

INTENSE



TAZER ALLOY PRO
TAZER ALLOY EXPERT

MANUAL

CONTENTS

02	Register your Bike information	48	INTENSE bicycle identification
05	Welcome to INTENSE	50	How to use your Tazer
06	Know your Tazer	50	<i>Charging the battery</i>
09	Set-up guide	53	<i>Turning on your Tazer</i>
11	<i>Remove wheels and prepare bike</i>	54	<i>Using the power modes</i>
13	<i>Charge the battery</i>	58	<i>The display</i>
15	<i>Install the rear derailleur and handlebar</i>	60	<i>SHIMANO E-Tube app</i>
17	<i>Connecting the motor mode selector and display wires</i>	62	<i>Troubleshooting</i>
19	<i>Install rear wheel</i>	66	Maintenance and care
23	<i>Install front wheel</i>	68	Component listings
25	<i>Install pedals</i>	70	Geometry charts
25	<i>Check gears</i>	72	Exploded views and parts listings
27	<i>Adjust headset, handlebars and saddle height</i>	80	Parts kits
29	<i>Check tire pressure and install bottle cage</i>	84	Torque settings
31	<i>Install battery</i>	86	Declaration of Conformity
33	<i>Front suspension set-up</i>		
38	<i>Rear suspension set-up</i>		



REGISTER YOUR BIKE
 Don't forget to register your bike:
www.intensecycles.com/pages/registerbike



SCAN ME

TECHNICAL ASSISTANCE
 We are here to help. If you need any technical assistance, please contact us:
techcenter@intensecycles.com
 US: 951-307-9211

* EXPERT BIKE IS SHOWN.



WELCOME TO THE FAMILY

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

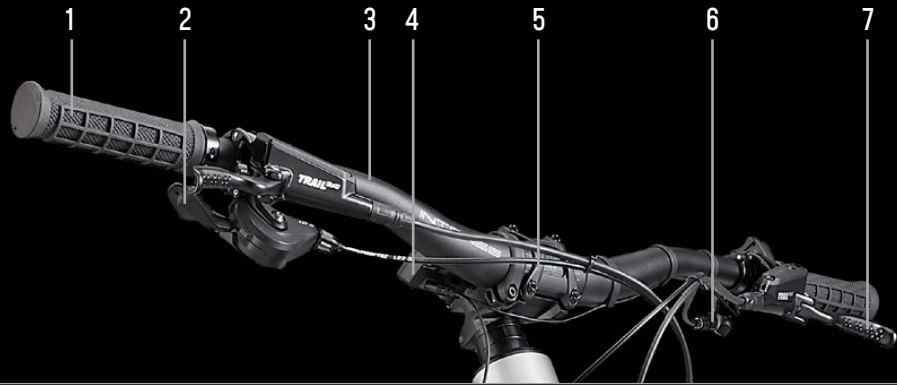
Our team of designers, engineers and product experts are focused on one thing every day: your experience on the bike. We build bikes that are as thrilling to look at as they are to ride, and we build them for the select few of you who understand the difference and refuse to settle for anything else.

From the early days of INTENSE, when founder Jeff Steber worked alone in his garage, to today with our crew of talented people working in our Temecula, CA headquarters and in offices around the world, INTENSE has been a brand built on passion by forward thinkers who love nothing more than to throw a leg over a sweet bike and head out for a rip. We're so glad you've joined us. Welcome to INTENSE, enjoy your experience.

THE INTENSE TAZER

Built with aggressive trail geometry, Jeff Steber tuned kinematics and 29"/27.5" front/rear wheel combo, this bike delivers a unique ride with a seamless pedal-to-power transition.

#NOSHUTTLEREQUIRED



* EXPERT BIKE IS SHOWN.

KNOW YOUR TAZER ALLOY

COMPONENT BREAKDOWN

- | | |
|--------------------------------|---------------------------|
| 1 Grips | 13 Rear brake |
| 2 Shifter | 14 Cassette |
| 3 Handlebars | 15 Rear derailleur |
| 4 Digital display panel | 16 Chain |
| 5 Stem | 17 Chainring |
| 6 Dropper post lever | 18 Crankset |
| 7 Brake lever | 19 Headset |
| 8 Power button | 20 Suspension fork |
| 9 Frame | <i>A Fork crown</i> |
| <i>1 Toptube</i> | <i>B Stanchion</i> |
| <i>2 Downtube</i> | <i>C Lower leg</i> |
| <i>3 Seattube</i> | |
| <i>4 Chainstay</i> | 21 Front brake |
| <i>5 Seatstay</i> | 22 Rotor |
| <i>6 Rear shock</i> | 23 Spoke |
| 10 Saddle (seat) | 24 Tire |
| 11 Dropper seatpost | 25 Thru axle |
| 12 Seatpost clamp | 26 Rim |
| | 27 Motor |



INTENSE TAZER

SET-UP GUIDE

Your new INTENSE Tazer eBike is almost ready to go, you just need to do a few things to get your bike ready for its first ride. If you are setting up your bike from the box, the next few pages will show you how to assemble it. If you picked up your bike already set-up by a dealer then you can jump to page 48.

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 [INTENSE.COM/PAGES/TECHVIDEOS](https://www.intense.com/pages/techvideos)



WE ARE HERE TO HELP!

If at any time you feel unsure about what you are doing then please contact us at INTENSE or seek the help of a professional mechanic at your local bike shop.

INTENSE +1 951.307.9211



A

B

C

STEP 1

**REMOVE BIKE
FROM BOX**

When you first open your bike box you will find a Quick Start Guide, accessory box (including a tool box, torque wrench and tubeless conversion kit) battery, battery charger and the bike itself. First, remove the wheels and put to one side (A). Take off the packaging around the handlebars and expose the dropper post lever on the left-hand side of the handlebar. Push dropper post lever (B). This will raise dropper post to its highest position, which will allow you to put the bike safely in a bike stand.

With the dropper post raised, clamp the bike in a bike stand by the seatpost. Remove all remaining packaging and zip-ties from the bike (C).



STEP 2

CHARGE BATTERY

The battery is supplied in sleep mode. To wake it up you need to connect it to your battery charger. You can do this with the battery in your bike. It may take up to 10 hours to fully charge the battery in the bike.. See page 48 for further battery charging information.

It's easiest to charge the battery while it's in the bike. There is a port on the bike above the motor near the lower link **(A)**. Take charging cable supplied with bike and insert into port and plug the other end into an outlet to begin the charging process.

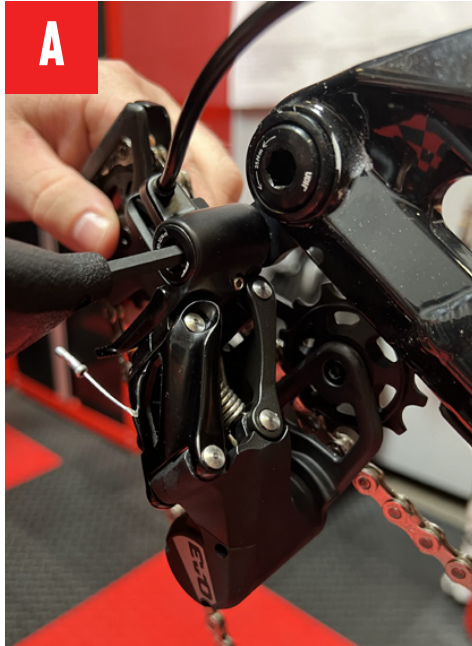
If you need to remove the battery from the bike, please follow these steps:

The battery will be locked in position. To remove it you will need to use the key provided in the accessory box following the steps below. The lock for the battery is positioned on the upper part of the downtube on the lefthand side of the bike.

With one hand supporting the battery, insert the battery key into the lock **(B)** and turn the key a quarter turn in a clockwise direction. This will release the battery from the lock position and onto the catch-tab.

Now with the battery on the catch-tab, press the release button **(C)** until the battery clears the downtube and pull battery forward and out. Your battery will now be free from your bike.

Remove the key and keep it in a safe place.



STEP 3

INSTALL REAR DERAILLEUR

Remove the zip-tie from the main pivot bolt hole (A). Using a 5mm Allen key slowly begin to screw the rear derailleur into the derailleurs hanger/frame until you have engaged the threads.

It is important that you locate the 'B Screw' on the derailleur and position it correctly so that it sits on the derailleurs hanger notch (B). Once aligned, tighten the derailleur and torque to 10-12Nm.

STEP 4

INSTALL HANDLEBAR

To install the handlebar, you first need to remove the handlebar clamps of the stem. For the Pro you will need to use the T25 torx key found in your accessory bag and for the Expert build you will use a 4mm Allen key. Use the respective tool to remove the four bolts from the handlebar clamp of the stem (C). Once removed, put your handlebars in place. Use the guidelines printed on the handlebars to help position them centrally and evenly. Check that the brake, shifter and dropper post cables have a nice flow and are not kinked or twisted in any way.

Tighten first by hand and then with the T25 torx tool for the Pro or the 4mm Allen key for the Expert. This is a zero gap stem which means you need to tighten the top two stem bolts until there is no gap between the faceplate and the stem (D) and then tighten the bottom two bolts to snug.

To finish off for the Pro, use the T25 socket in the torque wrench and torque the top two faceplate bolts to 5-7Nm and then the bottom two. For the Expert, use the 4mm Allen and torque to 5Nm (E).



*Tazer Alloy Pro model shown.

STEP 5

CONNECTING THE MOTOR MODE SELECTOR AND DISPLAY WIRES

Included in your accessory box is a special SHIMANO connector tool (TL-EW300 tool). Use this tool (A) to connect the wires to your handlebar display. The tool helps to protect the plug and wire from damage. Slide the plug and wire into the tool as shown, ready for connection.

Sitting on your bike, the cable that comes from the controller (mode selector) on the left-hand side of your handlebars goes into the first hole nearest to the stem (left-hand side), port number 1. (B) Align the plug into the port, then apply a small amount of pressure. There will be an audible click when the cable is fitted correctly. You may need to loosen and rotate the Display Selector slightly to help you gain access to the holes.

The other cable that goes into your frame (C) (down to the drive unit/motor) attaches to the second hole from the left, port number 2.



STEP 6
**INSTALL
REAR WHEEL**

Remove the rear brake pad spacer. At this stage be careful not to pull the rear brake lever until the wheel has been installed.

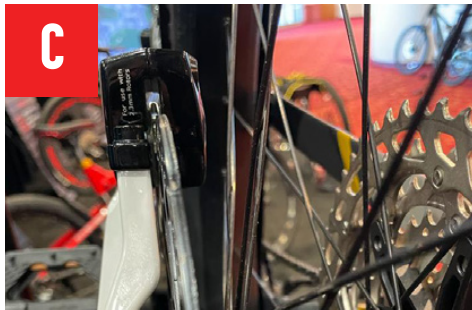
Remove any packaging left on the rear wheel, including the large black plastic rotor guards (A). Be careful that the wheel spacers don't get pulled off by accident (B). If they do, just press them back into position. Do not touch the brake rotors with your hands or gloves, as any small amount of grease may contaminate them and the brake pads.

Remove the rear axle with a 5mm Allen key by turning it counterclockwise from the non-drive side.

EXPERT BUILD: Insert the rear wheel into the frame by first positioning the chain on the smallest cog on the cassette (C). For your SHIMANO equipped Tazer Expert you will need to rotate the lower cage of the derailleur down a little to allow you to position the chain on the cassette more easily. Carefully line up the rotor with the rear brake making sure that it slides inside the caliper body between the brake pads (D), and the hub spacers slide into the slots on the frame dropouts.

Once everything is lined up and in position, reinsert the axle. Turn with the 5mm Allen key clockwise, you may need to apply a little inward pressure to start it off. Torque to 11Nm (E).

*PRO BUILD instructions on next page.

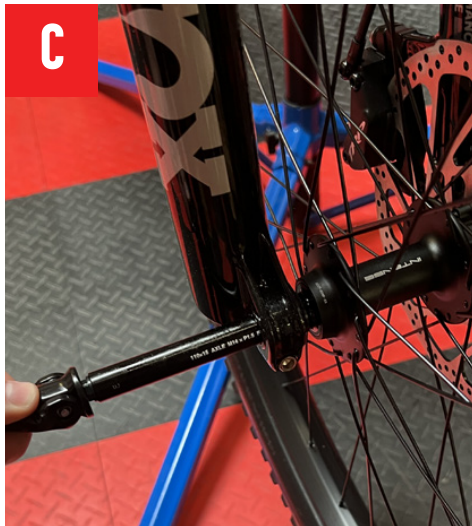
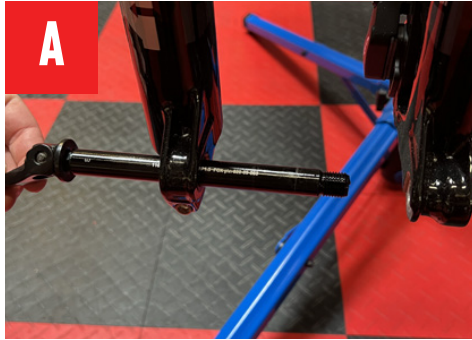


STEP 6

INSTALL REAR WHEEL

PRO BUILD: For your TRP equipped Tazer Pro build, you will need to pull the lower cage release button on the rear derailleur **(A)**. Insert the rear wheel into the frame by first positioning the chain on the smallest cog on the cassette. Then push the lower derailleur cage forward to allow you to position the chain on the cassette more easily. Carefully line up the rotor with the rear brake making sure that it slides inside the caliper body between the brake pads **(B)**, and the hub spacers slide into the slots on the frame dropouts.

Once everything is lined up and in position **(C)**, reinsert the axle. Turn with the 5mm Allen key clockwise, you may need to apply a little inward pressure to start it off. Torque to 11Nm **(D)**. When finished, reengage the lower cage button by pressing down on the thumb lever until the lock reengages **(E)**.



STEP 7

**INSTALL
FRONT WHEEL**

Just like the rear wheel, remove all packaging from the front wheel making sure the hub end caps are still in the correct place and that they haven't been pulled off by accident. If they do come off, just press them back into position. Then remove the brake pad spacer. At this stage be careful not to pull the front brake lever until the wheel has been installed. Do not touch the brake rotors with your hands or gloves as this may contaminate them.

