



INTENSE
CYCLES · USA

USER MANUAL | SNIPER XC
SNIPER TRAIL

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, where a crew of talented people work in a Temecula, CA factory, Intense has been a brand built on passion by forward thinkers who, even today, 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 SNIPER XC, SNIPER TRAIL //

The Sniper is a ground-up, dedicated, pedaling machine with two different travel versions, XC 100mm and Trail 120mm. Short travel rigs should descend like their long travel siblings and that's what we've done. This is no "Twitchy XC bike". With the 29" wheel size and progressive XC/Trail geometry, you get a stable ride that goes where you point it. Offered with a standard hardware package as well as a light weight SL package to shave some grams, the Sniper takes XC Race and Trail riding to the next level.

REGISTRATION

WWW.INTENSECYCLES.COM/WARRANTY-CARD/



CONTACT CUSTOMER SERVICE

CS@INTENSECYCLES.COM

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INTRODUCTION / REGISTRATION	2
SNIPER XC FRAME FEATURES / COMPONENT SPEC	4
SNIPER XC GEOMETRY	5
SNIPER TRAIL FRAME FEATURES / COMPONENT SPEC	6
SNIPER TRAIL GEOMETRY	7
EXPLODED VIEW AND B.O.M.	8
ASSEMBLY	10
TORQUE CHART	17
SETUP	18
MAINTENANCE	22

SNIPER XC FRAME FEATURES / SPEC

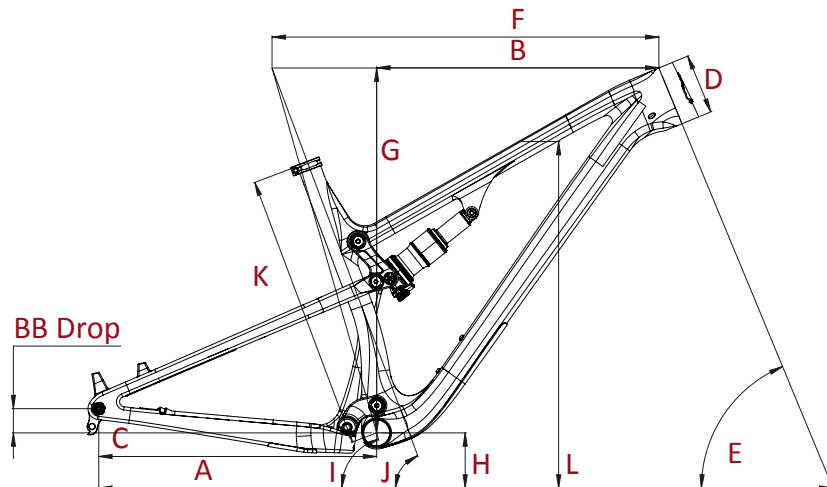
FRAME FEATURES //

- REAR TRAVEL: 3.94 INCHES (100MM) WITH 165 X 40 STROKE SHOCK
- 29" WHEEL SIZE
- INTEGRATED BOOST 148 X 12 DROPOUTS
- 4.76 LBS / 2158 GRAMS = STANDARD FRAME W/ ALLOY LOWER LINK & SHOCK
- 4.73 LBS / 2144 GRAMS = SL SUPER LIGHT FRAME W/ MAGNESIUM LOWER LINK & SHOCK
- INJECTION MOLDED TOP LINK
- INTERNAL CABLE ROUTING
- INTERNAL SEAT TUBE CABLE ROUTING FOR DROPPER POSTS
- MONOCOQUE FRONT TRIANGLE
- H2O BOTTLE FITMENT
- FLACK GUARD DOWNTUBE, CHAINSTAY, AND SEATSTAY PROTECTION
- TAPERED HEAD TUBE
- MAX BEARINGS AND DEDICATED FRAME HARDWARE

COMPONENT SPEC //

- FORK: FOX 32 STEP CAST 100MM WITH 44 MM OFFSET, 503.7MM AXLE TO CROWN LENGTH
- REAR SHOCK: FOX FLOAT DPS 165 X 40, TRUNNION MOUNT, 20MM X 8MM REDUCERS
- SEAT POST - 31.6MM
- HEADSET - CANE CREEK, 40, ALLOY CARTRIDGE (WWW.CANECREEK.COM) IS 41 TOP, IS 52 LOWER, IS=INTEGRATED TOP AND LOWER HEADSET
- BOTTOM BRACKET - PF92
- REAR AXLE - BOOST 148 X 12 WITH HIDDEN LEVER
- BRAKE MOUNT - POST MOUNT FOR 160MM ROTOR
- CRANK SET - BOOST 148 COMPATIBLE - SINGLE RING ONLY
- REAR WHEEL - BOOST 148 COMPATIBLE

SNIPER XC GEOMETRY



GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 503.7MM AXLE TO CROWN LENGTH AND 44MM FORK OFFSET.

