



INTENSE
CYCLES . USA

USER MANUAL | CARBINE

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 CARBINE //

Designed specifically for Enduro competition at the highest level, the Carbine sports the larger size wheels to increase stability over rough terrain. Cable integration, frame protection and pivot serviceability were a focus during development based on the extreme terrain and conditions of Enduro racing. Its lightweight carbon chassis, nimble geometry and stable pedaling platform make the Carbine the bike of choice for any rider on the circuit.

REGISTRATION

WWW.INTENSECYCLES.COM/WARRANTY-CARD/



CONTACT CUSTOMER SERVICE

CS@INTENSECYCLES.COM

951-296-9596



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FRAME FEATURES / SPEC

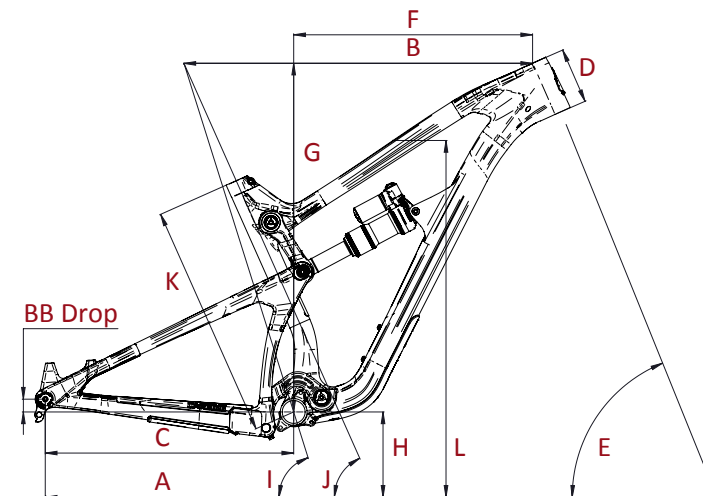
FRAME FEATURES //

- TRAVEL: 5.9" (150 MM)
- 29" WHEEL SIZE
- INTEGRATED BOOST 148 X 12 DROPOUTS
- 6.01 LBS / 2.75 KGS = CARBINE SL (M) FRAME W/ CARBON LINK, NO SHOCK
- 6.09 LBS / 2.98 KGS = CARBINE ST (M) FRAME W/ ALLOY LINK, NO SHOCK
- INTERNAL CABLE ROUTING
- INTERNAL SEAT TUBE CABLE ROUTING FOR DROPPER POSTS
- MONOCOQUE FRONT TRIANGLE
- H2O BOTTLE FITMENT
- FLK - GRD DOWNTUBE AND CHAINSTAY PROTECTION
- TAPERED HEAD TUBE
- ANGULAR CONTACT/COLLET BEARING SYSTEM WITH REPLACEABLE GREASE ZERK

COMPONENT SPEC //

- FORK - 1.5" TAPERED STEER, 160MM TRAVEL, 571MM LOWER LEG LENGTH, 51MM OFFSET
- SHOCK - 230MM X 60MM (9.05" X 2.4"), 20MM X 8MM AND 20MM X 8MM REDUCERS
- SEAT POST - 31.6MM
- HEADSET - CANE CREEK, 40, ALLOY CARTRIDGE (WWW.CANECREEK.COM)
- BOTTOM BRACKET - PF92
- REAR AXLE - BOOST 148 X 12 T/A
- BRAKE MOUNT - POST MOUNT FOR 180MM ROTOR
- CRANK SET - BOOST 148 COMPATIBLE - SINGLE RING ONLY
- REAR WHEEL - BOOST 148 COMPATIBLE