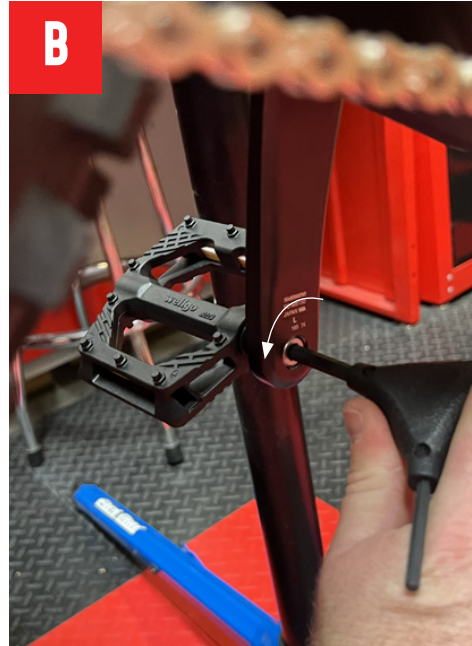
PRO BUILD (FOX): Flip the quick release lever on the fork axle and unscrew it (A).

EXPERT BUILD (DVO): With a 6mm Allen key loosen in a counterclockwise direction and remove the front axle from the drive-side of the bike. Note: there are no pinch bolts on the EXPERT build/DVO fork.

(B) 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. Once everything is aligned reinstall front axle.

PRO BUILD: When everything is in the correct place, reinsert the front wheel axle (C), tighten, then clamp it tight using the quick release lever (D). There should be some resistance when the lever is flipped into the vertical position. Torque to 6Nm.

EXPERT BUILD: With a 6mm Allen key, and applying some inward pressure, tighten the axle in a clockwise direction (E). Torque to 7Nm.



STEP 8
INSTALL PEDALS

(A) Bicycles have specific left and right pedals, and the left-hand side pedal has an opposite thread on it, meaning that it tightens up in a counterclockwise direction. You need to make sure that you have the correct pedal for each side of your 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 (drive-side) pedal tightens up normally in a clockwise direction.

As mentioned the left-hand (non-drive side) pedal tightens up in a counterclockwise direction (B). Be cautious that the pedals are installed 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 and tighten to 47-54Nm.

STEP 9
CHECK GEARS

Now is a good time to run through the gears to check that they are working correctly. To do this turn the cranks/pedals so that the rear wheel begins to spin. Whilst still pedaling the bike with your hand shift through the gears using the gear shifter on the right-hand side of your handlebars (C) (being careful not to trap anything in the chain or wheel). If you are having any issues with the gears, please check out our Tech Video series on the INTENSE website.





STEP 10

ADJUST HEADSET & BARS

You want to ensure that your headset moves easily with a very slight amount of resistance, but with no play. You will need to set your headset pre-load to 2-4Nm.

(A) If your headset feels a little loose then undo the stem clamping bolts slightly using a 4mm Allen key and then gently tighten the top cap bolt by a quarter clockwise turn or until you reach 2-4Nm **(B)**. Retighten the stem clamp bolts and check the headset again. If the bars don'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.

Once you are happy with your headset 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, and when you are happy tighten the two stem bolts to 5-7Nm.

STEP 11

ADJUST SADDLE HEIGHT

Set the height of your saddle (seat) with your dropper seatpost in its fully extended position. **(C)** Using a 5mm Allen Key (Expert) or 4mm Allen Key (Pro) loosen the seatpost clamp and adjust the seatpost to the correct height. A good base measurement is to stand next to your bike in your riding shoes. Putting your hand against the top of your hip bone **(D)**, the palm of your hand should be level with the top of the saddle. Adjust as appropriate, then tighten the seat clamp to 6-8Nm. Do not overtighten this bolt as it may affect the performance of the seatpost. Note: You may need slight saddle height adjustments to ensure optimum comfort.

**A****B****C**

STEP 12

**CHECK
TIRE PRESSURE**

(A) 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: 24psi, Rear: 26psi. It is always a good idea to inspect your tires for tears and punctures before and after every ride.

STEP 13

INSTALL BOTTLE CAGE

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



A

ALIGN THE TABS AND
INSERT AT THE BOTTOM



B

GENTLY PUSH THE
BATTERY UPWARDS



C

THERE WILL BE AN AUDIBLE CLICK AS THE
BATTERY LOCKS ITSELF IN TO PLACE

STEP 14

**INSTALL
BATTERY**

If you removed your battery from your bike, follow these steps to install:

Install the battery by inserting the lower tab of the battery into the tab recess hole on the frame of the bike at an angle of approximately 45° (A).

Making sure that everything is aligned correctly, simply hinge the battery upward into position (B). Use gentle pressure to push it into place, you will hear an audible click as it locates and locks itself into place (C).

The battery is now locked in position. If you want to remove the battery you will need to use the key provided with the battery. See STEP 1 for more information.

Do not force the battery into the opening, as it can result in damage to the battery or terminal.

FORK: PRO FOX 38 PERFORMANCE ELITE / EXPERT DVO DIAMOND E3
SUGGESTED STARTING POINTS FOR SETTING FORK SAG

RIDER WEIGHT		PRO BUILD FOX	EXPERT BUILD DVO
(lbs)	(kgs)	PRESSURE (psi) MAIN CHAMBER	PRESSURE (psi)
120-130	54-59	72	80-85
130-140	59-64	76	80-85
140-150	64-68	80	85-90
150-160	68-73	84	85-90
160-170	73-77	89	90-95
170-180	77-82	93	90-95
180-190	82-86	97	95-100
190-200	86-91	102	95-100
200-210	91-95	106	100-105
210-220	95-100	110	100-105
220-230	100-104	114	105-110
230-240	104-109	119	105-110
240-250	109-113	123	110-120



It is important to get good base settings for your suspension that you are happy with. It is easy to get confused with all the different variables of settings, so remember to write everything down as you go along. You can take note of air pressure, rebound clicks and any other suspension details.

STEP 15

FRONT SUSPENSION SET UP

Out of the box your fork settings are generally set up for a rider weighing between 130-140lb (59-63.5kg). To adjust the suspension to your weight simply add some air or take some out. Your weight should be calculated when you are in full riding gear (including helmet, and if you regularly use one, your backpack).

ADJUSTING AIR PRESSURE PRO BUILD (FOX): Look at the air pressure chart opposite this page to calculate the air pressure you require. Remember to calculate your weight when you are in full riding gear. You are looking for approximately 20% sag, so for the 160mm (6.3") fork that comes on the Tazer Pro that measurement is around 32mm (1.25"). Adjust the pressure in your forks until you reach the correct sag. Make sure to set sag with the compression lever in the open mode. To adjust air pressure remove the cap (A) and use the air pressure tool provided with your accessory kit to set the appropriate pressure (B). Please refer to the Fox 38 Tuning Guide for further information.

ADJUSTING AIR PRESSURE EXPERT BUILD (DVO): The DVO fork on the EXPERT build has just one main air chamber on the left leg. The Schrader valve (car tire type) can be found on the upper left fork leg under a silver protective cap (C).

Please refer to the air pressure chart opposite for recommended settings.

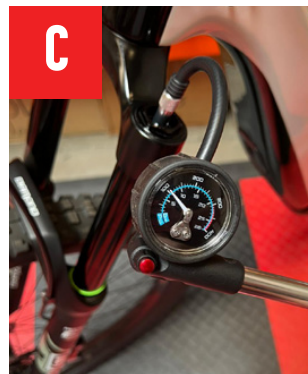
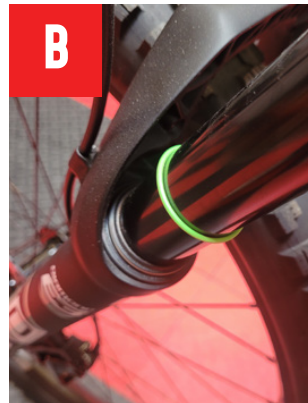
STEP 16
SETTING FORK SAG

You now need to measure the ‘sag’ of the fork. Sag is important as it allows the fork to work properly. With the help of a friend sit on the bike in a normal riding position in full riding gear, pedals level. Bounce up and down on the bike a few times and then gently sit back down. Do not touch the brakes.

For the PRO model (FOX) on the left fork leg is a black rubber O-ring (A). On the EXPERT model the rubber O-ring is on the left leg and is green (B). Get your friend to slide this down until it touches the top of the fork. Carefully get off the bike without further compressing the forks (your friend can help here by holding the handlebars so they don’t drop).

When the bike is unweighted, the fork will be fully extended and leave a gap between the fork seal and the O-ring. The distance between these two is your sag measurement. You are looking for approximately 20% sag – which is 34mm for the PRO model and 32mm for the EXPERT model. Use a ruler to measure the gap.

Adjust the air pressure in your forks until you reach the correct sag measurement (C). If you don’t have enough air just pump more in using the shock pump that came with the tool kit. If you have too much air just briefly press the small button on the shock pump, this will release small amounts of air from the system. Once finished, replace the protective caps.



STEP 17
SETTING FORK REBOUND

The rebound setting on your fork is how quickly your suspension reacts to impacts and returns to its normal position after compression. Your rebound settings can vary depending on the terrain you are riding on, your riding style, etc. A fast rebound setting is good when you need the fork to react quickly over continuous rough ground, but not so good, if for example, you are going off a lot of big drops where the faster rebound may pitch you forward too quickly. As with most things, finding a middle ground is best – not too fast, and not too slow – and then tweaking and refining as you begin to understand how your bike and suspension feels and reacts.

On the PRO (Fox) model the rebound adjuster for the fork is a red dial located underneath a black protective cap on the bottom of the right fork leg (A).

For the EXPERT (DVO) model the rebound adjuster for the fork is a silver dial located on the bottom of the right leg (B).

The rebound adjustment is dependent on your air pressure setting. For example, higher air pressure requires more rebound damping. Use your air pressure to find your rebound setting. Turn your rebound knob to the closed position (fully clockwise) until it stops. Then back it out (counterclockwise) to the number of clicks shown in the tables overleaf.

REBOUND

Open
(counterclockwise)
Least amount of rebound damping. Fork rebounds fastest.

Closed
(clockwise)
Most amount of rebound damping. Fork rebounds slowest.

STEP 17 CONTINUED...

FRONT SUSPENSION SETUP

FORK: PRO FOX 38 PERFORMANCE ELITE / EXPERT DVO DIAMOND E3
SUGGESTED REBOUND SETTINGS

RIDER WEIGHT (lbs)	RIDER WEIGHT (kgs)	PRO BUILD FOX # of clicks	EXPERT BUILD DVO # of clicks
120-130	54-59	14	10-14
130-140	59-64	13	10-14
140-150	64-68	12	8-12
150-160	68-73	11	8-12
160-170	73-77	9	6-10
170-180	77-82	8	6-10
180-190	82-86	7	6-10
190-200	86-91	6	6-10
200-210	91-95	5	6-10
210-220	95-100	4	6-10
220-230	100-104	3	4-8
230-240	104-109	2	4-8
240-250	109-113	1	4-8

(Number of clicks from fully closed. Each click above represents a counterclockwise turning motion.)



HIGH AND LOW SPEED COMPRESSION ADJUSTERS

Different models of forks (and rear shocks) have different levels of adjustment that will enable you to fine tune your suspension. We recommend that you refer to each manufacturer's website or instruction manual for full technical details and further information on the specific fork (or rear shock) that you have on your bike.

www.ridefox.com
www.dvosuspension.com

Two of the most common adjustments are High and Low Speed Compression. High and Low do not refer to the speed that you are traveling at, but rather the speed that the fork or shock moves as it reacts to trail obstacles and rider inputs.

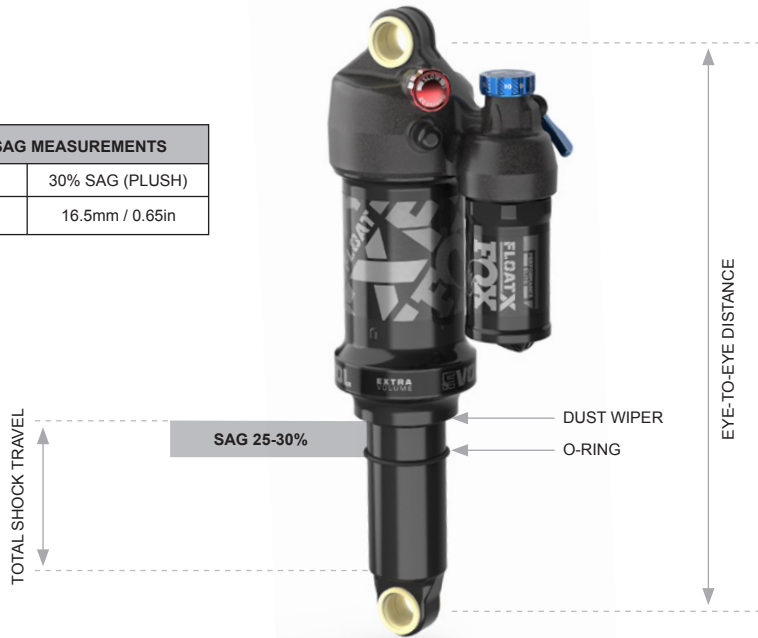
Pedaling or weighting the bike through turns are two good examples of where Low Speed Compression adjustment (LSC) can affect the suspension feel. Braking bumps or big drops (where the suspension moves quickly through its travel) are good examples of where High Speed Compression (HSC) adjustment can help. The more compression damping you have the firmer the suspension will feel, offering more support.

STEP 18


REAR SUSPENSION SETUP TAZER PRO (US)

To achieve the best performance from your FOX Float X Performance Elite rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). Sag should be set to 30% of total shock travel, which is 16.5mm for the Performance Float X Performance Elite on the Tazer Pro. You can find this by measuring the distance between the sag indicator O-ring and the rubber dust wiper.

SUGGESTED SAG MEASUREMENTS	
TRAVEL	30% SAG (PLUSH)
55mm / 2.1in	16.5mm / 0.65in



Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock as a starting point). When setting sag always turn the compression adjuster fully counterclockwise and set the climb lever to the Open mode (opposite firm). With the air pump attached to the shock valve, slowly cycle your shock (by compressing down on the shock by sitting on the seat and moving up and down 10 times) as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge. Do not exceed maximum air pressure of 300 psi. Add or remove air pressure until you reach your desired sag measurement.