COMPONENT SPEC NOTE

THE SNIPER XC IS DESIGNED AROUND THE USE OF A SINGLE CHAIN RING ONLY. USE OF A DOUBLE OR TRIPLE RING SET WILL NOT ALLOW PROPER CLEARANCE WITH THE FRAME.

WARNING

NOT INTENDED FOR USE WITH FORKS LARGER THAN 120MM OF TRAVEL.

		SMALL	MEDIUM	LARGE	XLARGE
A	Wheel Base:	1127 mm / 44.4"	1152 mm / 45.37"	1179 mm / 46.4"	1206 mm / 47.5"
B	Top Tube Length:	584 mm / 23.0"	609 mm / 24.0"	635 mm / 25"	660 mm / 26"
C	Chain Stay Length:	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"
D	Head Tube Length:	90 mm / 3.54"	95 mm / 3.7"	105 mm / 4.13"	115 mm / 4.5"
E	Head Tube Angle:	67.5	67.5	67.5	67.5
F	Reach:	421 mm / 16.6"	444.5 mm / 17.5"	468 mm / 18.4"	490 mm / 19.3"
G	Stack:	570 mm / 22.45"	575 mm / 22.6"	584 mm / 23"	593 mm / 23.4"
H	BB Height:	330 mm / 13.0"	330 mm / 13.0"	330 mm / 13.0"	330 mm / 13.0"
	BB Drop:	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"
I	Seat Tube Angle (Effective):	74	74	74	74
J	Seat Tube Angle (Actual):	69.4	69.4	69.4	69.4
K	Seat Tube Length:	406 mm / 16"	437 mm / 17.2"	488 mm / 19.2"	538 mm / 21.2"
L	Standover Height:	769 mm / 30.3"	771 mm / 30.4"	776 mm / 30.5"	781 mm / 30.75"

SNIPER TRAIL FRAME FEATURES / SPEC

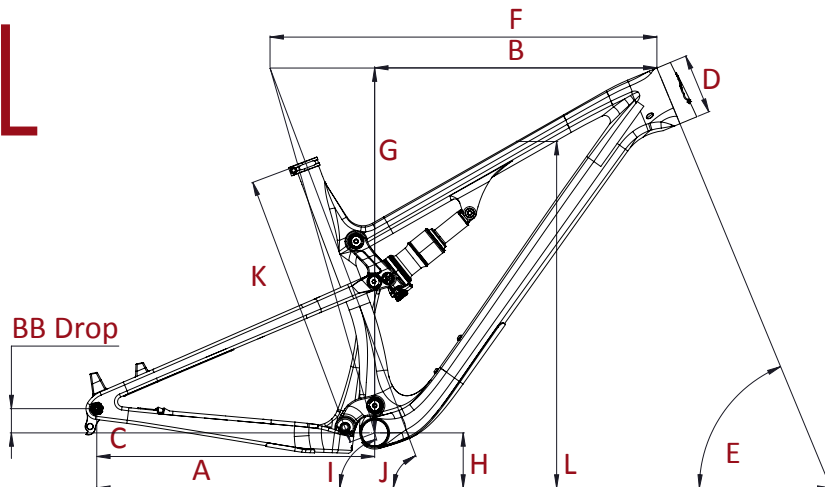
FRAME FEATURES //

- TRAIL REAR TRAVEL: 4.7 INCHES (120MM) WITH 165 X 45 STROKE SHOCK
- 29" WHEEL SIZE
- INTEGRATED BOOST 148 X 12 DROPOUTS
- 4.76 LBS / 2158 GRAMS = STANDARD FRAME W/ ALLOY LOWER LINK AND SHOCK
- 4.73 LBS / 2144 GRAMS = SL SUPER LIGHT FRAME W/ MAGNESIUM LOWER LINK & SHOCK
- INJECTION MOLDED TOP LINK
- INTERNAL CABLE ROUTING
- INTERNAL SEAT TUBE CABLE ROUTING FOR DROPPER POSTS
- MONOCOQUE FRONT TRIANGLE
- H2O BOTTLE FITMENT
- FLACK GUARD DOWNTUBE, CHAINSTAY, AND SEATSTAY PROTECTION
- TAPERED HEAD TUBE
- MAX BEARINGS AND DEDICATED FRAME HARDWARE

COMPONENT SPEC //

- FORK: FOX 34 120 MM WITH 51 MM OFFSET, 527.1MM AXLE TO CROWN LENGTH
- REAR SHOCK: FOX FLOAT DPS 165 X 45, TRUNNION MOUNT, 20MM X 8MM REDUCERS
- SEAT POST - 31.6MM
- HEADSET - CANE CREEK, 40, ALLOY CARTRIDGE (WWW.CANECREEK.COM) IS 41 TOP, IS 52 LOWER, IS = INTEGRATED TOP AND LOWER HEADSET
- BOTTOM BRACKET - PF92
- REAR AXLE - BOOST 148 X 12 WITH HIDDEN LEVER
- BRAKE MOUNT - POST MOUNT FOR 160MM ROTOR
- CRANK SET - BOOST 148 COMPATIBLE - SINGLE RING ONLY
- REAR WHEEL - BOOST 148 COMPATIBLE

SNIPER TRAIL GEOMETRY



GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 527.1MM AXLE TO CROWN LENGTH AND 51MM FORK OFFSET.