GEOMETRY



		SMALL	MEDIUM	LARGE	XLARGE
A	Wheel Base:	1181 mm / 46.5"	1205 mm / 47.4"	1233 mm / 48.6"	1253 mm / 49.3"
B	Top Tube Length:	603 mm / 23.7"	627 mm / 24.7"	655 mm / 25.8"	675 mm / 26.6"
C	Chain Stay Length:	445 mm / 17.5"	445 mm / 17.5"	445 mm / 17.5"	445 mm / 17.5"
D	Head Tube Length:	92 mm / 3.6"	100 mm / 3.9"	110 mm / 4.3"	120 mm / 4.7"
E	Head Tube Angle:	65.5°	65.5°	65.5°	65.5°
F	Reach:	410 mm / 16.1"	431 mm / 17.0"	455 mm / 17.9"	471 mm / 18.5"
G	Stack:	616 mm / 24.25"	624 mm / 24.6"	632 mm / 24.9"	641 mm / 25.25"
H	BB Height:	348 mm / 13.7"	348 mm / 13.7"	348 mm / 13.7"	348 mm / 13.7"
	BB Drop	22.87 mm / 0.90"	22.87 mm / 0.90"	22.87 mm / 0.90"	22.87 mm / 0.90"
I	Seat Tube Angle (Effective):	74°	74°	74°	74°
J	Seat Tube Angle (Actual):	66°	66°	66°	66°
K	Seat Tube Length:	385 mm / 15.16"	418 mm / 16.5"	448 mm / 17.6"	483 mm / 19"
L	Standover Height:	830 mm / 32.7"	834 mm / 32.8"	834 mm / 32.8"	836 mm / 32.9"

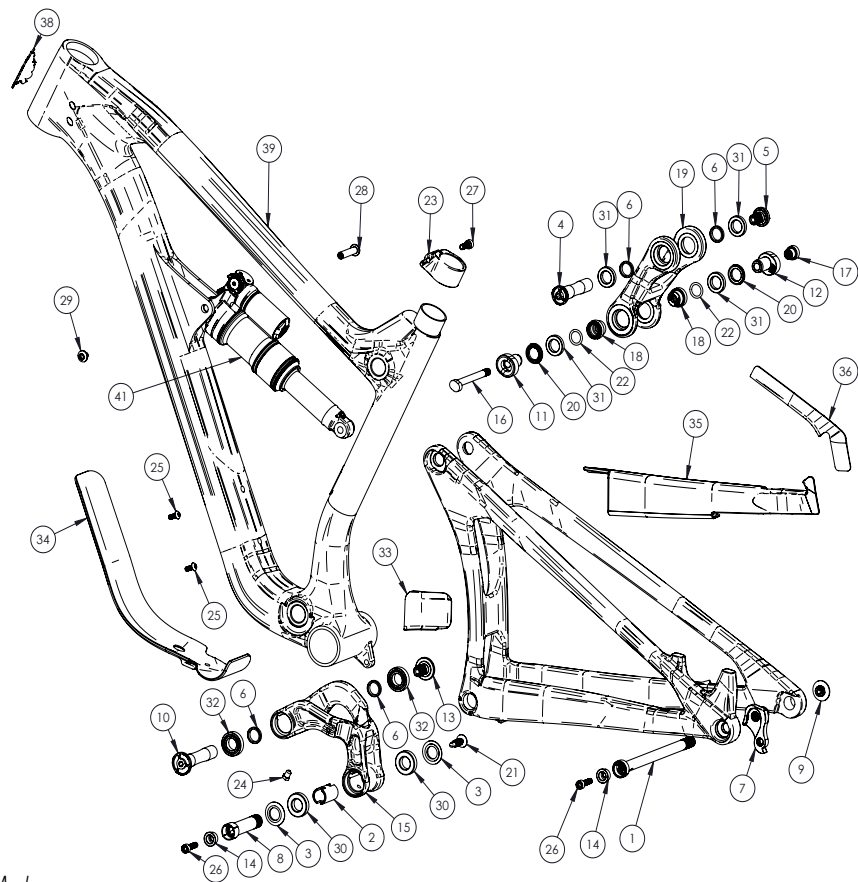
GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 571MM FORK LENGTH AND 51MM FORK OFFSET.

COMPONENT SPEC NOTE

THE CARBINE 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.

EXPLODED VIEW AND B.O.M.