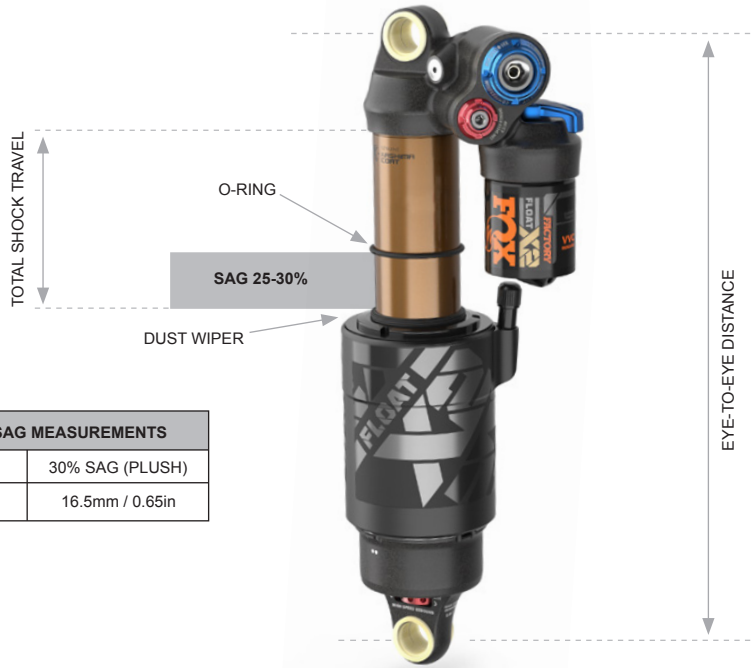


COMPRESSION ADJUSTMENTS

The 2-position lever is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The OPEN mode utilizes your standard LSC, preset low-speed compression setting. The preset low-speed compression adjustment only has an affect on compression damping when the lever is in the OPEN position. The FIRM mode has a very firm low-speed compression setting and is useful for climbing and sprinting.

STEP 18
REAR SUSPENSION SETUP TAZER PRO (EU)

To achieve the best performance from your FOX Float X2 Factory rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). Sag should be set to 30% of total shock travel, which is 16.5mm for the Float X2 Factory on the Tazer Pro. You can find this by measuring the distance between the sag indicator O-ring and the rubber dust wiper.



SUGGESTED SAG MEASUREMENTS	
TRAVEL	30% SAG (PLUSH)
55mm / 2.1in	16.5mm / 0.65in

Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock as a starting point). When setting sag always turn the compression adjuster fully counterclockwise and set the climb lever to the Open mode (opposite firm). With the air pump attached to the shock valve, slowly cycle your shock (by compressing down on the shock by sitting on the seat and moving up and down 10 times) as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge. Do not exceed maximum air pressure of 300 psi. Add or remove air pressure until you reach your desired sag measurement.

COMPRESSION ADJUSTMENTS



The 2-position lever is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The Open mode utilizes your standard HSC/LSC, preset high- and low-speed compression settings. The preset high- and low-speed compression adjustments only have an affect on compression damping when the lever is in the OPEN position. The FIRM mode has a very firm low-speed compression setting and is useful for climbing and sprinting.

Low-speed compression (LSC) adjustment is useful to control shock performance under rider weight shifts, G-outs, and other slow inputs.

High-speed compression (HSC) adjustment is useful to control shock performance under bigger hits, landings, and square-edged bumps.



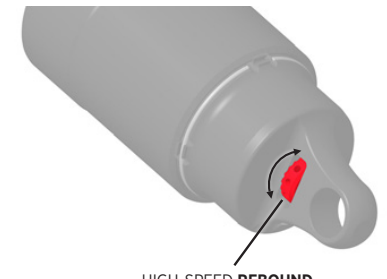
LOW-SPEED COMPRESSION
3 MM HEX
 HIGH-SPEED COMPRESSION
6 MM HEX

Low-speed rebound (LSR) adjustment is useful to control shock performance under brake bumps, technical climbing, and off-camber cornering, when extra traction is needed.

High-speed rebound (HSR) adjustment is useful to allow the shock to recover from bigger hits and square-edged bumps quickly enough to absorb consecutive hits. The HSR has 8 total clicks of adjustment. When viewing the shock from the end with the HSR adjuster, rotating the HSR adjuster clockwise slows down HSR. Rotating the HSR adjuster counter-clockwise speeds up HSR. The HSR adjuster can be turned with a 2mm hex wrench or other similarly sized tool.



LOW-SPEED REBOUND
3 MM HEX



HIGH-SPEED REBOUND
2 MM HEX

STEP 18 CONTINUED... US PRO VERSION

SHOCK: FOX FLOAT X PERFORMANCE ELITE
SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

AIR PRESSURE (PSI)	REBOUND (STARTING SETTING)
<100	10
100-120	10
120-140	9
140-160	8
160-180	7
180-200	6
200-220	5
220-240	4
240-260	3
260-280	2
280-300	1

COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED

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

STEP 18 CONTINUED... EU PRO VERSION

SHOCK: FOX FLOAT X2 FACTORY
SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

AIR PRESSURE (PSI)	LOW SPEED REBOUND	HIGH SPEED REBOUND	LOW SPEED COMPRESSION	HIGH SPEED COMPRESSION
90	16-18	7-8	16-18	7-8
100	15-17	7-8	16-18	7-8
110	14-16	6-7	15-17	7-8
120	13-15	6-7	15-17	7-8
130	12-14	5-6	14-16	6-7
140	11-13	5-6	14-16	6-7
150	10-12	5-6	13-15	6-7
160	9-11	4-5	13-15	6-7
170	8-10	4-5	12-14	5-6
180	7-9	4-5	11-13	5-6
190	7-9	3-4	10-12	5-6
200	6-8	3-4	9-11	4-5
210	6-8	3-4	8-10	4-5
220	5-7	2-3	7-9	4-5
230	4-6	2-3	6-8	4-5
240	3-5	2-3	5-7	3-4
250	2-4	2-3	4-6	3-4
260	2-4	1-2	2-4	3-4
270	1-3	1-2	2-4	3-4
280	1-3	1-2	2-4	2-3
290	1-3	0-1	1-3	2-3
300	1-2	0-1	1-3	2-3

COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED

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

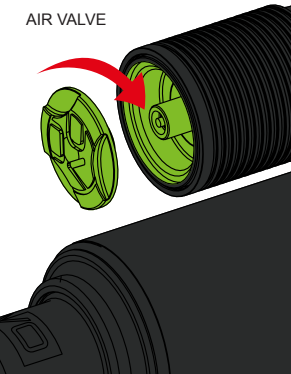
STEP 19
REAR SUSPENSION SETUP TAZER EXPERT

To achieve the best performance from your DVO Topaz Air rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). For a plush feel, sag should be set to 30% of total shock travel, which is 17mm for the Topaz Air on the Tazer Expert. You can find this by measuring the distance between the sag indicator O-ring and the rubber dust wiper.

SUGGESTED SAG MEASUREMENTS	
TRAVEL	30% SAG (PLUSH)
55mm / 2.1in	17mm / 0.68in
	20% SAG (SUPPORTIVE)
	11mm / 0.43in



Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock as a starting point). When setting sag always turn the compression adjuster fully counterclockwise and set the climb lever to the Open mode (opposite firm). With the air pump attached to the shock valve, slowly cycle your shock (by compressing down on the shock by sitting on the seat and moving up and down 10 times) as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge. Do not exceed maximum air pressure of 300 psi. Add or remove air pressure until you reach your desired sag measurement.

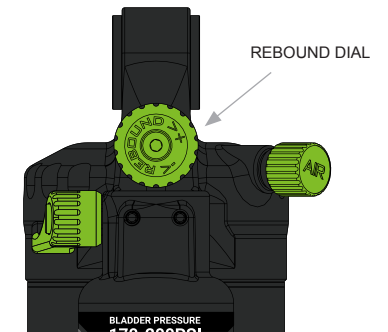


THE BLADDER SYSTEM

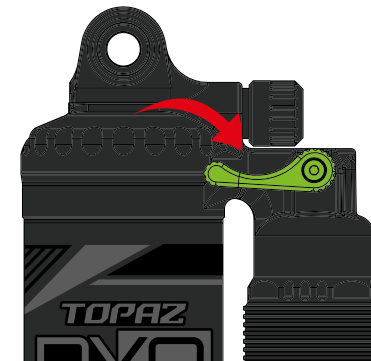
The bladder is a tuning feature to tailor the feel of the shock to the rider. Try a higher or a lower pressure to find what suits you. The chart on the next page is a starting point, feel free to try the full pressure range! Bladders are located in the reservoir of the rear shock and take the place of a traditional IFP or internal floating piston. They both have the same purpose but completely different ways of executing it. A bladder is basically a balloon which is filled with air and seated to the end cap. The bladder is charged with a high PSI to push back against the oil which creates pressure in the system. As the shock is compressed, oil flows through the system and starts to compress the bladder. MAX Bladder pressure 200 psi.

REBOUND: Rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the coil spring weight. Higher pressures require more rebound damping. Lower pressures require less rebound damping so please adjust accordingly.

Clockwise = Slow
Counter-clockwise = Fast



Rebound settings will vary greatly on bike design, trail conditions, and rider preference. It's best to start with the rebound adjuster in the closed setting (full clockwise) and adjust out in two-click increments.



T3 COMPRESSION:

The **OPEN** setting provides incredible plush performance for downhills.

The middle **SUPPORT** position is for unmatched stability to counter rider input on undulating terrain.

The **FIRM** position is optimised for the climbs.

STEP 19 CONTINUED...

SHOCK: DVO TOPAZ AIR
SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

AIR PRESSURE (PSI)	BLADDER PRESSURE (PSI)	REBOUND
140	170	8-9
145	170	8-9
150	170	8-9
160	170	6-7
165	175	6-7
170	180	5-6
175	180	5-6
180	180	4-5
190	185	4-5
200	190	3-4
210	190	3-4
220	190	2-3
230	195	2-3
240	200	1-2
250+	200	1-2

COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED

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





← EXAMPLE SERIAL NUMBER SHEET. PLEASE REFER TO YOUR ACCESSORY KIT FOR YOUR OWN SERIAL NUMBER SHEET



GETTING TO KNOW YOUR TAZER **INTENSE BICYCLE IDENTIFICATION**

It's important to keep track of your Tazer's serial number as well as the serial numbers of its important components for warranty and replacement purposes. Included in your Accessory Kit is a serial number sheet. Please keep this in a safe place.

Please also note down and register the unique identifiers of your battery's key below.

You will need to know the key type, code and profile. It means that if you ever lose your key you can simply and quickly order a replacement.

KEY TYPE:

KEY CODE:

KEY PROFILE:

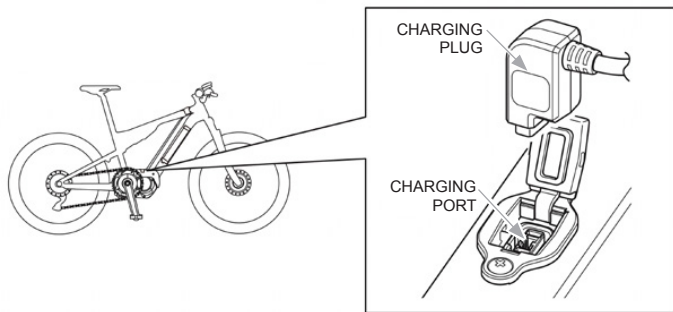
To register your key or to order a new one, please visit www.mobilesecurity.abus.com.

WARNING! USE THE SUPPLIED KEY TO REMOVE THE BATTERY FROM THE FRAME, TO PERFORM A BATTERY SWAP OR FOR CHARGING. DO NOT MOVE OR ALTER THE BATTERY FRAME MOUNTS FROM THEIR FACTORY POSITION IN THE DOWNTUBE AS THIS COULD RESULT IN SUBPAR PERFORMANCE, MAY LEAD TO BATTERY AND OR FRAME DAMAGE AND IS NOT COVERED UNDER WARRANTY. PLEASE CONTACT THE INTENSE TECH CENTER IF YOU HAVE ANY QUESTIONS RELATING TO THE BATTERY MOUNTS.

HOW TO USE YOUR TAZER
GET CHARGED

The battery in your Tazer is not fully charged at the time of purchase, so before you can use your new bike you will need to charge it using the supplied SHIMANO battery and its dedicated charger. It may take up to 10 hours to fully charge the battery in both the Pro or Expert Tazer Alloy.

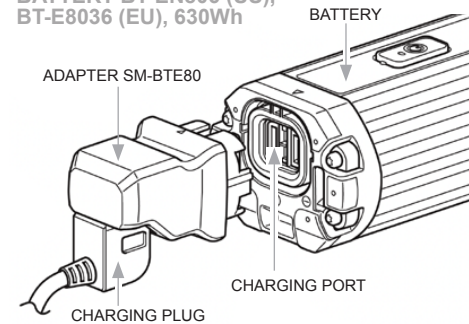
We recommend charging the battery while it's in the bike. To do this, firstly locate the charging port in your bikes frame. For the Tazer Alloy this is located above the motor where the downtube meets the seat tube above the lower link. Simply pull back the rubberized cover to access the charging port, then insert the charging plug into the charging port. The charging plug will only fit into the charging port one way. Plug the charging cable into your wall outlet.



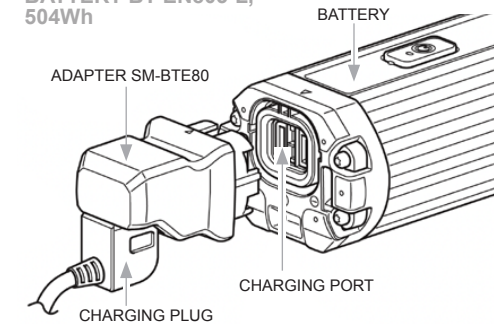
Both the SHIMANO Battery and SHIMANO Charger indicator lights will light up. The yellow charger light shows that it is charging correctly. The green lights on the battery itself will blink while charging and become completely solid when fully charged.

When the battery is completely charged, both it and the charger will turn off, but it is good practice to unplug and turn the charger off once the battery is fully charged. You can also remove the battery from the bike (see page 13) and charge using the ports illustrated below.