COMPONENT SPEC NOTE

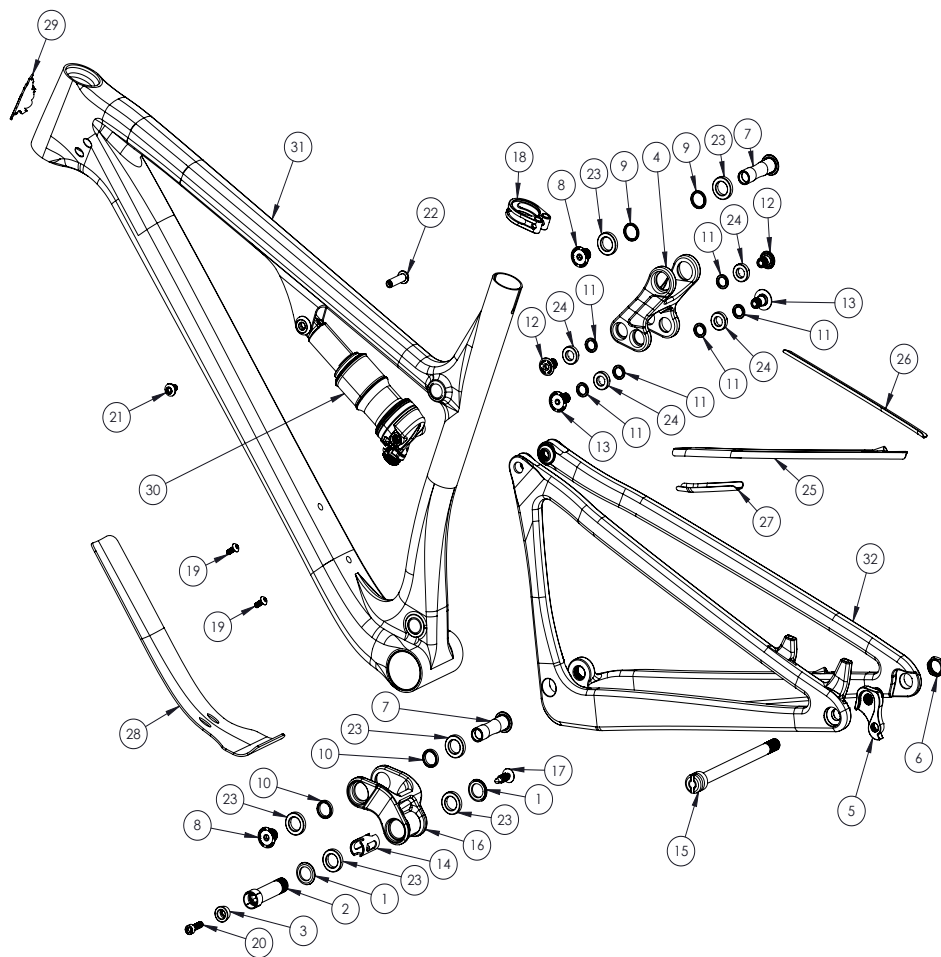
THE SNIPER TRAIL IS DESIGNED AROUND THE USE OF A SINGLE CHAIN RING ONLY. USE OF A DOUBLE OR TRIPLE RING SET WILL NOT ALLOW PROPER CLEARANCE WITH THE FRAME.

WARNING

NOT INTENDED FOR USE WITH FORKS LARGER THAN 120MM OF TRAVEL.

		SMALL	MEDIUM	LARGE	XLARGE
A	Wheel Base:	1142 mm / 45"	1168 mm / 46"	1195 mm / 47"	1221 mm / 48"
B	Top Tube Length:	584 mm / 23.0"	609 mm / 24.0"	635 mm / 25"	660 mm / 26"
C	Chain Stay Length:	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"
D	Head Tube Length:	90 mm / 3.54"	95 mm / 3.7"	105 mm / 4.13"	115 mm / 4.5"
E	Head Tube Angle:	66.5	66.5	66.5	66.5
F	Reach:	421 mm / 16.6"	444.5 mm / 17.5"	468 mm / 18.4"	490 mm / 19.3"
G	Stack:	570 mm / 22.45"	575 mm / 22.6"	584 mm / 23"	593 mm / 23.4"
H	BB Height:	338 mm / 13.3"	338 mm / 13.3"	338 mm / 13.3"	330 mm / 13.0"
	BB Drop	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"
I	Seat Tube Angle (Effective):	73°	73°	73°	73°
J	Seat Tube Angle (Actual):	68.4°	68.4°	68.4°	68.4°
K	Seat Tube Length:	406 mm / 16"	437 mm / 17.2"	488 mm / 19.2"	538 mm / 21.2"
L	Standover Height:	779 mm / 30.7"	781 mm / 30.76"	786 mm / 31"	791 mm / 31.2"

EXPLODED VIEW AND B.O.M.