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Rear Axle	130757	Axle 148 x 12 Boost	1	11 Nm / 100 in-lbs
2	Bearing Spacer	130758	Lower Link Bearing Spacer	1	N/A
3	Bearing Cap	130778	Lower Link Bearing Cap	2	N/A
4	Axle Upper	130780	Top Link Pivot Axle (Upper)	1	20 Nm / 175 in-lbs
5	Bolt Shoulder	130785	Top Link Pivot Bolt	1	20 Nm / 175 in-lbs
6	Spacer	130789	Top Link Bearing Spacer (Upper)	4	N/A
7	Hanger	130790	Derailleur Hanger Forged	1	N/A
8	Bolt Main Pivot	130791	Lower Link Expander Bolt	1	7 Nm / 60 in-lbs
9	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
10	Axle Lower	130800	Lower Link Axle	1	20 Nm / 175 in-lbs
11	D-Lock Reducer	130803	Non-Drive Side Reducer	1	N/A
12	D-Lock Reducer	130805	Drive Side Reducer	1	N/A
13	Bolt Shoulder	130806	Lower Link Pivot Bolt	1	20 Nm / 175 in-lbs
14	Cone Adjuster	130807	Cone Adjuster Blk. 8.3 mm Height	2	N/A
15	Lower Link	130812	Forged Lower Link	1	N/A
16	Shock Bolt	130813	D-Lock Bolt	1	16 Nm / 140 in-lbs
17	Shock Bolt Nut	130814	D-Lock Nut	1	16 Nm / 140 in-lbs
18	Shock Reducer Spacer	130821	20mm Reducer Spacer with O-Ring Groove	2	N/A
19 [ST]	Top Link	130811	Forged Top Link	1	N/A
19 [SL]	Top Link SL	130822	Carbon Top Link	1	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
20	Bearing Cap	130835	Top Link Bearing Cap	2	N/A
21	Push Rivet	140038	Upper Link Push Rivet SR-081	1	N/A
22	O-Ring	140044	Upper Link O-Ring, 13.8mm ID x 2.4mm Width	2	N/A
23	Seat Clamp	340342	Bolt-On Seat Clamp	1	N/A
24	Zerk Fitting M6 x 1.0	401011	M6 x 1.0	1	5 Nm / 40 in-lbs
25	BHCS M5 X 12	410010	Water Bottle Bolt, Button Head, M5 X 12	2	6 Nm / 54 in-lbs
26 [ST]	SHCS M6 x 22	410009	Expander Bolt, Socket Head, M6 x 22	2	14 Nm / 125 in-lbs
26 [SL]	SHCS M6 x 22 SL	410032	Expander Bolt, Socket Head, M6 x 22 Titanium	2	14 Nm / 125 in-lbs
27	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	14 Nm / 125 in-lbs
28 [ST]	Shock Bolt, Female	410055	8 mm OD, Female	1	16 Nm / 140 in-lbs
28 [SL]	Shock Bolt, Female SL	410057	8 mm OD, Female, Titanium	1	16 Nm / 140 in-lbs
29 [ST]	Shock Bolt, Male	410056	M6 x 1.0 Thread	1	16 Nm / 140 in-lbs
29 [SL]	Shock Bolt, Male SL	410058	M6 x 1.0 Thread, Titanium	1	16 Nm / 140 in-lbs
30	Bearing 7902	430007	15 x 28 x 7 2RS MAX Angular Contact Bearing	2	N/A
31	Bearing 6802	430008	15 x 24 x 5 2RS MAX Radial Bearing	4	N/A
32	Bearing 6902	430009	15 x 28 x 7 2RS MAX Radial Bearing	2	N/A
33	Protector Chainstay	500272	Protector Chainstay	1	N/A
34	Guard Flack DT	500273	Carbine Flack Guard, DT	1	N/A

(B.O.M. continued on next page)

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
35	Guard Flack CS	500274	Carbine Flack Guard, CS	1	N/A
36	Guard Flack SS	500275	Carbine Flack Guard, SS	1	N/A
37	Decal	500300	Decal California Bear	1	N/A
38	Head Badge	500335	Head Badge Flame Logo	1	N/A
39	Front Triangle		Carbon - 4 Sizes	1	N/A
40	Rear Triangle		Carbon - 1 Size	1	N/A
41	Rear Shock		Metric, 230 x 60	1	N/A



• Downtube protector with built in cable guides.