Tazer PRO
 BATTERY BT-EN806 (US),
 BT-E8036 (EU), 630Wh



Tazer EXPERT
 BATTERY BT-EN805-L,
 504Wh



IMPORTANT POINTS REGARDING YOUR BATTERY

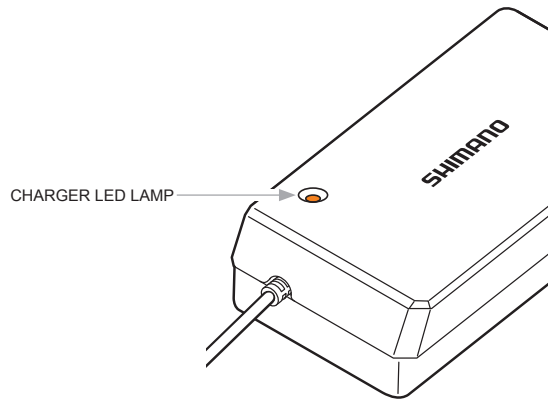
We do not recommend that you charge your battery overnight.

Charging can be carried out at any time regardless of the amount of charge remaining, but we recommend you charge the battery until it is fully charged.




Only use the dedicated SHIMANO charger that came with your bike when recharging the battery.

If the battery has become fully spent, charge it as soon as possible. If you leave the battery without charge it will deteriorate.

If your Tazer will not be ridden over an extended period of time, store it away with approximately 70% battery capacity remaining. Also take care not to let the battery become completely empty by charging it every six months.



AS CHARGING STARTS THE LED LAMP ON THE CHARGER LIGHTS UP.

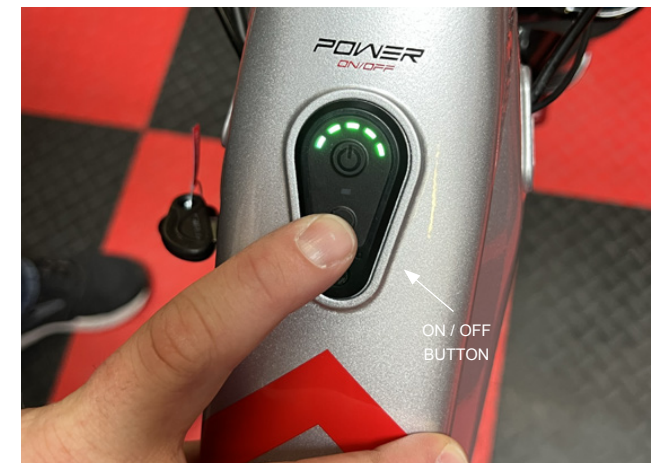
- 
LIT UP Charging (and within 1 hour after completion of charging)
- 
BLINKING Charging Error
- 
TURNED OFF Battery disconnected (1 hour or more after completion of charging)

TURNING ON YOUR TAZER eBIKE

The power ON/OFF button is located on the toptube, toward the front of your bike. It is easy to find and simple to use. Press and hold the power button until you hear an audible 'beep'. The green LED lights on the Power ON/OFF button will come on at this stage, and the computer display on your handlebars will be activated.

Please note that the battery cannot be turned on whilst it is charging, if the bike is moving or if you have your feet on the pedals. A 'system error' may occur (see page 62).

To turn off. With your feet off the pedals, simply hold down the power button for a few seconds until the system shuts down. The handlebar display will go blank.

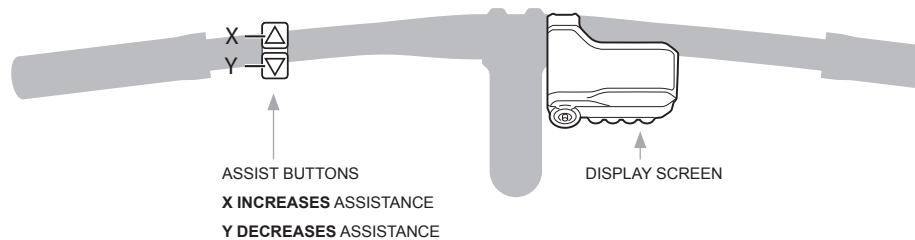


AUTOMATIC 'POWER OFF' FUNCTION

If the bicycle has not moved for over 10 minutes, the power will automatically turn off.

USING THE POWER MODES

Your Tazer motor comes with three main assist modes: BOOST, TRAIL and ECO, and a fourth WALK mode. You can easily toggle between the three modes using the Assist Switch that's located on the left-hand side of your handlebars. Assistance only starts when you begin to pedal. You can switch between modes at any time depending on the amount of assistance you require.



IMPORTANT: THE LAW AND eBIKES

Your Tazer eBike speed is restricted by law. The limit in the USA is 20mph (32km/h) and in Europe it is 15.5mph (25km/h). When these speeds are reached the motor power will cut out. Power to the motor will only return when the speed drops below those limits.

BOOST

BOOST Mode is a lot of fun, especially on long steep climbs and if you're looking to minimize rider effort for a fantastic riding experience. BOOST will consume the battery the fastest.

TRAIL

TRAIL mode is the primary mode you will find yourself using for most single track riding. It offers all the power of BOOST mode, however it does require more input from the rider. This truly is the most realistic assisted riding experience available. TRAIL is a great balance of efficiency and power based on the needs of the rider. This makes TRAIL mode require less battery than BOOST and will give the rider more range.

ECO

ECO mode is all about efficiency and providing the most range out of the available modes. With this it does provide the least amount of assistance, which will require more input from the rider to maintain speed. This mode is great for long days on the bike where battery conservation needs to be considered or as a training and fitness tool.

WALK

WALK mode is very useful if you are out exploring and find yourself in a situation where you need to walk your bike up a hill. This mode will help to take care of the weight of the bike and make the push up the hill much easier.

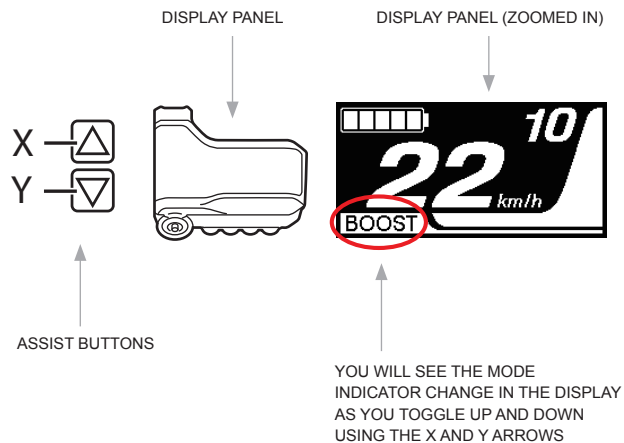
All of the riding modes are extremely tunable through the SHIMANO STEPS App. The app allows the rider the ability to set up two separate tune profiles and have the ability to adjust between the two on the fly.

When considering the expected range for each one of these modes it is important to note that there are many factors that introduce variables. Factors such as rider weight, riding style, gear selection, soil type, hilly terrain and tire pressure, etc.

CHANGING THROUGH THE MODES

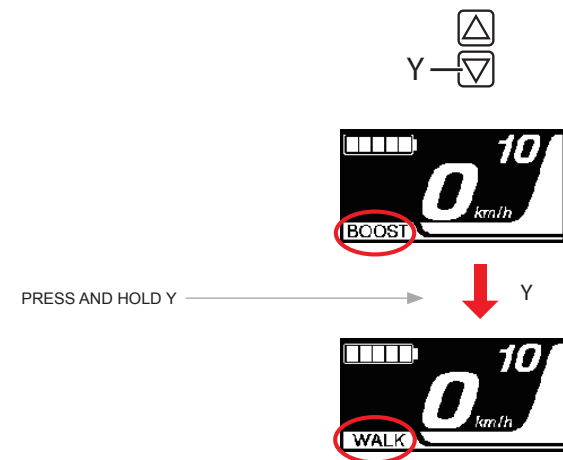
You only get assistance from the motor when you start to pedal. The motor 'kicks in' almost immediately with a nice, smooth transition. On the Assist Switch controller use the up and down arrows to move between the different modes.

When you first turn the battery on, the display will light up and show 'OFF' in the bottom left corner. Use the up arrow (X) to move into ECO mode, press it again for TRAIL, and again for BOOST. Pressing the down arrow (Y) will take you back down through those modes.



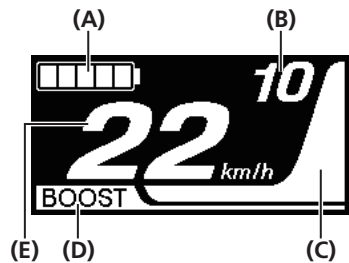
In a safe area, away from traffic, go through the different modes as you pedal around, feeling the different levels of assistance. As you change between the modes you can keep pedaling, and don't forget to try the different modes in different gears to get the best feel for your bike.

To use the WALK function you need to be off the bike, with your feet off the pedals and the bike stationary. Press and hold the down arrow (Y) until WALK appears in the display. Release the down button, then press and hold it down to activate the motor into WALK mode. The level of assistance is only small (a max of 3.7mph), and it will depend on what gear you are in, but it can be a useful helping hand in certain situations.



SCREEN DISPLAY

The Screen Display is your 'eyes on the system'. It shows information such as what mode you are in, the speed you are going and more.



A. Battery level indicator

Displays the current battery level.

B. Gear position

Displays the current set gear position. Only displays when electronic gear shifting is in use. The Tazer comes with mechanical shifting as standard.

C. Assist gauge

Assistance output indicator.

D. Assist mode display

Displays the current assist mode.

E. Current speed

This can be switched between mph and km/h.

BATTERY LEVEL INDICATOR

The battery level indicator is located in the top left of the display screen. You can monitor the battery level as you ride.

BATTERY LEVEL INDICATOR ON DISPLAY UNIT	
BATTERY LEVEL INDICATION*1	BATTERY LEVEL
	81% – 100%
	61% – 80%
	41% – 60%
	21% – 40%
	1% – 20%*
	0%

*The battery level indicator blinks when remaining battery level falls to this level.

SHIMANO'S E-TUBE APP



Your Tazer comes with pre-set 'profiles', which we believe to be the perfect level of power and assistance in each of the modes for this model of bike. The Tazer EXPERT (SHIMANO EP600 motor) comes with one pre-set profile, and the Tazer PRO (SHIMANO EP800 motor for the EU and EP801 for the US) has two pre-set profiles.

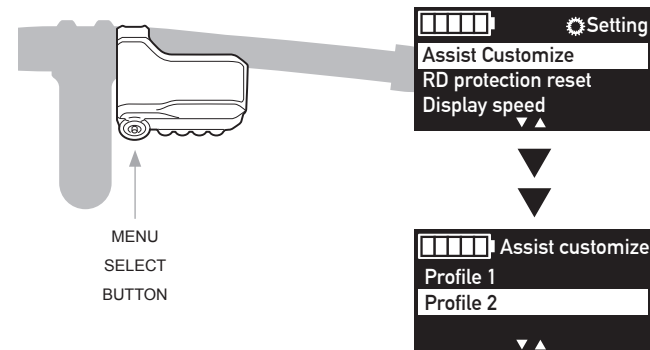
For those of you who would like to fully customize your bike's settings to match your riding style SHIMANO'S E-Tube App allows you to truly personalize your riding experience. Simply download the App to your smartphone, enter your details and connect to your bike via Bluetooth.

You will then be able to work your way through the menu where you can do things like tweak the motor unit's performance and assist modes, store different rider profile settings, identify error codes and get solutions, update firmware, check for latest releases and the newest functions, etc. Please note that the Tazer EXPERT model has slightly less tunability within in the SHIMANO E-Tube App than the PRO model.

The most important adjustments for the motor output are the assist characteristic (the amount the motor multiplies the rider input), the maximum torque (the 'pulling force') and assist characteristic at the start (how quickly the bike reacts to rider input). It can be tricky to balance all these elements, and it is best to adjust one setting at a time and evaluate how it feels.

HOW TO ACCESS THE TWO PRE-SET CUSTOM PROFILES

With the power system on (and no weight on the bike), press and hold the selection button on the bottom of the display screen to open the 'Setting' menu. Using the Assist Switch controller (mode selector) on the left of your handlebar, scroll down to the 'Assist Customize' option. Using the selection button on the bottom of the display, select 'Assist Customize'. Using the mode selectors on the left of the handlebar, select your desired 'Profile'.



E-Tube App Link
www.e-tube.shimano.com
 (scan QR code for direct access)

Additional Links:
www.e-tubeproject.shimano.com
www.e-tubeproject.shimano.com/application

TROUBLESHOOTING

BATTERY LED ERROR INDICATORS

System errors and similar warnings are indicated by the battery LED through various lighting patterns.

BATTERY ERROR INDICATOR			
LIGHTING PATTERN	ERROR INDICATION TYPE	INDICATION CONDITION	RECOVERY
	SYSTEM ERROR	Communication error with the bicycle system.	Make sure that the cable is not loose or improperly connected. If the situation does not improve, contact the place of purchase.
	TEMPERATURE PROTECTION	If the temperature exceeds the guaranteed operating range, the battery output is turned off.	Leave the battery in a cool place away from direct sunlight until the internal temperature of the battery decreases sufficiently. If the situation does not improve, contact the place of purchase.
	SECURITY AUTHENTICATION ERROR	This is displayed if a genuine drive unit is not connected. This is displayed if any of the cables are disconnected.	Connect a genuine battery and drive unit. Check the condition of the cables. If the situation does not improve, contact the place of purchase.
	CHARGING ERROR	This is displayed if an error occurs during charging.	Remove the charger from the battery and press the power button. If an error appears contact the place of purchase.
	BATTERY MALFUNCTION	Electrical failure inside the battery.	Connect the charger to the battery and then remove the charger. Press the power button with only the battery connected. If an error appears with only the battery connected, contact the place of purchase.

NO LIGHT
 LIT UP
 BLINKING

WARNING AND ERROR MESSAGES ON THE CYCLE COMPUTER DISPLAY

Warning and Error messages are displayed at the top in the middle of the computer display screen. These messages usually start with a 'W' and help you identify the problem.

WARNING MESSAGE ON THE DISPLAY SCREEN. THIS DISAPPEARS ONCE THE ERROR IS FIXED.



WARNING MESSAGES ON DISPLAY

CODE	DISPLAY PRECONDITIONS	OPERATIONAL RESTRICTION	REMEDY
W010	Temperature of the drive unit is higher than it is during times of normal operation.	Power assistance may be lower than usual.	Stop using the assist function until the temperature of the drive unit drops. If the situation does not improve contact the place of purchase.
W011	The travelling speed cannot be detected.	The maximum speed up to which power assistance is provided may be lower than usual.	Check that the speed sensor is properly installed. If the situation does not improve contact the place of purchase.
W013	Initialization of torque sensor was not completed successfully.	Power assistance may be lower than usual.	With your foot off the pedal, press the battery power button and turn on the power again. If the situation does not improve contact the place of purchase.
W032	An electronic derailleur may have been installed in place of a mechanical derailleur.	Power assistance provided in (WALK) mode may be lower than usual. The walk assist function may not be able to be used in certain regions.	Reinstall the derailleur for which the system is configured to support. If the situation does not improve contact the place of purchase.