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Bearing Cap	130765	Top Link Bearing Cap	2	N/A
2	Bolt Main Pivot	130791	Bolt Main Pivot 1.5t Expander Blk	1	7 Nm / 60 in-lbs
3	Cone Adjuster	130807	Main Pivot Expander Cone	1	N/A
4	Top Link	130823	Injection Molded Top Link	1	N/A
5	Hanger	130826	Forged Derailleur Hanger	1	N/A
6	Hanger Nut	130827	Rear Derailleur Hanger Nut	1	11 Nm / 100 in-lbs
7	Axle Upper	130828	Top Link Pivot Axle	2	12 Nm / 106 in-lbs
8	Bolt Shoulder	130829	Top Link Upper Pivot Bolt	2	12 Nm / 106 in-lbs
9	Spacer	130830	Top Link Upper Spacer, 19mm OD 15mm ID x 2.5mm	2	N/A
10	Spacer	130831	Lower Link Spacer 19mm OD x 15mm ID x 4mm	2	N/A
11	Spacer	130832	Top Link Lower Spacer 15mm OD x 10mm ID x 2.5mm	6	N/A
12	Shock Bolt	130833	Trunnion Shock Bolt	2	16 Nm / 140 in-lbs
13	Bolt Shoulder	130834	Top Link Lower Pivot Bolt	2	16 Nm / 140 in-lbs
14	Bearing Spacer	130845	Lower Link Bearing Spacer	1	N/A
15	Rear Axle	130846	148 x 12mm Boost with Hidden Lever	1	11 Nm / 100 in-lbs
16 [ST]	Lower Link	130825	Forged Aluminum Lower Link	1	N/A
16 [SL]	Lower Link	130854	Forged Magnesium Lower Link	1	N/A
17	Plug	140038	Lower Link Pivot Plug	1	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
18	Seat Collar	340343	Bolt-On Seat Clamp	1	4 Nm / 35.5 in-lbs
19	BHCS M5 X 12	410010	Bottle Mount Bolt, Button Head, M5 X 12	2	6 Nm / 54 in-lbs
20 [ST]	SHCS M6 x 22	410009	Cone Adjuster Bolt, Socket Head, M6 x 22	1	14 Nm / 125 in-lbs
20 [SL]	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22 Titanium	1	14 Nm / 125 in-lbs
21 [ST]	Shock Bolt, Male	410056	M6 Thread, Steel	1	10 Nm / 88 in-lbs
21 [SL]	Shock Bolt, Male	410066	M6 Thread, 7075-T6	1	10 Nm / 88 in-lbs
22 [ST]	Shock Bolt, Female	410060	8mm OD x 31mm Long Female Steel	1	10 Nm / 88 in-lbs
22 [SL]	Shock Bolt, Female	410067	8mm OD x 31mm Long Female 7075-T6	1	10 Nm / 88 in-lbs
23	Bearing 6802	430008	15 x 24 x 5 2RS, MAX Radial Bearing	6	N/A
24	Bearing 6800	430011	10 x 19 x 5 2RS, MAX Radial Bearing	4	N/A
25	Guard Flack CS	500294	Flack Guard Sniper Chainstay Top	1	N/A
26	Guard Flack Ststy	500295	Flack Guard Sniper Seatstay	1	N/A
27	Guard Flack CS	500296	Flack Guard Sniper Chainstay Bottom	1	N/A
28	Guard Flack DT	500297	Flack Guard Sniper Downtube	1	N/A
29	Head Badge	500335	Head Badge Flame Logo	1	N/A
30	Rear Shock	Shock	165 x 40 XC, 165 x 45 Trail	1	N/A
31	Front Triangle		Carbon, 4 Sizes	1	N/A
32	Rear Triangle		Carbon, 1 Size	1	N/A

ASSEMBLY

PREFACE //

Service and maintenance on an Intense bicycle requires special tools, abilities and knowledge of working on bicycles. It is always recommended to use an authorized Intense dealer for service and maintenance. Always wear eye protection. It is critical to use the proper tools, loctite, grease and torque specs during assembly. Failure to follow these instructions may result in serious bodily injury or death.