ASSEMBLY

PREFACE //

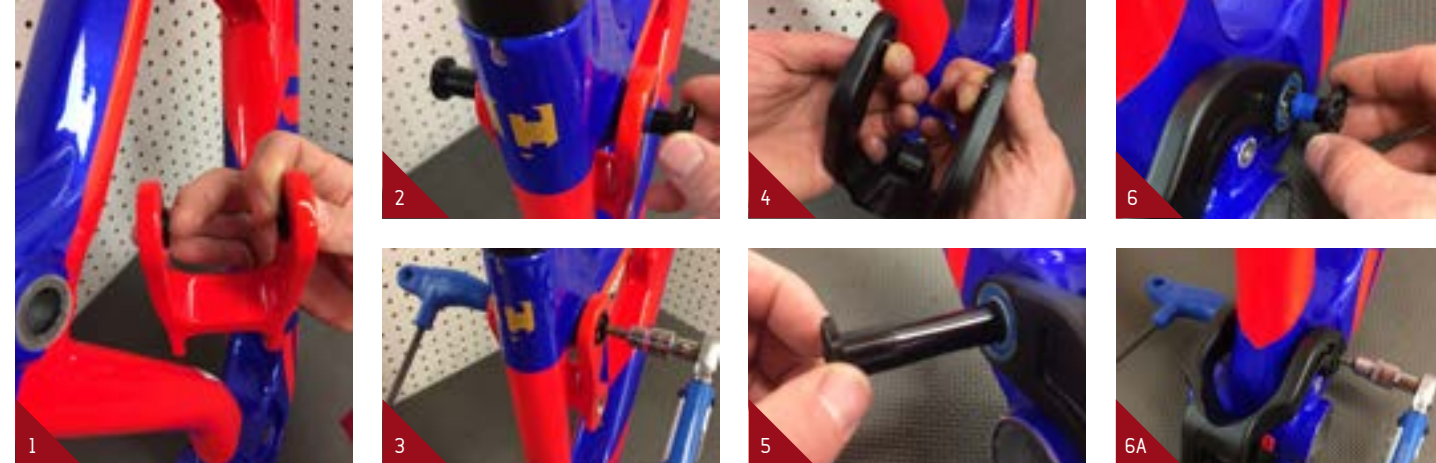
Service and maintenance on an Intense bicycle requires special tools, abilities and knowledge of working on bicycles. It is always recommended to use an authorized Intense dealer for service and maintenance. Always wear eye protection. It is critical to use the proper tools, loctite, grease and torque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

TOOLS NEEDED

- HIGH GRADE, WATERPROOF GREASE (MAXIMA WATERPROOF GREASE RECOMMENDED)
- BLUE LOCTITE® #243
- ANTI SEIZE
- 5MM HEX WRENCH X2
- 6MM HEX WRENCH
- 8MM HEX WRENCH
- TORQUE WRENCH

RECOMMENDATION

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



CONNECTING TOP LINK TO FRONT TRIANGLE //

A Holding top link (#130822) as oriented in photo, hold upper spacer (#130789) against inside of bearing race (IMAGE #1).

B Match upper link to top tube pivot point, making sure that spacers do not fall out (IMAGE #2).

C Using upper pivot axle (#130780), insert through non-drive side of top link bearing and push through to drive side bearing, making sure spacers do not fall out.

D Install shoulder bolt (#130785) into drive side of top link pivot, and tighten to 20 Nm or 175 in/lbs with 5mm hex wrench (IMAGE #3).

CONNECTING THE ENDURO LINK TO FRONT TRIANGLE //

A Hold lower link bearing spacer (#130789) against the inside of the lower link bearing race (IMAGE #4).

B Match link to front triangle and from non drive side, insert greased lower pivot axle (#130800) through the non-drive side of frame (IMAGE #5).

C Use 5mm HEX to install shoulder bolt (#130806), and tighten to 20 Nm or 175 in/lbs (IMAGE #6, #6A).



CONNECTING REAR TRIANGLE TO ENDURO LINK //

A Hold bearing caps (#130778) with rounded ends facing outwards, then press two caps against the back bearings on lower link (#130812) (IMAGE #7).

C With lower pivot points aligned, insert bolt main pivot (#130791), using an 8mm hex torque to 7 Nm or 60 in/lbs (IMAGE #9).

B Mate rear triangle with lower link and align pivot points with bearing caps (IMAGE #8).