For a complete list of **SHIMANO Error Codes** and how to fix them scan the code.



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 care information as well as follow the maintenance schedule and inspect your bicycle before each ride. This will help to limit or avoid costly repairs and will also help to avoid injury due to service neglect and component failure.

CARE

- Use a soft cloth with warm soapy water to clean the aluminium surfaces. Do not use high pressure washers, abrasive cloths or cleaner.
- Be sure all frame surfaces in contact with cables are protected. Cable housing rubbing on the frame 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 the 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 or dents. If you discover damage to any degree it's best to have your frame inspected by a qualified INTENSE Tazer dealer. Any direct impact to the frame can cause serious structural damage.
- Use high-grade waterproof grease on seatpost, BB and headset bearing contact areas.
- Be sure to follow all recommended torque settings.
- Use only genuine replacement parts for safety-critical components.

TAZER MAINTENANCE SCHEDULE

	ACTION	EVERY RIDE	500 MILES OR 1MTH	2000 MILES OR 6 MTHS	4000 MILES OR 1 YR
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		
CHAIN	INSPECT FOR DAMAGE AND CHECK FOR STRETCHING		X		
BRAKES	REPLACE BRAKE PADS			X	
DERAILLEUR	INSPECT CABLES 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 (BB)	REMOVE CRANKARMS AND CHECK BB BEARINGS FOR PITTING AND WEAR			X	
GENERAL	COMPLETE TUNE-UP				X

*US SPEC SHOWN IN PHOTO

COMPONENT LISTINGS



TAZER ALLOY PRO SPEC

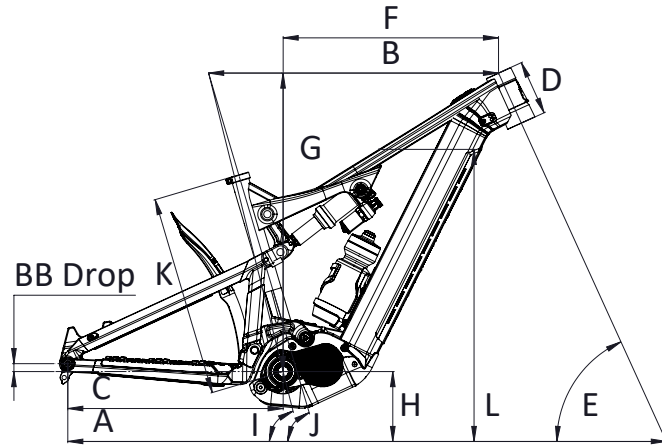
FRAME	INTENSE TAZER ALLOY FRONT AND REAR TRIANGLE WITH INTERNAL CABLE ROUTING
REAR TRAVEL	155MM
MOTOR	SHIMANO EP801 (US), SHIMANO EP800 (EU)
BATTERY	SHIMANO BT-EN806, 630WH (US), SHIMANO BT-E8036, 630WH (EU)
DISPLAY	SHIMANO SC-EM800
SWITCH	SHIMANO SW-EM800-L
FORK	FOX 38 FLOAT 29" PERFORMANCE ELITE, 160MM, GRIP 2, 51MM RAKE
SHOCK	FOX FLOAT X PERFORMANCE ELITE 185 X 55MM (US), FOX FLOAT X2 FACTORY (EU)
WHEELSET	E*THIRTEEN E*SPEC 29", 30MM FRONT, E*THIRTEEN E*SPEC 27.5", 35MM REAR INTENSE E-MTN ALLOY HUBS
REAR DER.	TRP RD-M9050-L EVO 12-SPEED
SHIFTER	TRP SL-M9050-12R EVO 12-SPEED
CRANK	SHIMANO FC-M8150 165MM, 34T (US), E*THIRTEEN E*SPEC PLUS 165MM, 34T (EU)
CASSETTE	SHIMANO CS-M6100 DEORE 12-SPEED, 10-51T
CHAIN	KMC E12 TURBO 12-SPEED
BRAKES	TRP HD-M846 DH-R EVO
ROTOR	TRP 203MM FRONT/REAR
DROPPER POST	E*THIRTEEN VARIO DROPPER 31.6MM, 150MM (SM), 180MM (MD, LG), 210MM (XL)
FRONT TIRE	MAXXIS MINION DHR II 29" X 2.60" 3C, EXO+, TUBELESS READY
REAR TIRE	MAXXIS MINION DHR II 27.5" X 2.80" 3C, EXO+, TUBELESS READY
HEADSET	INTENSE ZS49/ZS56
BAR	E*THIRTEEN BASE 35MM ALLOY, 800MM
STEM	E*THIRTEEN BASE 35MM ALLOY, 40MM
GRIPS	INTENSE LOCK-ON
SEAT	SDG BEL-AIR V3
COLOR	SILVER
SIZES	SM, MD, LG, XL



TAZER ALLOY EXPERT SPEC

FRAME	INTENSE TAZER ALLOY FRONT AND REAR TRIANGLE WITH INTERNAL CABLE ROUTING
REAR TRAVEL	155MM
MOTOR	SHIMANO EP600
BATTERY	SHIMANO BT-EN805-L, 504WH
DISPLAY	SHIMANO SC-EM800
SWITCH	SHIMANO SW-EM800-L
FORK	DVO DIAMOND E3 29", 160MM, 44MM RAKE
SHOCK	DVO TOPAZ E3 AIR, 185MM X 55MM
WHEELSET	WTB ST I30 TCS 29", 30MM FRONT WTB ST I35 TCS 27.5", 35MM REAR INTENSE E-MTN ALLOY HUBS
REAR DER.	SHIMANO RD-M6100 DEORE 12-SPEED
SHIFTER	SHIMANO DEORE SL-M6100 12-SPEED
CRANK	SHIMANO FC-EM600 165MM, 34T
CASSETTE	SHIMANO DEORE CS-M6100 12-SPEED, 10-51T
CHAIN	SHIMANO DEORE CN-M6100 12-SPEED
BRAKES	TRP HD-M843 TRAIL EVO
ROTOR	TRP 203MM FRONT/REAR
DROPPER POST	INTENSE RECON DROPPER 31.6MM, 125MM (SM), 150MM (MD, LG), 170MM (XL)
FRONT TIRE	MAXXIS MINION DHR II 29" X 2.60" 3C, EXO+, TUBELESS READY
REAR TIRE	MAXXIS MINION DHR II 27.5" X 2.80" 3C, EXO+, TUBELESS READY
HEADSET	INTENSE ZS49/ZS56
BAR	INTENSE RECON 35 ALLOY 800MM, 30MM RISE
STEM	INTENSE RECON 35 ALLOY 45MM
GRIPS	INTENSE LOCK-ON
SEAT	WTB VOLT
COLOR	SILVER
SIZES	SM, MD, LG, XL

TAZER ALLOY
**GEOMETRY
CHARTS**



TAZER ALLOY PRO

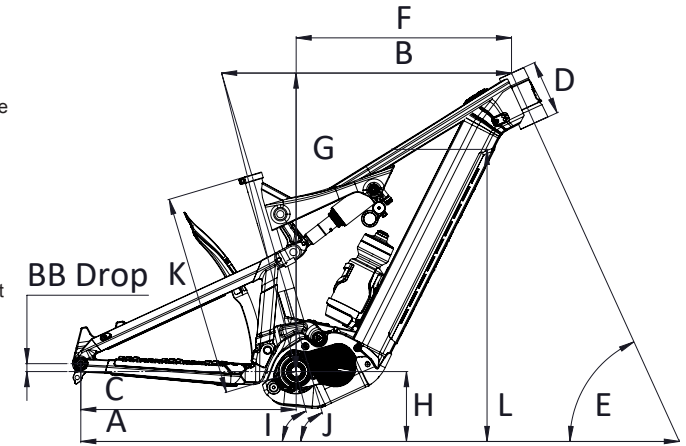
	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1197 MM / 47.1"	1228 MM / 48.4"	1258 MM / 49.5"	1288 MM / 50.7"
TOPTUBE LENGTH (B)	579 MM / 22.8"	608 MM / 23.9"	636 MM / 25"	666.3 MM / 26.2"
CHAINSTAY LENGTH (C)	450 MM / 17.7"	450 MM / 17.7"	450 MM / 17.7"	450 MM / 17.7"
HEADTUBE LENGTH (D)	100 MM / 4.0"	115 MM / 4.5"	125 MM / 4.9"	125 MM / 4.9"
HEADTUBE ANGLE (E)	64.6°	64.6°	64.6°	64.6°
REACH (F)	415 MM / 16.4"	440 MM / 17.3"	465 MM / 18.3"	496 MM / 19.5"
STACK (G)	616 MM / 24.3"	630 MM / 24.8"	639 MM / 25.2"	640 MM / 25.2"
BB HEIGHT (H)	355 MM / 14"	355 MM / 14"	355 MM / 14"	355 MM / 14"
BB DROP	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"
SEATTUBE ANGLE (EFFECTIVE) (I)	75°	75°	75°	75°
SEATTUBE ANGLE (ACTUAL) (J)	72.6°	72.6°	72.6°	72.6°
SEATTUBE LENGTH (K)	395 MM / 15.5"	420 MM / 16.5"	445 MM / 17.5"	470 MM / 18.5"
STANDOVER HEIGHT (L)	814 MM / 32"	819 MM / 32.3"	826 MM / 32.5"	831 MM / 32.7"
FORK AXLE TO CROWN	577.7 MM / 22.7"	577.7 MM / 22.7"	577.7 MM / 22.7"	577.7 MM / 22.7"
LOWER HEADSET STACK HEIGHT	4 MM / 0.16"	4 MM / 0.16"	4 MM / 0.16"	4 MM / 0.16"
FORK OFFSET	44 MM / 1.7"	44 MM / 1.7"	44 MM / 1.7"	44 MM / 1.7"
FORK TRAIL	129 MM / 5.1"	129 MM / 5.1"	129 MM / 5.1"	129 MM / 5.1"
FORK TRAVEL	160 MM / 6.3"	160 MM / 6.3"	160 MM / 6.3"	160 MM / 6.3"
REAR TRAVEL	155 MM / 6.1"	155 MM / 6.1"	155 MM / 6.1"	155 MM / 6.1"
REAR SHOCK SIZE	185 X 55	185 X 55	185 X 55	185 X 55
FRONT CENTER	748 MM / 29.4"	778 MM / 31"	808 MM / 31.8"	838 MM / 33"
BB HEIGHT BASED ON FRONT TIRE OD	750 MM / 29.5"	750 MM / 29.5"	750 MM / 29.5"	750 MM / 29.5"
BB HEIGHT BASED ON REAR PLUS TIRE OD	730 MM / 28.7"	730 MM / 28.7"	730 MM / 28.7"	730 MM / 28.7"
FRONT AXLE TO REAR AXLE DROP	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"

NOTE ON FORK AXLE TO CROWN AND FORK TRAVEL: 29" FORK WITH 577.7 AC AND 160 TRAVEL TO SET BB HEIGHT.

COMPONENT SPEC NOTE:

The Tazer EXPERT and PRO are designed around the use of a single chainring only. Use of a double or triple ring set will not allow proper clearance with the frame.

Please contact Customer Service for any specific fitment questions at techcenter@intensecycles.com