TOOLS NEEDED

- HIGH GRADE WATERPROOF GREASE
- TORQUE WRENCH
- 5MM HEX WRENCH
- 5MM HEX BIT
- 6MM HEX WRENCH
- 8MM HEX BIT
- 8MM HEX WRENCH
- 19MM SOCKET

PRO TIPS

- BE SURE TO APPLY A THIN COAT OF GREASE TO ALL PIVOT AXLES AND REAR AXLE. THIS WILL REDUCE THE CHANCES OF CORROSION DUE TO MOISTURE AND PREVENT ANY POSSIBLE CREAKS.
- AFTER THE FIRST FEW RIDES AND ALL THE COMPONENTS ARE BROKEN IN AND SETTLED INTO PLACE, GO THROUGH AND RE TORQUE ALL PIVOT AXLES AND FASTENERS. AFTER THIS FIRST ADJUSTMENT, YOU WILL BE READY TO RIP FOR THE LONG HAUL.
- USE GREASE ON ANY METAL TO CARBON INTERFACE, INCLUDING BB AND HEADSET.





CONNECTING TOP LINK TO FRONT TRIANGLE //

A Holding top link (#130823) as oriented in the above picture; hold upper link pivot bolt spacers (#130830) with your fingertips against the inside of the bearing races (IMAGE #1).

B Match upper link to pivot point on top tube making sure the spacers don't fall out.

C Using upper pivot axle (#130828), insert through non-drive side of top link bearing and push through to drive side bearing (IMAGE #2).

D Thread shoulder bolt (#130829) by hand until snug. We will return with a 6mm hex key and a 5mm hex key bit on a torque wrench after completed frame assembly.

CONNECTING THE LOWER LINK TO FRONT TRIANGLE //

A Holding the lower link (#130854), use a small dab of grease on the lower link spacers (#130831) to help keep them against the inside of the bearing races for easier installation (IMAGE #3).

B From the back of the seat tube, slide the lower link over and match lower link to pivot point on front triangle, making sure the spacers don't fall out (IMAGE #4).

C Using the pivot axle (#130828), insert through drive side of lower link bearing and push through to drive side bearing (IMAGE #5).

D Thread shoulder bolt (#130829) by hand until snug. We will return with a 6mm hex key and 5mm hex bit on a torque wrench after completed frame assembly (IMAGE #6).



CONNECTING REAR TRIANGLE TO LOWER LINK //

A Put a small dab of grease on the outside bearing race as well as on the contacting surface of the bearing cap (#130765). This will help hold the bearing caps in place during installation (IMAGE #7).

B Slide rear triangle over the lower link and line up the pivot point over the bearing caps (IMAGE #8).

C Insert greased main pivot bolt (#130791) into non-drive side of lower link. Insert 8mm hex wrench and tighten till lightly snug. We will return with a torque wrench after completed frame assembly (IMAGE #9).

D Insert push rivet (#140038) on the drive side in the pivot axle (IMAGE #10).

CONNECTING REAR TRIANGLE TO TOP LINK //

A Put a small dab of grease on the outside/inside bearing races as well as on the contacting surface of the bearing spacers (#130832). Be sure to place a greased bearing spacer on both the outside and inside bearing faces. You will use a total of 4 spacers for this step (IMAGE #11 and #12).

B Swing the rear triangle up to line up pivot point with upper link bearing cap (IMAGE #13).

C Insert clevis bolts (#130834) into drive side and non-drive side seat stays. Tighten by hand until snug. We will come back with 5mm hex torque wrench after complete frame assembly (IMAGE #14).



INSTALLING REAR SHOCK //

A Holding the shock with the shaft and eyelet pointing towards the front of the bike, align shock eyelet with shock tab. Insert shock shoulder bolt (#410067) from non-drive side and thread in shock shoulder bolt (#410066) on drive side (IMAGE #15). Tighten until snug by hand and we will return with a 5mm hex key and torque wrench after completed frame assembly.

B Put a small dab of grease on the bearing spacer (#130832) and place on inside facing bearing race. You will be using 2 bearing spacers for this step. Then gently pivot shock trunnion mount tabs into place and align (IMAGE #16 and #17).

C Insert and thread in trunnion bolt (#130833) on drive side and non-drive side and tighten by hand until snug. We will return with a 5mm hex key torque wrench after completed frame assembly (IMAGE #18).

INSTALLING DERAILLEUR HANGER //

A Apply a thin layer of grease to the derailleuer hanger (#130826) shank and install into the keyed insert on the drive side of the rear triangle (IMAGE #19).

B Install derailleuer hanger nut (#130827) using a 19mm socket, torque to 11 nm / 100 in-lbs (IMAGE #20 and #21).



22



23



24



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SHOCK TORQUE PROCEDURE //

A Using a 5mm hex key and a 5mm wrench on a torque wrench, tighten shock bolt (#410066 & #410067) to 10 nm / 88 in-lbs (IMAGE #22).