D Grease and insert adjuster cone (#130807) into head of main pivot bolt (#130791), Grease M6x22mm bolt and install through adjuster cone into main pivot bolt (IMAGE #10). Torque M6 x 22mm (#410009) to 14 Nm or 125 in/lbs.

CONNECTING REAR TRIANGLE TO TOP LINK //

A Put a small dab of grease on the outside bearing race as well as on the contacting surface of the bearing caps (#130758). This will help hold the bearing caps in place during the installation. Align the pivot of swing arm with upper link pivot point and bearing cap (IMAGE #11).

B Insert non-drive D-lock reducer (#130803) and drive side D-lock reducer to join top link with rear triangle (IMAGE #12).

C Install upper link spacer (#130821) on the back side of D-lock reducer on both drive and non-drive sides (IMAGE #13/13A).

INSTALLING REAR SHOCK //

A With the rear shock reservoir oriented facing up, match the forward end of shock to forward shock mount on front triangle. Install greased shock shoulder bolt right (#410057) thru shock mount. Add Anti Seize to shock shoulder bolt left (#410058) and tighten to 16 Nm or 140 in/lbs (IMAGE #14).

B Align rear of shock to D-Lock reducers and link spacers on the top link, insert shock shoulder bolt left into the D-Lock reducer on the non drive side (IMAGE #15).

C Confirm the D-Lock shoulder bolt is keyed and completely inserted into the D-Lock reducer on the non drive side. On the drive side, thread Drive side RT Nut (#130814) on to Shock shoulder bolt left (#130813) and using a 5mm hex wrench and torque to 16nm or 140 in/lbs (IMAGE #16/16A).



17



18



19



20



21



22



23

INSTALLING DERAILLEUR HANGER //

A Grease portion of derailleur hanger (#130791) where it interfaces with the frame. Apply blue loctite to derailleur bolt (IMAGE #17).

B Insert hanger into back of frame opening and match derailleur bolt (#130798), thread bolt into hanger (IMAGE #18).

C Torque derailleur bolt (#130798) to 11 Nm and 100 in/lbs (IMAGE #19).

REAR AXLE //

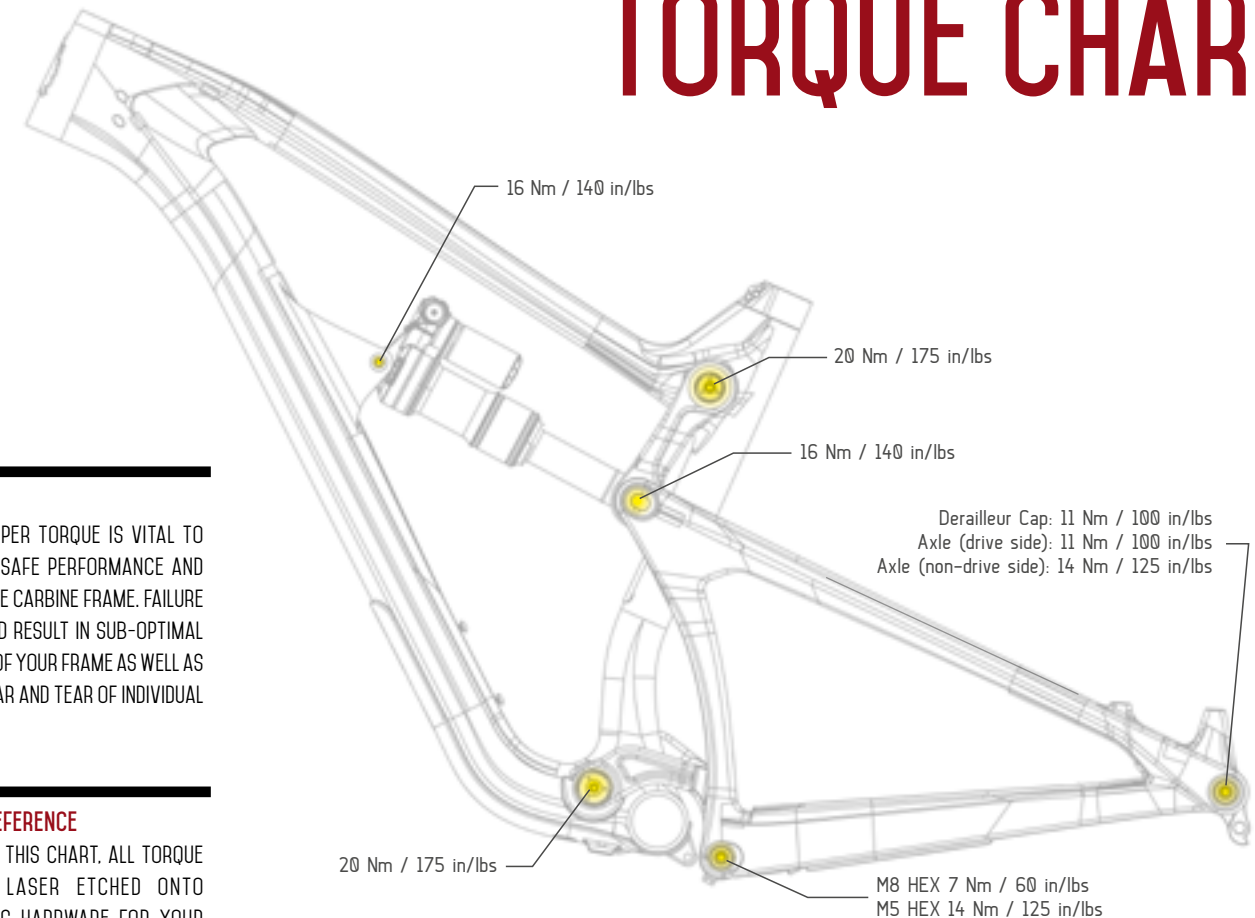
A Insert 148 x 12 rear axle (#130757) into axle opening on non-drive side (IMAGE #20).