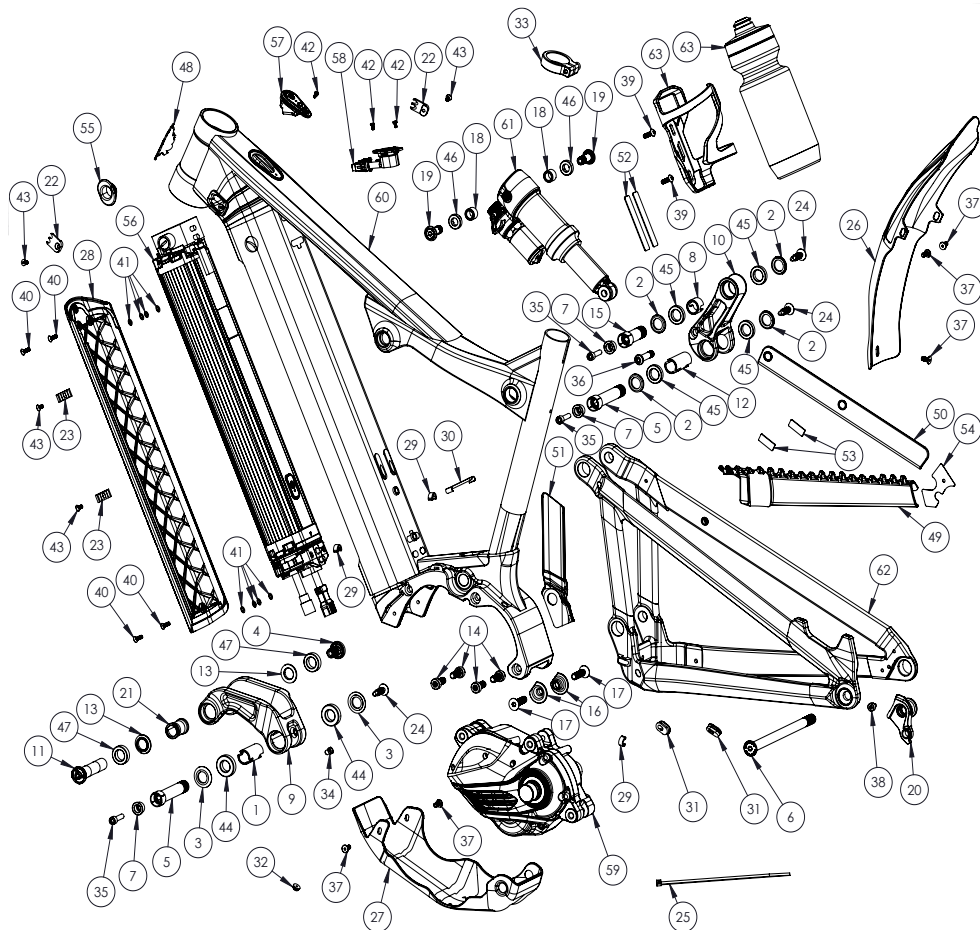


TAZER ALLOY EXPERT

	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1196 MM / 47.1"	1227 MM / 48.3"	1256 MM / 49.5"	1286 MM / 50.6"
TOPTUBE LENGTH (B)	579 MM / 22.8"	608 MM / 23.9"	636 MM / 25"	665.7 MM / 26.2"
CHAINSTAY LENGTH (C)	450 MM / 17.7"	450 MM / 17.7"	450 MM / 17.7"	450 MM / 17.7"
HEADTUBE LENGTH (D)	100 MM / 4.0"	115 MM / 4.5"	125 MM / 4.9"	125 MM / 4.9"
HEADTUBE ANGLE (E)	64.8°	64.8°	64.8°	64.8°
REACH (F)	417 MM / 16.4"	442 MM / 17.4"	467 MM / 18.4"	497 MM / 19.6"
STACK (G)	615 MM / 24.2"	629 MM / 24.76"	638 MM / 25.1"	638 MM / 25.1"
BB HEIGHT (H)	354 MM / 13.9"	354 MM / 13.9"	354 MM / 13.9"	354 MM / 13.9"
BB DROP	10.8 MM / 0.43"	10.8 MM / 0.43"	10.8 MM / 0.43"	10.8 MM / 0.43"
SEATTUBE ANGLE (EFFECTIVE) (I)	75.2°	75.2°	75.2°	75.2°
SEATTUBE ANGLE (ACTUAL) (J)	72.8°	72.8°	72.8°	72.8°
SEATTUBE LENGTH (K)	395 MM / 15.5"	420 MM / 16.5"	445 MM / 17.5"	470 MM / 18.5"
STANDOVER HEIGHT (L)	812 MM / 32"	817 MM / 32.2"	824 MM / 32.4"	829 MM / 32.6"
FORK AXLE TO CROWN	573.7 MM / 22.6"	573.7 MM / 22.6"	573.7 MM / 22.6"	573.7 MM / 22.6"
LOWER HEADSET STACK HEIGHT	4 MM / 0.16"	4 MM / 0.16"	4 MM / 0.16"	4 MM / 0.16"
FORK OFFSET	44 MM / 1.7"	44 MM / 1.7"	44 MM / 1.7"	44 MM / 1.7"
FORK TRAIL	128 MM / 5"	128 MM / 5"	128 MM / 5"	128 MM / 5"
FORK TRAVEL	160 MM / 6.3"	160 MM / 6.3"	160 MM / 6.3"	160 MM / 6.3"
REAR TRAVEL	155 MM / 6.1"	155 MM / 6.1"	155 MM / 6.1"	155 MM / 6.1"
REAR SHOCK SIZE	185 X 55	185 X 55	185 X 55	185 X 55
FRONT CENTER	746 MM / 29.4"	777 MM / 31"	806 MM / 31.7"	836 MM / 32.9"
BB HEIGHT BASED ON FRONT TIRE OD	750 MM / 29.5"	750 MM / 29.5"	750 MM / 29.5"	750 MM / 29.5"
BB HEIGHT BASED ON REAR PLUS TIRE OD	730 MM / 28.7"	730 MM / 28.7"	730 MM / 28.7"	730 MM / 28.7"
FRONT AXLE TO REAR AXLE DROP	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"	10 MM / 0.4"

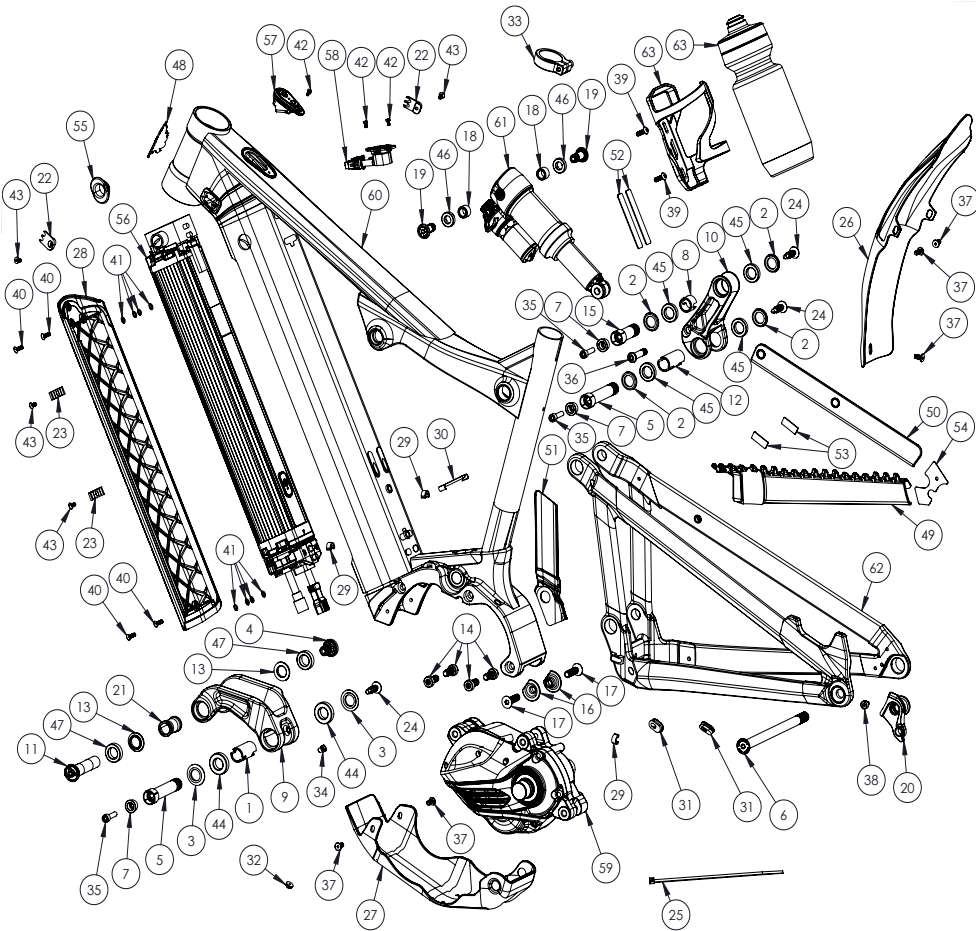
NOTE ON FORK AXLE TO CROWN AND FORK TRAVEL: 29" FORK WITH 573.7 AC AND 160 TRAVEL TO SET BB HEIGHT.

EXPLODED VIEW AND PARTS TAZER ALLOY PRO



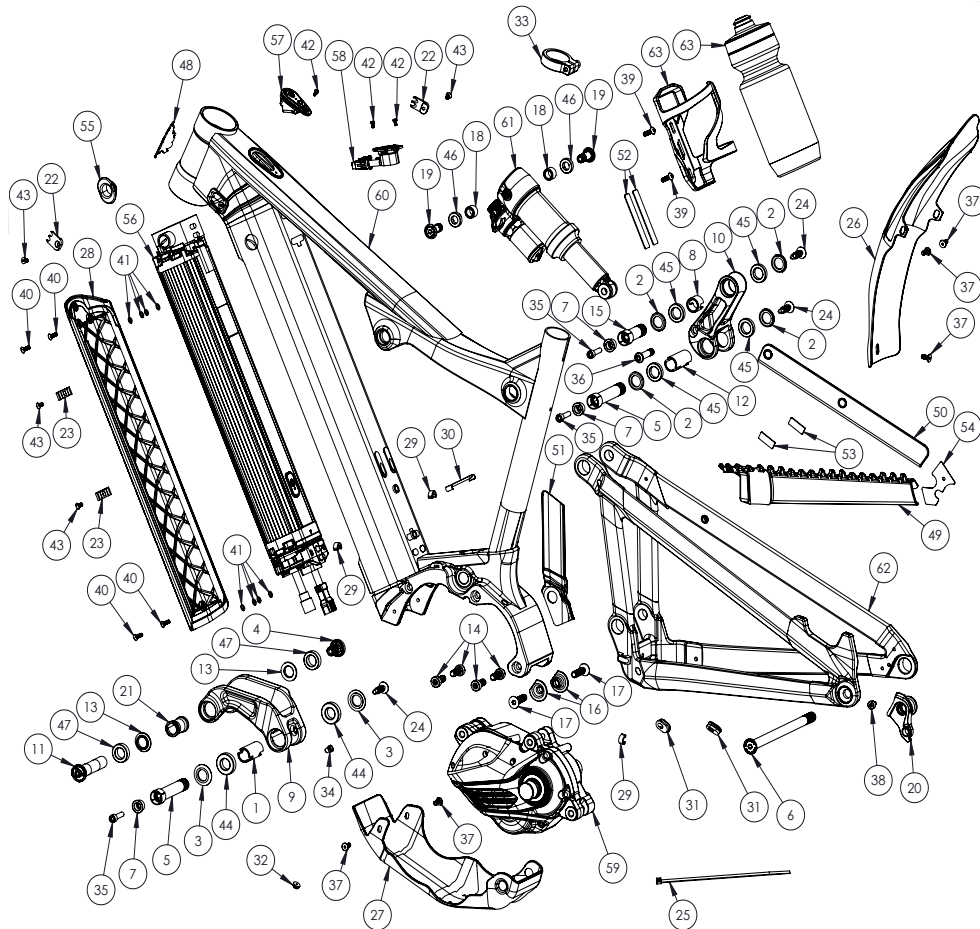
ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Crush Tube	130754	Lower Link Crush Tube	1	N/A
2	Bearing Cap 24mm OD	130765	Cap Bearing Blk	4	N/A
3	Bearing Cap	130778	Cap Bearing Blk	2	N/A
4	Bolt Shoulder	130785	Bolt Shoulder Fine Thread	1	20 Nm / 175 in-lbs
5	Bolt Main Pivot	130795	Bolt Main Pivot 1.5T Blk	2	7 Nm / 60 in-lbs
6	Rear Axle	130799	Axle Rear 148 x 12mm Boost Blk	1	11 Nm / 100 in-lbs
7	Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	3	N/A
8	Crush Tube Tazer	130847	Crush Tube Top Link Tazer	1	N/A
9	Forged Lower Link Tazer	130848	Forged Lower Link Tazer, Blk	1	N/A
10	Forged Top Link Tazer	130849	Forged Top Link Tazer, Blk	1	N/A
11	Axle Lower	130850	Axle Lower Pivot Tazer	1	20 Nm / 175 in-lbs
12	Crush Tube Tazer	130851	Crush Tube Top Link Tazer	1	N/A
13	Pivot Axle Spacer	130860	Pivot Axle Spacer	2	N/A
14	Drive Unit Bolt	130862	Drive Unit Bolt M8 x 18 with T40 Broach	4	10 Nm / 88 in-lbs
15	Collet Bolt Top Link	130863	Collet Bolt Top Link/ Front Triangle, Tazer	1	7 Nm / 60 in-lbs
16	Skidplate Spacer	130867	Skidplate Spacer, Tazer	2	N/A
17	Skidplate Motor Bolt	130868	M8 x 1.25 x 30 mm, Skidplate Motor Bolt	2	10 Nm / 88 in-lbs
18	Spacer Trunnion Mount	130869	Spacer 10 mm Length, Trunnion Mount	2	N/A
19	Trunnion Bolt	130870	Bolt Shoulder 22.6 mm Length, Trunnion	2	16 Nm / 140 in-lbs
20	Derailleur Hanger	130897	UDH Universal Derailleur Hanger,	1	25 Nm / 221 in-lb
21	Pivot Tube	130911	Motor Mount Pivot Tube, Tazer Alloy	1	N/A
22	Guide Plate	130912	Cable Routing Guide Plate, Tazer Alloy	2	N/A
23	Cable Guide Clamp	130913	Cable Guide Clamp, Tazer Alloy, DT Cables	2	N/A
24	Push Rivet	140038	Push Rivet SR-0817BK	3	N/A
25	Zip Tie	140053	Zip Tie, Lower Cable Guide	1	N/A
26	Rear Fender	140054	Tazer Rear Fender	1	N/A
27	Skidplate	140076	Skidplate EP8 BLK, Tazer Alloy	1	N/A
28	Battery Door	140078	Tazer Alloy Battery Door	1	N/A
29	Clip Plastic	310001	Clip for Single Guide Plastic	3	N/A
30	Jagwire cable guide	310011	Jagwire cable guide CC1010AB, 2 guide	1	N/A
31	Cap with Hole	310012	Cap with Hole VLD-150	2	N/A
32	Grommet	310013	Jagwire CCN009-5, Plug Internal Frame Routing, 2.5 mm E-wire	1	N/A
33	Seat Clamp	340339	Seat Clamp Tazer Alloy, GW #CSC0040	1	6-8 Nm / 53-70 in-lbs
34	Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5 Nm / 45 in-lbs
35	SHCS M6 x 22	410009	SHCS, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
36	SHCS M8 x 35	410045	Bolt SHCS, M8 x 35 Steel	1	16 Nm / 140 in-lbs
37	Low Profile M5 X 11	410068	Low Profile Head Screw, M5 x 11, 2.5 Hex	5	1 Nm / 9 in-lbs
38	Hanger Hardware	410070	Hanger Stop, M4 x 8 x 10mm OD	1	2 Nm / 18 in-lbs
39	BHCS M5 X 12	410010	BHCS, Button Head, M5 x 12	2	2 Nm / 18 in-lbs
40	FHCS M4 x 12	410080	FHCS, Flat Head, M4 x 0.7 x 12 Stainless	4	2 Nm / 18 in-lbs

EXPLODED VIEW AND PARTS. TAZER PRO ALLOY CONTINUED...