B Using a 5mm hex bit on a torque wrench, tighten trunion bolts (#130833) to 16 nm / 140 in-lbs (IMAGE #23).

TOP LINK TORQUE PROCEDURE //

A First step here is to tighten the top link pivot axle (#130828 & #130829). Using a 6mm hex wrench and a 5mm hex bit on a torque wrench, tighten to 12 nm / 106 in-lbs (IMAGE #24).

B Next we will tighten the clevis bolt (#130834). Using a 5mm hex bit on a torque wrench, tighten to 16 nm / 140 in-lbs (IMAGE #25).



26



27



28



29

LOWER LINK TORQUE PROCEDURE PT.1 //

A Using a 8mm hex bit on a torque wrench, tighten main pivot bolt (#130791) to 7 nm / 60 in-lbs (IMAGE #26).

B Next install the cone spacer (#130807) with the M6x22mm bolt (#410032) and tighten until snug by hand (IMAGE #27).

C Using a 5mm hex bit on a torque wrench, tighten to 14 nm / 125 in-lbs (IMAGE #28).

LOWER LINK TORQUE PROCEDURE PT.2 //

A Using a 6mm hex wrench and a 5mm hex bit on a torque wrench, tighten the pivot axle & shoulder bolt (#130828 & #130829) to 12 nm / 106 in-lbs (IMAGE #29).



REAR AXLE ASSEMBLY //

A Insert QR 148x12mm rear axle (#130846) into axle opening on non-drive side (IMAGE #30).

B Align and start the axle thread. (IMAGE #31) then, grab the tips of the silver bar going through the rear axle, pull out and push over to one side (IMAGE #32).

C Tighten axle using the integrated lever to approximately 10 nm.

D Tip lever back over until parallel with axle and push back in until flush (IMAGE #33 and #34).

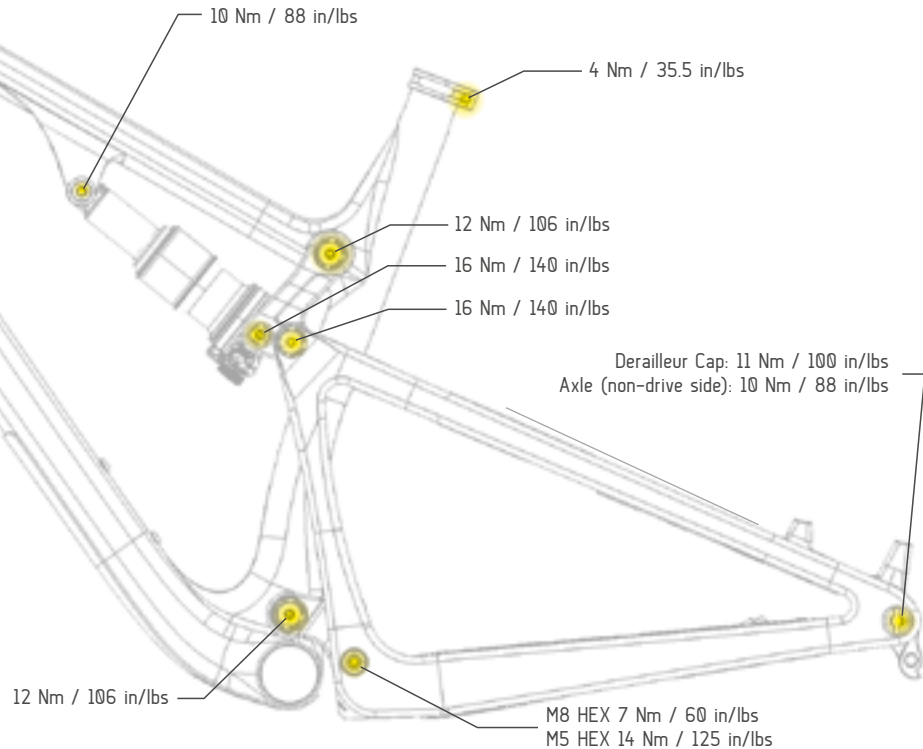
TORQUE CHART

TORQUE

ACHIEVING PROPER TORQUE IS VITAL TO ENSURING THE SAFE PERFORMANCE AND FUNCTION OF THE SNIPER FRAME. FAILURE TO DO SO COULD RESULT IN SUB-OPTIMAL PERFORMANCE OF YOUR FRAME AS WELL AS PREMATURE WEAR AND TEAR OF INDIVIDUAL PARTS.

ADDITIONAL REFERENCE

IN ADDITION TO THIS CHART, ALL TORQUE VALUES ARE LASER ETCHED ONTO CORRESPONDING HARDWARE FOR YOUR REFERENCE.