B From the drive side, insert 5mm hex key through derailleur cap to reach the 5mm hex interface on the inside of the axle, turn wrench counter clock wise to tighten. Torque to 11 Nm or 100 in/lbs (IMAGE #21).

C Grease and install adjuster cone in the head of the axle, grease M6 x 22mm bolt through adjuster cone into axle (IMAGE #22).

D On the non drive side, use a 5mm torque wrench to torque the cone adjuster to 14Nm or 125 in/lbs (IMAGE #23).

TORQUE CHART



TORQUE

ACHIEVING PROPER TORQUE IS VITAL TO ENSURING THE SAFE PERFORMANCE AND FUNCTION OF THE CARBINE 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 Carbine is optimised for you.

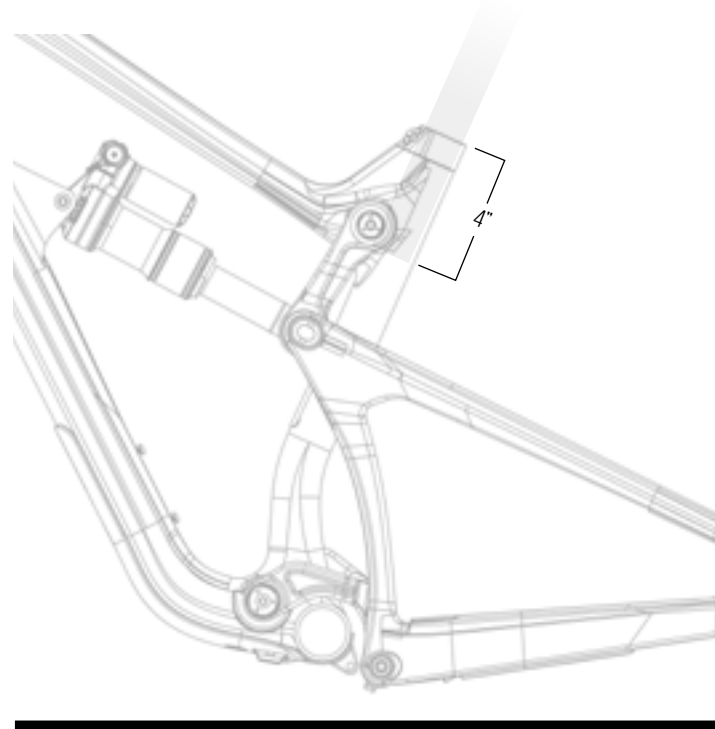
TOOLS NEEDED

- SHOCK PUMP
- SMALL RULER OR MEASURING DEVICE

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

MAKE SURE TO INSERT SEAT POST AT LEAST 4" INTO THE MAIN FRAME. ANYTHING LESS THAN THIS AMOUNT COULD CAUSE DAMAGE TO THE FRAME OR EVEN FAILURE.

