	N/A
28	500294	Flak Guard Chainstay Flak Guard 951 XC Chainstay Top	1	N/A
29	500295	Flak Guard Seatstay Flak Guard 951 XC Seatstay	1	N/A
30	500296	Flak Guard Chainstay Flak Guard 951 XC Chainstay Bottom	1	N/A
31	500297	Flak Guard Downtube Flak Guard 951 XC Downtube LG/XL	1	N/A
31	500297-1	Flak Guard Downtube Flak Guard 951 XC Downtube SM/MD	1	N/A
32	500510	Flak Guard Strut Flak Guard 951 XC Trail Drive-side Strut	1	N/A
33	-	951 XC Front Triangle	1	N/A
34	-	951 XC Rear Triangle	1	N/A
35	-	Rear Shock: 165 x 45	1	N/A

INTENSE 951 XC

PARTS KITS

AXLE KIT IT130846 **Axle Kit Rear CNC 148 x 12 Boost With Hidden Lever 951 Series XC**
 19 IT130846 Axle Rear 148 x 12mm Boost Blk with Hidden Lever

BEARING KIT LOWER IT150002 **Bearing Rebuild Kit Lower 951 Series XC**
 14 IT150002 Crush Tube Lower Link
 26 IT150002 Bearing 6802 LLU MAX

FLAK GUARD KIT IT150001 **Flak Guard Kit 951 Series XC SM/MD Only**
 28 IT150001 Flak Guard Chainstay Top
 29 IT150001 Flak Guard Seatstay
 30 IT150001 Flak Guard Chainstay Bottom
 31 IT150001 Flak Guard Downtube SM/MD
 32 IT150127 Flak Guard Trail Drive-side Strut

FLAK GUARD KIT IT150127 **Flak Guard Kit 951 Series XC LG/XL Only**
 28 IT150127 Flak Guard Chainstay Top
 29 IT150127 Flak Guard Seatstay
 30 IT150127 Flak Guard Chainstay Bottom
 31 IT150127 Flak Guard Downtube LG/XL
 32 IT150127 Flak Guard Trail Drive-side Strut

HANGER KIT IT340230 **Derailleur Hanger Kit 951 Series XC**
 6 IT340230 Hanger Derailleur Forged Blk
 7 IT340230 Nut Derailleur Hanger Blk

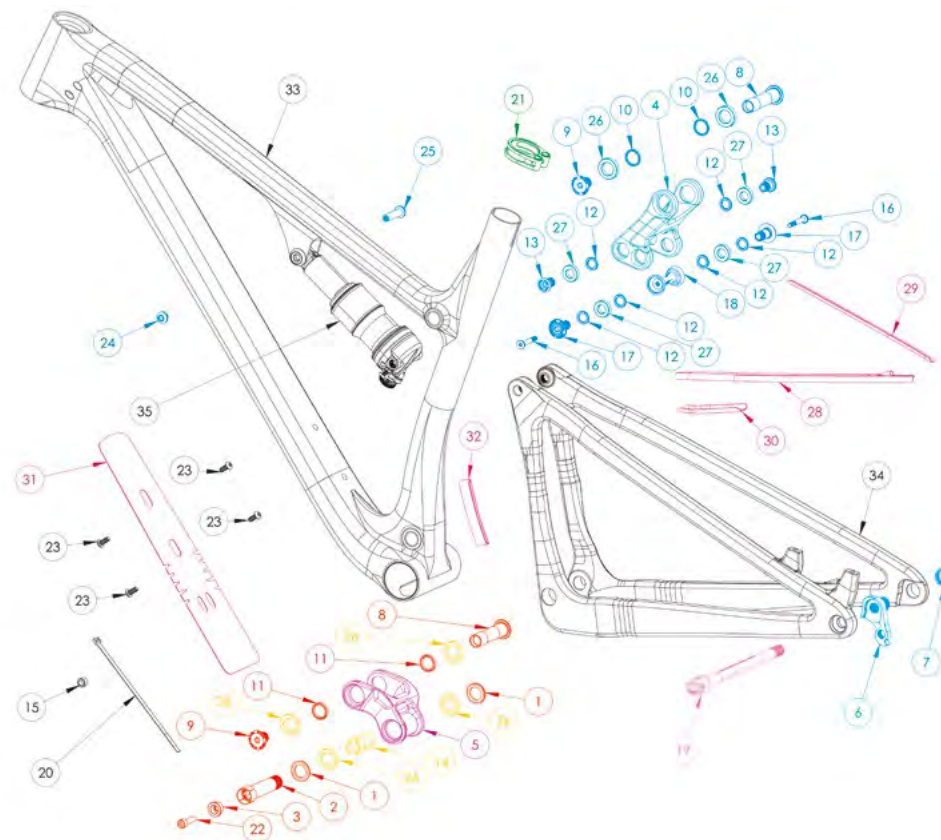
HARDWARE KIT LOWER IT150007 **Link Kit Lower Hardware Stainless 951 Series XC**
 1 IT150007 Cap Bearing Blk
 2 IT150007 Bolt Main Pivot 1.5t Expander Blk
 3 IT150007 Spacer Cone Adjuster 8.3mm Height Blk
 8 IT150007 Axle Pivot
 9 IT150007 Shoulder Bolt
 11 IT150007 Spacer Lower Axle 19mm x OD x 15mm ID x 4mm
 -- IT150007 Plug Trim 15mm YF
 22 IT150007 SHCS, Socket Head, M6 x 22

LINK KIT LOWER IT340243 **Link Kit Lower Complete Forged 951 Series XC**
 5 (14,26) IT340243 Link Box Forged Alloy Blk with Bearings

LINK KIT UPPER IT340233 **Link Kit Upper Complete Carbon 951 Series XC**
 4 (26,27) IT340233 Link Top Carbon Blk with Bearings

SEAT COLLAR IT340343 **Seat Collar Bolted 951 Series XC**
 21 IT340343 Seat Collar Blk

HARDWARE KIT UPPER IT150129 **Link Kit Upper Hardware Stainless 951 Series XC**
 8 IT150129 Axle Pivot
 9 IT150129 Shoulder Bolt
 10 IT150129 Spacer Lower Axle 19mm OD x 15mm ID x 2.5mm
 12 IT150129 Spacer Upper Axle 15mm OD x 10mm ID x 2.5mm
 13 IT150129 Shoulder Bolt Trunnion Rear Shock
 16 IT150129 Low Profile Screw, M5 x 3, T25 Torx, Cross Brace
 17 IT150129 Shoulder Bolt RT Clevis Blk
 18 IT150129 Offset Cross Brace M5 x 0.8 Thread Rear
 24 IT150129 Shock Bolt Thread Steel
 25 IT150129 Shock Bolt 8mm OD x 31mm Long Female Steel





NEED HELP?

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

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

INTENSE 951XC