SET UP

PREFACE //

We are almost ready to rip. Just a few more checkpoints and adjustments to ensure the performance and ride characteristics of the Sniper is optimised for you.

TOOLS NEEDED

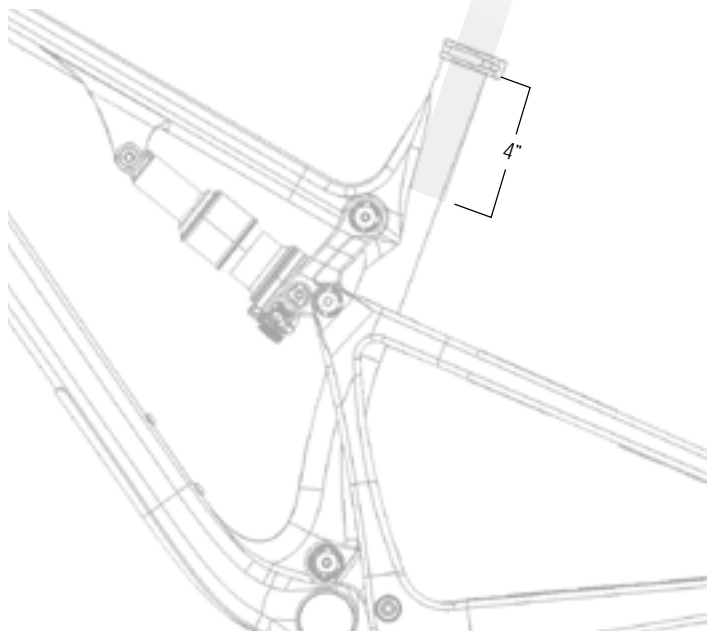
- SHOCK PUMP
- SMALL RULER OR MEASURING DEVICE
- INTENSE CARBON PASTE
- TORQUE WRENCH



RECOMMENDATION

WHEN SETTING UP THE SUSPENSION SAG, ASK A FELLOW RIPPER TO HELP. BUT IF ALONE, USING A WALL TO LEAN YOUR SHOULDER AGAINST WILL DO JUST FINE.

SEATPOST



SEATPOST

BEFORE INSERTION, LIBERALLY COAT THE SEAT POST WITH CARBON PASTE AND GENTLY SLIDE INTO THE SEAT TUBE. WITH A MINIMUM SEAT POST INSERTION OF 4", TIGHTEN SEAT POST CLAMP TO 4NM. (COVER TIGHTENING THE SEAT POST CLAMP WILL INHIBIT THE MOVEMENT OF THE SEAT POST AND POTENTIALLY DAMAGE SEAT POST AND/OR SEAT TUBE.)

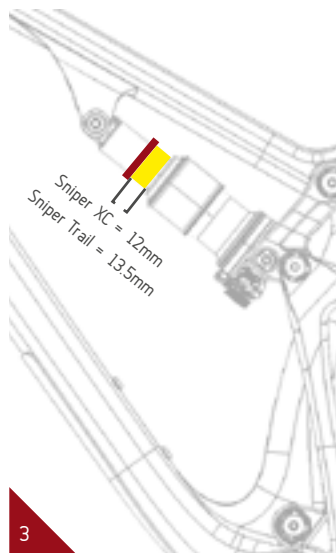
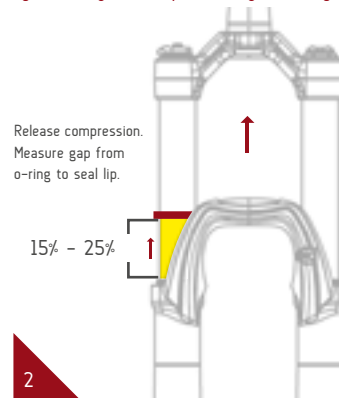
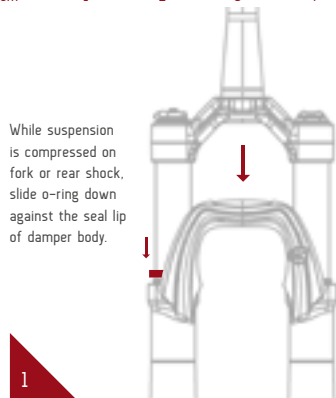
SETTING THE SAG

1. Remove fork and shock air caps and be sure you have a shock pump and a small ruler or measuring device handy.
2. Go ahead and hop on the bike. Be sure to place all your weight on the seat with the dropper in the up position and both hands on the grips.
3. Give the bike 5-6 moderate bounces and sit back down on the saddle.
4. Now have your friend slide both the rear shock and the front fork o-rings down against the seal lip of the damper bodies (IMAGE #1).
5. Step off the bike nice and easy. Be sure to not compress the suspension after the o-rings have been set.