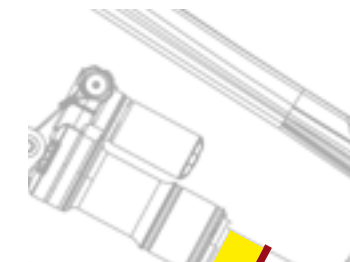
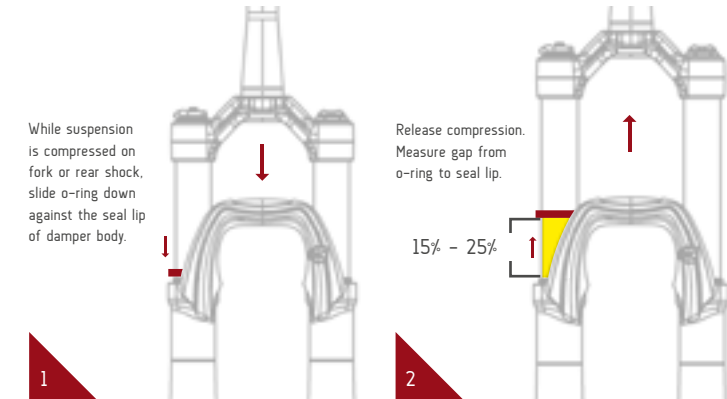
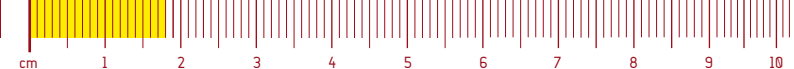
SETTING THE SAG

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 A 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

ROCKSHOX DELUX RT3
230 X 60MM



SET UP AND TUNE

PROPER SET UP AND TUNING CAN VARY FROM SHOCK TO SHOCK. PLEASE CONSULT THE ROCKSHOX MANUAL INCLUDED WITH YOUR BIKE FOR COMPLETE INFORMATION ABOUT SET UP, TUNING AND GENERAL MAINTENANCE OR VISIT WWW.SRAM.COM/ROCKSHOX/PRODUCTS.

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.

TRAVEL		155MM
SHOCK STROKE	60 mm	
SHOCK SAG	30% when sitting on the bike	
SHOCK:	Rock Shox Delux RT3	
SHOCK:	Rock Shox Super Delux RC3	
RIDER WEIGHT(LBS/KGS)	SPRING (PSI)	REBOUND (CLICKS OUT)
100 LBS/ 45 KGS	95	6-7
110 LBS/ 50 KGS	100	
120 LBS/ 54 KGS	110	
130 LBS/ 59 KGS	120	
140 LBS/ 63.5 KGS	130	
150 LBS / 68 KGS	140	5-6
160 LBS / 73 KGS	150	
170 LBS / 77 KGS	160	
180 LBS / 82 KGS	170	
190 LBS / 86 KGS	180	
200 LBS / 91 KGS	195	3-4
210 LBS / 95 KGS	215	
220 LBS / 100 KGS	225	
230 LBS / 104 KGS	235	
240 LBS / 109 KGS	245	
250 LBS / 113 KGS	255	
260 LBS / 118 KGS	265	
270 LBS / 122 KGS	275	
280 LBS / 127 KGS	280	
290 LBS / 131.5 KGS	290	
300 LBS / 136 KGS	300	



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

PHONE: (951)-296-9596

CUSTOMER SERVICE: CS@INTENSECYCLES.COM

GENERAL INFO: INFO@INTENSECYCLES.COM

MEDIA, MARKETING, SPONSORSHIP: MARKETING@INTENSECYCLES.COM

INTENSE CYCLES USA 42380 RIO NEDO TEMECULA, CA. 92590