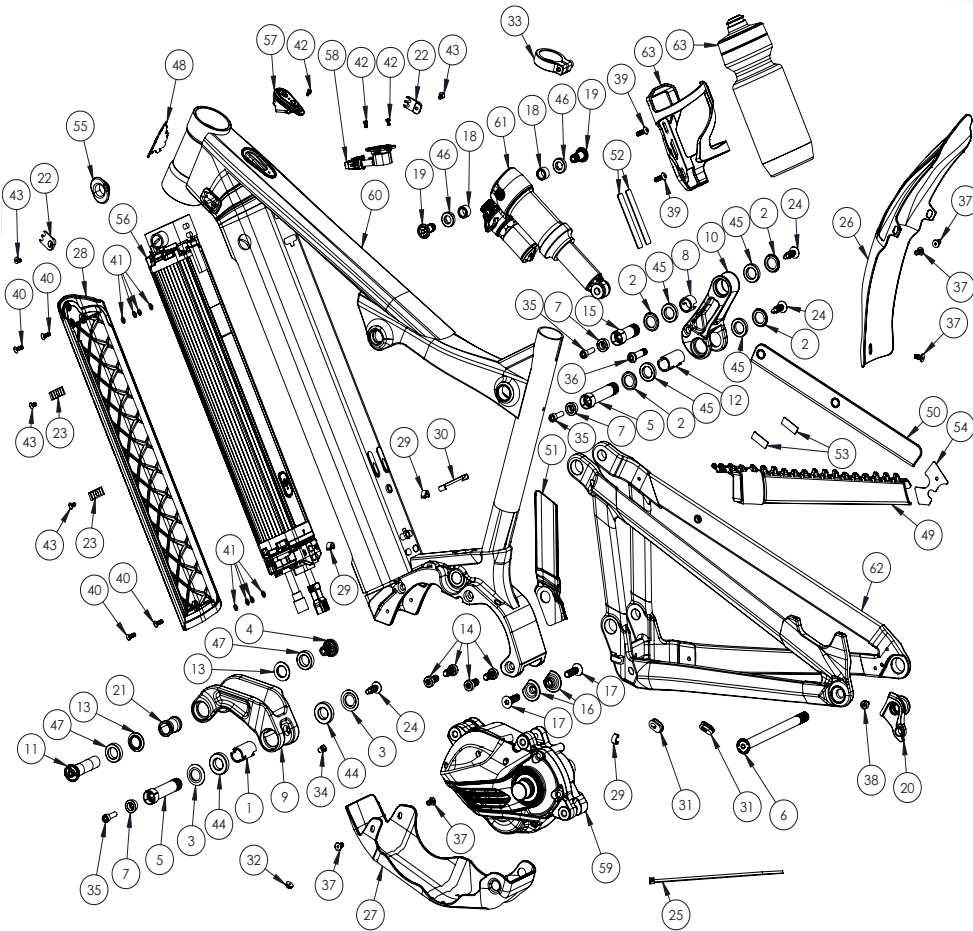
ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
41	Flat Washer	410081	M4 Flat Washer, Stainless Steel	8	N/A
42	Socket Head, M3 x 0.5	410082	SHCS, Socket Head, M3 x 0.5 x 6 Stainless Steel, Low Profile	3	1 Nm / 9 in-lbs
43	FHCS M4 x 0.7	410083	FHCS, Flat Head, M4 x 0.7 x 8, Black Oxide	4	3 Nm / 26 in-lbs
44	Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
45	Bearing 6802	430008	Bearing 6802 LLU MAX	4	N/A
46	Bearing 6800	430011	Bearing 6800 LLU MAX	2	N/A
47	Bearing 3802	430014	Bearing 3802 LLU MAX, Double 15 x 24 x 7	2	N/A
48	Head Badge	500335	Head Badge Flame Logo	1	N/A
49	Flak Guard Chainstay	500524	Flak Guard Chainstay, Tazer Alloy	1	N/A
50	Flak Guard Seatstay	500525	Flak Guard Seatstay, Tazer Alloy	1	N/A
51	Flak Guard RT. V.Strut,	500526	Flak Guard RT. Vert. Strut, Tazer Alloy	1	N/A
52	Clear Protector DT Cable	500530	Tazer Alloy DT Cable Protection	2	N/A
53	Clear Protector, RT Cable	500531	Tazer Alloy RT Cable Protection	2	N/A
54	Flak Guard CS	500532	Clear Protector, Tazer Alloy RT UDH	1	N/A
55	Key Plug Grommet	500533	Key Plug Grommet, Tazer Alloy	1	N/A
56	Battery EN806/ E8036		Battery EN806 (NA) / E8036 (EU), 630Wh	1	N/A
57	Switch: On/Off		EW-SW310 (NA) / EW-SW300 (EU)	1	N/A
58	Charging Port		KEWCP100A Charging Port	1	N/A
59	Motor		Shimano DU-EP801 (NA) / DU-EP800 (EU)	1	N/A
60	Front Triangle		Tazer Alloy Front Triangle S/M/L/XL	1	N/A
61	Rear Shock 185 x 55		Tazer Alloy Pro Rear Shock 185 x 55 FOX	1	N/A
62	Rear Triangle		Tazer Alloy Rear Triangle	1	N/A
63	Water Bottle and Cage		Water Bottle and Cage	1	N/A

EXPLODED VIEW AND PARTS TAZER ALLOY EXPERT



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Crush Tube	130754	Lower Link Crush Tube	1	N/A
2	Bearing Cap 24mm OD	130765	Cap Bearing Blk	4	N/A
3	Bearing Cap	130778	Cap Bearing Blk	2	N/A
4	Bolt Shoulder	130785	Bolt Shoulder Fine Thread	1	20 Nm / 175 in-lbs
5	Bolt Main Pivot	130795	Bolt Main Pivot 1.5T Blk	2	7 Nm / 60 in-lbs
6	Rear Axle	130799	Axle Rear 148 x 12mm Boost Blk	1	11 Nm / 100 in-lbs
7	Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	3	N/A
8	Crush Tube Tazer	130847	Crush Tube Top Link/Tazer	1	N/A
9	Forged Lower Link Tazer	130848	Forged Lower Link Tazer, Blk	1	N/A
10	Forged Top Link Tazer	130849	Forged Top Link Tazer, Blk	1	N/A
11	Axle Lower	130850	Axle Lower Pivot Tazer	1	20 Nm / 175 in-lbs
12	Crush Tube Tazer	130851	Crush Tube Top Link Tazer	1	N/A
13	Pivot Axle Spacer	130860	Pivot Axle Spacer	2	N/A
14	Drive Unit Bolt	130862	Drive Unit Bolt M8 x 18 with T40 Broach	4	10 Nm / 88 in-lbs
15	Collet Bolt Top Link	130863	Collet Bolt Top Link/ Front Triangle, Tazer	1	7 Nm / 60 in-lbs
16	Skidplate Spacer	130867	Skidplate Spacer, Tazer	2	N/A
17	Skidplate Motor Bolt	130868	M8 x 1.25 x 30 mm, Skidplate Motor Bolt	2	10 Nm / 88 in-lbs
18	Spacer Trunnion Mount	130869	Spacer 10 mm Length, Trunnion Mount	2	N/A
19	Trunnion Bolt	130870	Bolt Shoulder 22.6 mm Length	2	16 Nm / 140 in-lbs
20	Derailleur Hanger	130897	UDH Universal Derailleur Hanger	1	25 Nm / 221 in-lb
21	Pivot Tube	130911	Motor Mount Pivot Tube, Tazer Alloy	1	N/A
22	Guide Plate	130912	Cable Routing Guide Plate, Tazer Alloy	2	N/A
23	Cable Guide Clamp	130913	Cable Guide Clamp, Tazer Alloy, DT Cables	2	N/A
24	Push Rivet	140038	Push Rivet SR-0817BK	3	N/A
25	Zip Tie	140053	Zip Tie, Lower Cable Guide	1	N/A
26	Rear Fender	140054	Tazer Rear Fender	1	N/A
27	Skidplate	140076	Skidplate BLK, Tazer Alloy	1	N/A
28	Battery Door	140078	Tazer Alloy Battery Door	1	N/A
29	Clip Plastic	310001	Clip for Single Guide Plastic	3	N/A
30	Jagwire cable guide	310011	Jagwire cable guide CC1010AB, 2 guide	1	N/A
31	Cap with Hole	310012	Cap with Hole VLD-150	2	N/A
32	Grommet	310013	Jagwire CCN009-5, Plug Internal Frame Routing, 2.5 mm E-wire	1	N/A
33	Seat Clamp	340339	Seat Clamp Tazer Alloy, GW #CSC0040	1	6-8 Nm / 53-70 in-lbs
34	Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5 Nm / 45 in-lbs
35	SHCS M6 x 22	410009	SHCS, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
36	SHCS M8 x 35	410045	Bolt SHCS, M8 x 35 Steel	1	16 Nm / 140 in-lbs
37	Low Profile M5 X 11	410068	Low Profile Head Screw, M5 x 11, 2.5 Hex	5	1 Nm / 9 in-lbs
38	Hanger Hardware	410070	Hanger Stop, M4 x 8 x 10mm OD	1	2 Nm / 18 in-lbs
39	BHCS M5 X 12	410010	BHCS, Button Head, M5 x 12	2	2 Nm / 18 in-lbs
40	FHCS M4 x 12	410080	FHCS, Flat Head, M4 x 0.7 x 12 Stainless	4	2 Nm / 18 in-lbs

EXPLODED VIEW AND PARTS. TAZER EXPERT ALLOY CONTINUED....



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
41	Flat Washer	410081	M4 Flat Washer, Stainless Steel	8	N/A
42	Socket Head, M3 x 0.5	410082	SHCS, Socket Head, M3 x 0.5 x 6 Stainless Steel, Low Profile	3	1 Nm / 9 in-lbs
43	FHCS M4 x 0.7	410083	FHCS, Flat Head, M4 x 0.7 x 8, Black Oxide	4	3 Nm / 26 in-lbs
44	Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
45	Bearing 6802	430008	Bearing 6802 LLU MAX	4	N/A
46	Bearing 6800	430011	Bearing 6800 LLU MAX	2	N/A
47	Bearing 3802	430014	Bearing 3802 LLU MAX, Double 15 x 24 x 7	2	N/A
48	Head Badge	500335	Head Badge Flame Logo	1	N/A
49	Flak Guard Chainstay	500524	Flak Guard Chainstay, Tazer Alloy	1	N/A
50	Flak Guard Seatstay	500525	Flak Guard Seatstay, Tazer Alloy	1	N/A
51	Flak Guard RT. V.Strut,	500526	Flak Guard RT. Vert. Strut, Tazer Alloy	1	N/A
52	Clear Protector DT Cable	500530	Tazer Alloy DT Cable Protection	2	N/A
53	Clear Protector, RT Cable	500531	Tazer Alloy RT Cable Protection	2	N/A
54	Flak Guard CS	500532	Clear Protector, Tazer Alloy RT UDH	1	N/A
55	Key Plug Grommet	500533	Key Plug Grommet, Tazer Alloy	1	N/A
56	Battery BT-EN805L		Battery BT-EN805L, 504 Wh	1	N/A
57	Switch: On/Off		EW-SW310	1	N/A
58	Charging Port		KEWCP100A Charging Port	1	N/A
59	Motor		Shimano DU-EP600	1	N/A
60	Rear Shock 185 x 55		Tazer Alloy Expert DVO Topaz	1	N/A
61	Front Triangle		Tazer Alloy Front Triangle: S/M/L/XL	1	N/A
62	Rear Triangle		Tazer Alloy Rear Triangle	1	N/A
63	Water Bottle and Cage		Water Bottle and Cage	1	N/A

TAZER
PARTS KITS

DERAILLEUR HANGER KIT IT150141

- 20 130897
- 38 410070

Universal Derailleur Hanger Kit

- UDH Universal Derailleur Hanger
- Hanger Stop M4x8x10mm OD

AXLE KIT REAR IT150098

- 6 130799

Axle Kit Rear 148 x 12 Boost Tazer

- Axle Rear 148 X 12mm Boost Blk

FRAME PROTECTION KIT IT150164

- 49 500524
- 50 500525
- 51 500526
- 52 500530
- 53 500531
- 54 500532

Frame Protection Kit Flak Guard Tazer Alloy

- Flak Guard Chainstay, Tazer Alloy
- Flak Guard Seatstay, Tazer Alloy
- Flak Guard Rear Triangle Vertical Strut, Tazer Alloy
- Clear Protector Downtube Cable, Tazer Alloy
- Clear Protector Rear Triangle Cable, Tazer Alloy
- Clear Protector Tazer Alloy Rear Triangle UDH

SEAT COLLAR KIT IT150168

- 33 340339

Seat Collar Kit Tazer Alloy

- Seat Clamp Tazer Alloy GW #CSC0040

FRAME PROTECTION KIT IT150019

- 37 410068
- 26 140054

Frame Protection Kit Fender Tazer

- Bolt SHCS Flat Head M5 x 11
- Frame Protection Fender Tazer Rear BLK

FRAME PROTECTION KIT IT150166

- 37 410068
- 27 140076

Frame Protection Kit Skidplate Tazer Alloy Pro

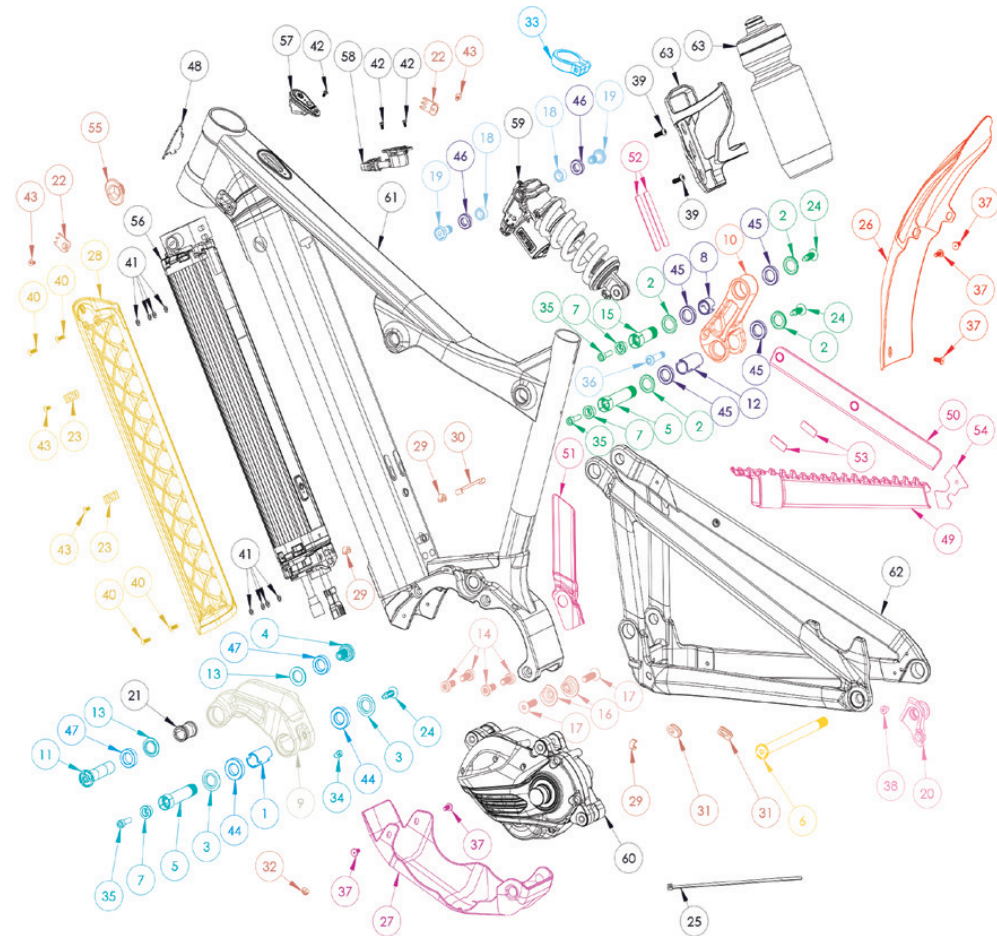
- Bolt SHCS Flat Head M5 x 11
- Skidplate EP8 Black, Tazer Alloy