PRO TIP

HERE IS WHERE HAVING A FRIEND HELPS. HAVE THEM STRADDLE THE FRONT WHEEL AND PULL THE HANDLE BARS IN AN UPWARD DIRECTION AS TO NOT ALLOW THE SUSPENSION TO COMPRESS AS YOU GET OFF (IMAGE #4).

6. Using your measuring device, measure the gap between the suspension seal lip and the o-ring. Using the chart on the following page will tell you if you need more air pressure or less air pressure (IMAGES #2, #3).
7. Adjust air pressure with your shock pump accordingly (IMAGE #5).
8. Re-visit steps 2-6 until your desired sag measurement have been reached.
9. Install valve caps.
10. Go ride your bike!



SHOCK SETUP

FOX FLOAT DPS

XC 165 X 40MM

TRAIL 165 X 45MM



SET UP AND TUNE

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 WWW.FOXRACINGSHOX.COM

THE PSI SETTINGS IN THE FOLLOWING CHART ARE SUGGESTIONS TO QUICKLY SET BASELINE SAG. BE SURE THE END OF YOUR SAG SET UP RESULTS IN 30% OF REAR SUSPENSION SAG.

SNIPER XC

TRAVEL	100mm
SHOCK STROKE	40mm
SHOCK SAG	30% when sitting on the bike
FORK SAG	15-25% when sitting on the bike
SHOCK:	Float DPS Performance Elite
SHOCK:	Float DPS Factory

RIDER WEIGHT(LBS/KGS)	SPRING (PSI)	REBOUND (CLICKS OUT)
100 LBS / 45 KGS	100	11
110 LBS / 50 KGS	110	10
120 LBS / 54 KGS	120	9
130 LBS / 59 KGS	130	9
140 LBS / 63.5 KGS	140	9
150 LBS / 68 KGS	150	8
160 LBS / 73 KGS	160	8
170 LBS / 77 KGS	170	8
180 LBS / 82 KGS	180	7
190 LBS / 86 KGS	190	7
200 LBS / 91 KGS	200	7
210 LBS / 95 KGS	210	6
220 LBS / 100 KGS	220	6
230 LBS / 104 KGS	230	5
240 LBS / 109 KGS	240	5
250 LBS / 113 KGS	250	4
260 LBS / 118 KGS	260	4
270 LBS / 122 KGS	270	3
280 LBS / 127 KGS	280	3
290 LBS / 131.5 KGS	290	2
300 LBS / 136 KGS	300	2

SNIPER TRAIL

TRAVEL	120mm
SHOCK STROKE	45mm
SHOCK SAG	30% when sitting on the bike
FORK SAG	15-25% when sitting on the bike
SHOCK:	Float DPS Performance Elite
SHOCK:	Float DPS Factory

RIDER WEIGHT(LBS/KGS)	SPRING (PSI)	REBOUND (CLICKS OUT)
100 LBS / 45 KGS	105	11
110 LBS / 50 KGS	115	10
120 LBS / 54 KGS	130	9
130 LBS / 59 KGS	140	9
140 LBS / 63.5 KGS	150	9
150 LBS / 68 KGS	160	8
160 LBS / 73 KGS	170	8
170 LBS / 77 KGS	180	8
180 LBS / 82 KGS	190	7
190 LBS / 86 KGS	200	7
200 LBS / 91 KGS	210	7
210 LBS / 95 KGS	220	6
220 LBS / 100 KGS	230	6
230 LBS / 104 KGS	240	5
240 LBS / 109 KGS	250	5
250 LBS / 113 KGS	260	4
260 LBS / 118 KGS	270	4
270 LBS / 122 KGS	280	3
280 LBS / 127 KGS	290	3
290 LBS / 131.5 KGS	300	2
300 LBS / 136 KGS	310	2



MAINTENANCE

GENERAL SERVICE AND CARE //

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 CYCLES EMPLOYS ADVANCED COMPOSITE TECHNIQUES AND MATERIALS 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 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, handle bar 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. Intense frames come equipped with steel chain suck plates but damage can still be done in the event of 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 Cycles dealer. Any direct impact to the frame can cause serious structural damage.
- Use high grade waterproof grease on seat post, BB and head set bearing contact areas with the carbon.
- Never ream or face a carbon frame.
- Be sure to follow all recommended torque settings.



MAINTENANCE SCHEDULE*

	ACTION	EVERY RIDE	500 MILES OR 1 MONTH	2000 MILES OR 6 MONTHS	4000 MILES OR 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 AND 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
SHOCK AND FORK	Overhaul			See MFG Recommendations	

* THE ABOVE MAINTENANCE SCHEDULE IS ONLY A GUIDELINE. REFER TO COMPONENT MANUFACTURER FOR SPECIFIC INSTRUCTION ON MAINTAINING THEIR PARTS.

W W W . I N T E N S E C Y C L E S . C O M

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