LOWER LINK KIT IT150010

- 3 130778
- 13 130860
- 4 130785
- 5 130795
- 7 130807
- 11 130850
- 34 401011
- 35 410009
- 24 140038

Link Kit Lower Hardware Tazer

- Cap Bearing Blk TW
- Pivot Axle Spacer Tracer
- Bolt Shoulder Fine Thread
- Bolt Main Pivot 1.5T M16 Blk TW
- Spacer Cone Adjuster 8.3mm (Short) Blk TW
- Axle Lower Pivot Tazer
- Zerk Fitting M6 x 1.0 x 7
- Bolt SHCS M6 x 22
- Push Rivet SR-0817BK



UPPER LINK KIT

- 2 130765
- 7 130807
- 35 410009
- 24 140038
- 15 130863
- 5 130795

IT150167

Link Kit Upper Hardware Tazer Alloy

- Cap Bearing 24mm OD S275C Blk
- Spacer Cone Adjuster 8.3mm (Short)Blk TW
- Bolt SHCS M6 x 22
- Push Rivet SR-0817BK
- Collet Bolt Top Link/Ft Triangle Tazer BLK
- Bolt Main Pivot 1.5T M16 Blk TW

TAZER
**PARTS KITS
 CONTINUED...**

BEARING REBUILD KIT

IT150021

- 44 430007
- 47 430014
- 1 130754

Bearing Rebuild Kit Lower Tazer

- Bearing 7902-1ZS-MAX
- Bearing 3802 LLU Max
- Crush Tube

CABLE GUIDE KIT

IT150163

- 22 130912
- 23 130913
- 29 310001
- 30 310011
- 31 310012
- 55 500533
- 32 310013
- 43 410083

Cable Guide and Grommet Kit Tazer Alloy

- Cable Routing Guide Plate Tazer Alloy 12-174-000
- Cable Guide Clamp Tazer Alloy DT Cables
- Clip for Single Guide Plastic
- Jagwire Cable Guide CC1010AB 2 Guide
- Cap w/ Hole VLD-150
- Key Plug Grommet Tazer Alloy
- Jagwire CCN009-5 Plug Internal Frame Routing 2.5mm E-wire
- FHCS, Flat Head M4 x 0.7 x 8, Black Oxide

MOTOR MOUNT KIT

IT150012

- 14 130862
- 16 130867
- 17 130868

Motor Mount Kit Tazer

- Drive Unit Bolts M8 x 1.25 x 20 mm Length Tazer
- Skidplate Spacer Tazer
- M8 x 1.25 x 30 mm Skidplate Motor Bolt Tazer

BEARING REBUILD KIT

IT150020

- 45 430008
- 46 430011
- 12 130851
- 8 130847

Bearing Rebuild Kit Upper Tazer

- Bearing 6802-2RS-MAX
- Bearing 6800 LLU MAX
- Crush Tube Top Link Tazer
- Crush Tube Top Link M29/ Tazer

LINK KIT UPPER

IT150023

- 10 130849 B

Link Kit Upper Complete Forged Tazer

- Forged Top Link Tazer w/ Bearings Blk

LINK KIT LOWER

IT150022

- 9 130848 B

Link Kit Lower Complete Forged Tazer

- Forged Lower Link Tazer w/ Bearings

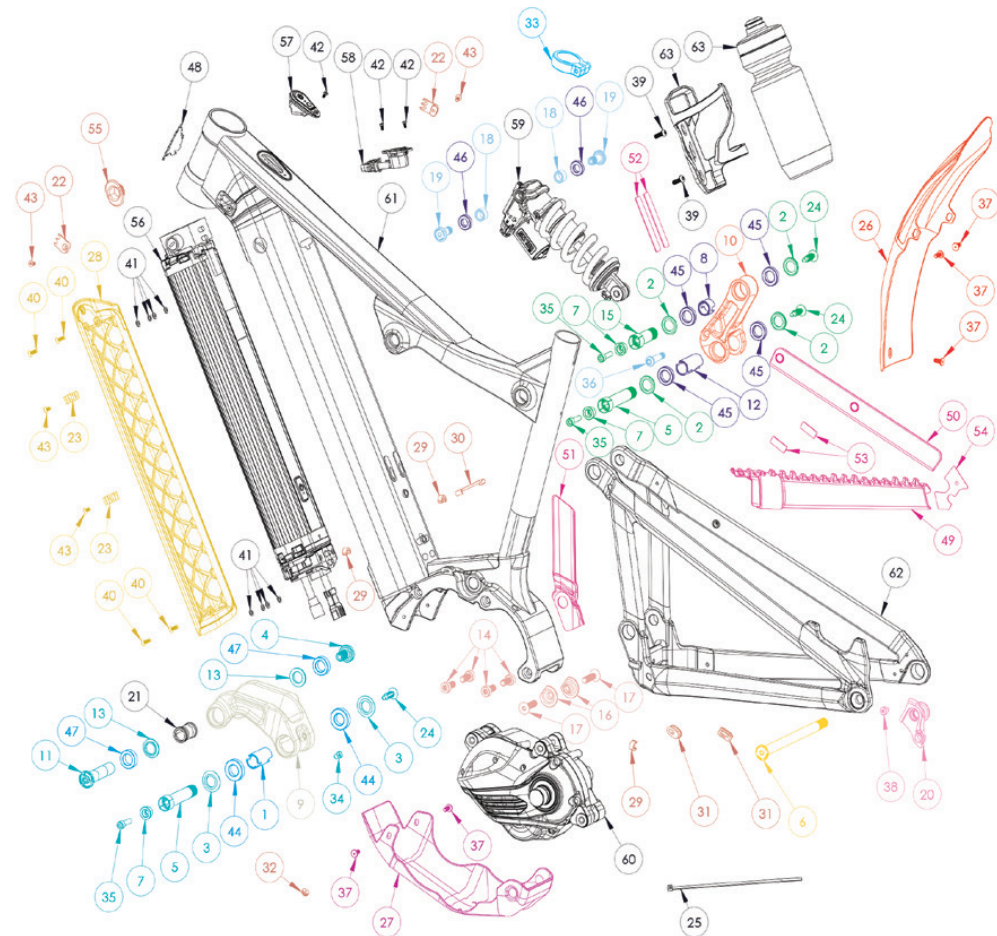
BATTERY DOOR KIT

IT150172

- 28 140078
- 23 130913
- 43 410083
- 40 410080

Battery Door Kit Complete Tazer Alloy

- Battery Door Tazer Alloy
- Cable Guide Clamp Tazer Alloy DT Cables
- FHCS, Flat Head M4 x 0.7 x 8, Black Oxide
- FHCS, Flat Head M4 x 0.7 x 12 Stainless Steel



SHOCK MOUNT KIT

IT150123

- 18 130869
- 19 130870
- 36 410045

Shock Mount Kit Tazer

- Spacer 10 mm Length, Trunnion Mount Tazer
- Bolt Shoulder 22.6 mm length, Trunnion Shock Tazer
- Bolt SHCS Button Head M5 x 8 x .8 BLK

WHEEL SENSOR KIT

IT150169

- NOT PICTURED
- NOT PICTURED

- KEWSS301L760
- AAOT000579/SP-SS10

Lower Complete Forged Tazer (4950-0015)

- Speed Sensor Unit EW-SS301 Cable Length 760mm Black bulk
- The Magnet for Six Bolts Rotor Magnet Toward Outward

DISPLAY UNIT KIT EXP

IT150170

DISPLAY UNIT KIT PRO

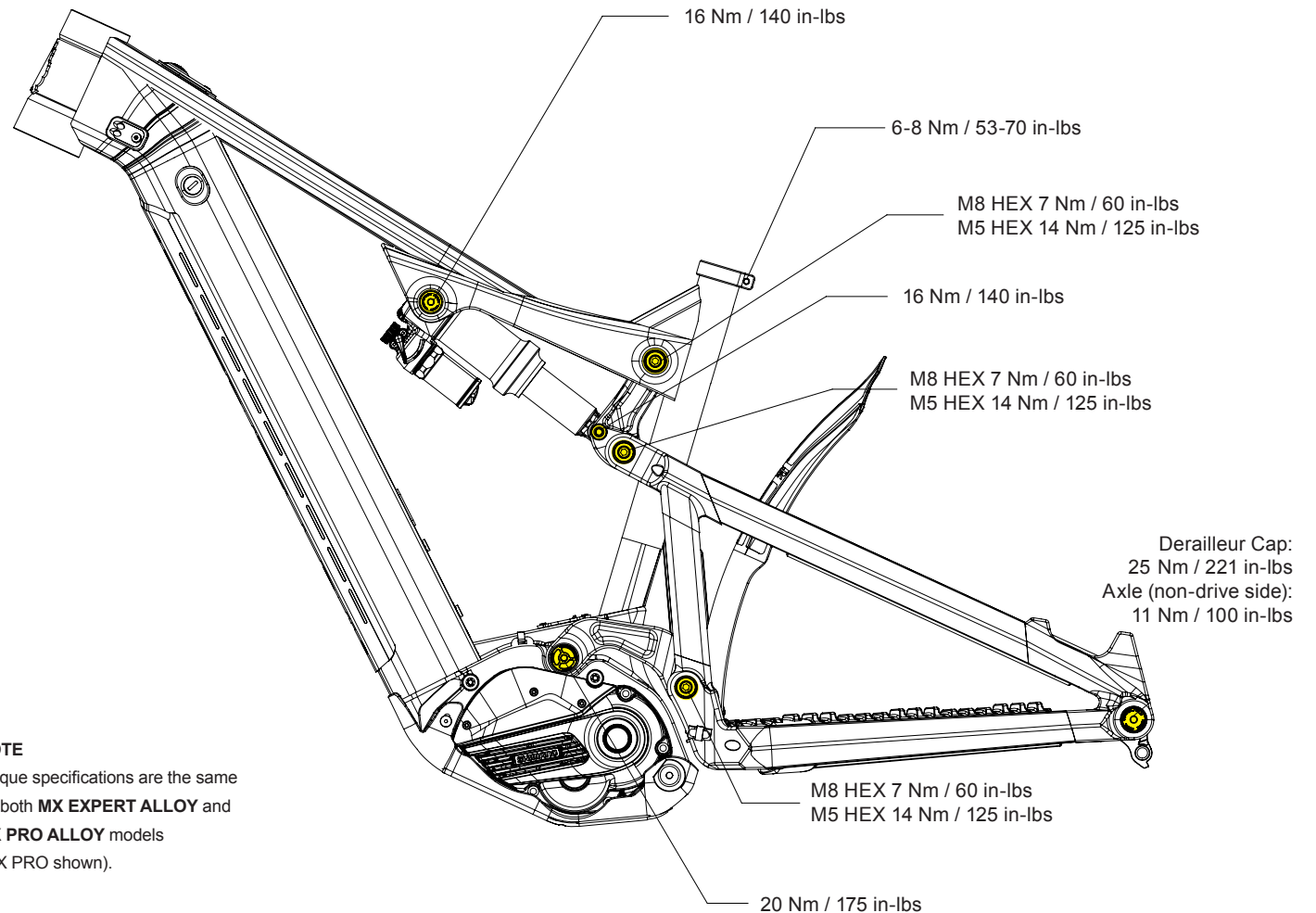
IT150171

KSCEN600A Display Unit Kit Tazer Alloy Expert

KSCEN610A Display Unit Kit Tazer Alloy Pro

TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the Tazer frame. Failure to do so could result in suboptimal performance of your frame as well as premature wear and tear of individual parts. In addition to this chart, torque values are laser etched onto corresponding hardware for your reference.



NOTE
Torque specifications are the same for both **MX EXPERT ALLOY** and **MX PRO ALLOY** models (MX PRO shown).

INTENSE TAZER MANUAL

DECLARATION OF CONFORMITY

Tazer intended for Off-road Use.

THE MANUFACTURER**INTENSE, LLC**

42380 Rio Nedo

Temecula, CA 92590-3708, USA

TEL: 951-307-9211

HEREBY CONFIRMS THE FOLLOWING PRODUCTS

Product Name: INTENSE TAZER and Tazer e-Bike

Year of Construction: 2023

Conformity with all applicable provisions from the Machinery Directive (2006/42/EC). The machine conforms to all applicable provisions of the Directive 2014/30/EU Electromagnetic Compatibility Directive.

These standards were applied:

EN 15194: 2017 Bicycles:

Electrically power assisted bicycles, EPAC Bicycles.

ISO 4210-2 Bicycles: Safety requirements for bicycles.

Technical documentation from:

INTENSE, LLC

42380 Rio Nedo

Temecula, CA 92590-3708, USA

TEL: 951-307-9211

Place and Date of issue of this Declaration of Conformity:

Temecula, CA, January 1, 2023

Beth Swarthout

Director of Quality and Compliance


Jeff Steber

CEO/Founder

Corey Hsu

Managing Director of Asia Operation

Thomas Harter

Engineering Director

SEED

Chris Knutson

Engineer

This declaration of conformity is specific to countries following CE marking directives.

NEED HELP?

For additional support, please visit www.intensecycles.com where you will find information regarding registration, warranty, part replacement as well as a variety of useful videos that will help you set up and keep your bike in optimal riding condition.

www.intensecycles.com**Phone:**

+1 (951) 307 9211

Customer Service:techcenter@intensecycles.com**General Info:**info@intensecycles.com**INTENSE LLC**

42380 RIO NEDO

TEMECULA, CA 92590

USA

INTENSE



TAZER ALLOY PRO
TAZER ALLOY EXPERT

MANUAL