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
CUSTSERVICE@INTENSECYCLES.COM
951-296-9596

WELCOME TO THE FAMILY
**Frame Features / Spec**

**Frame Features /**
- Travel: 5.9" (150 mm)
- 29" Wheel size
- Integrated BOOST 148 x 12 dropout
- 0.41 lbs / 2.35 kg + Carbon 31.9mm fork with carbon link, no shock
- 0.69 lbs / 3.1 kg + carbon 31.9mm fork with carbon linkage, no shock
- Internal cable routing
- Internal seat tube cable routing for dropper posts
- Monocoque front triangle
- 1x8 bottle fitment
- F6X – Groove downtube and chainstay protection
- Tapered head tube
- Angular contact/collet bearing system with replaceable grease zerk

**Spec Component**

**Component Spec //**
- Fork – 1.5" tapered steer, 150mm travel, 577mm lower leg length, 51mm offset
- Shock – 290mm X 650mm (D.29" X 4.2") 220mm X 800mm and 290mm X 900mm reducers
- Seat post – 29.8mm
- Head tube – ZAMECREEK 30mm alloy cartridge [www.zamecreek.com]
- Bottom Bracket – Press fit
- Rear axle – BOOST 148 x 12 T.A
- Brakes mount – Post mount for 180mm rotor
- Crankset – BOOST 148 compatible - single ring only
- Rear wheel – BOOST 148 compatible

**Geometry**

**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 MAY NOT ALLOW PROPER CLEARANCE WITH THE FRAME.

<table>
<thead>
<tr>
<th>Component</th>
<th>SMALL</th>
<th>MEDIUM</th>
<th>LARGE</th>
<th>XLARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel Base</td>
<td>1181 mm / 46.5&quot;</td>
<td>1205 mm / 47.4&quot;</td>
<td>1233 mm / 48.6&quot;</td>
<td>1253 mm / 49.3&quot;</td>
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<tr>
<td>Top Tube Length</td>
<td>603 mm / 23.7&quot;</td>
<td>627 mm / 24.7&quot;</td>
<td>655 mm / 25.8&quot;</td>
<td>675 mm / 26.6&quot;</td>
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<td>Chain Stay Length</td>
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<td>445 mm / 17.5&quot;</td>
<td>445 mm / 17.5&quot;</td>
<td>445 mm / 17.5&quot;</td>
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<td>50 mm / 1.9&quot;</td>
<td>50 mm / 1.9&quot;</td>
<td>50 mm / 1.9&quot;</td>
</tr>
<tr>
<td>Head Tube Angle</td>
<td>65.5˚</td>
<td>65.5˚</td>
<td>65.5˚</td>
<td>65.5˚</td>
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<td>Reach</td>
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<td>431 mm / 17.0&quot;</td>
<td>455 mm / 17.9&quot;</td>
<td>471 mm / 18.5&quot;</td>
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<tr>
<td>Stack</td>
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<td>624 mm / 24.6&quot;</td>
<td>632 mm / 24.9&quot;</td>
<td>641 mm / 25.25&quot;</td>
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<tr>
<td>BB Height</td>
<td>348 mm / 13.7&quot;</td>
<td>348 mm / 13.7&quot;</td>
<td>348 mm / 13.7&quot;</td>
<td>348 mm / 13.7&quot;</td>
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<tr>
<td>BB Drop</td>
<td>22.87 mm / 0.90&quot;</td>
<td>22.87 mm / 0.90&quot;</td>
<td>22.87 mm / 0.90&quot;</td>
<td>22.87 mm / 0.90&quot;</td>
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<tr>
<td>Seat Tube Angle (Effective)</td>
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<td>74˚</td>
<td>74˚</td>
<td>74˚</td>
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<tr>
<td>Seat Post Length</td>
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<td>418 mm / 16.5&quot;</td>
<td>448 mm / 17.6&quot;</td>
<td>483 mm / 19&quot;</td>
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<tr>
<td>Standover Height</td>
<td>830 mm / 32.7&quot;</td>
<td>834 mm / 32.8&quot;</td>
<td>834 mm / 32.8&quot;</td>
<td>836 mm / 32.9&quot;</td>
</tr>
</tbody>
</table>
**ITEM NO.** | **ITEM PART NUMBER** | **DESCRIPTION** | **QTY.** | **TORQUE SPEC.**
--- | --- | --- | --- | ---
1 | Rear Axle 130757 | Axle Hub x 12 Boost | 1 | 11 Nm / 100 in-lbs
2 | Bearing Spacer 130758 | Lowest Link Bearing Spacer | 1 | N/A
3 | Bearing Cap 130770 | Lowest Link Bearing Cap | 2 | N/A
4 | Axle Upper 130781 | Top Link Pivot Axle (Upper) | 1 | 20 Nm / 175 in-lbs
5 | Bolt Shoulder 130790 | Top Link Pivot Bolt | 1 | 20 Nm / 175 in-lbs
6 | Spacer 130791 | Top Link Bearing Spacer (Upper) | 1 | N/A
7 | Hanger 130792 | Distal Bottom Pivot Forged | 1 | N/A
8 | Ball Joint Pivot 130793 | Lower Link Pivot Bearing Pivot | 4 | N/A
9 | Hanger 130794 | Distal Bottom Pivot Forged | 1 | N/A
10 | Axle Lower 130807 | Lower Link Axle | 1 | 20 Nm / 175 in-lbs
11 | D-Spool Reducer 130820 | Non-Lube Side Reducer | 1 | N/A
12 | D-Spool Reducer 130821 | Drive Side Reducer | 1 | N/A
13 | Bolt Shoulder 130822 | Lower Link Pivot Bolt | 1 | 20 Nm / 175 in-lbs
14 | Cone Adjuster 130823 | Cone Adjuster 6K, 8.3 mm Height | 2 | N/A
15 | Lower link 130825 | Fagel Lower Link | 1 | N/A
16 | Shock Bolt 130826 | D-Lock Bolt | 1 | 16 Nm / 140 in-lbs
17 | Shock Bolt Nut 130828 | D-Lock Nut | 1 | 16 Nm / 140 in-lbs
18 | Shock Reducer 130829 | 22mm Reducer Spacers with 0- Ring Groove | 1 | N/A
19 | Top Link 130830 | Forged Top Link | 1 | N/A
20 | Top Link SL 130832 | Carbon Top Link | 1 | N/A

(ITEMS CONTINUED ON NEXT PAGE)

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**ITEM NO.** | **ITEM PART NUMBER** | **DESCRIPTION** | **QTY.** | **TORQUE SPEC.**
--- | --- | --- | --- | ---
21 | Bearing Cap 130835 | Top Link Bearing Cap | 2 | N/A
22 | Push Lever 130838 | Upper Link Push Lever (ST) | 1 | N/A
23 | D-Ring 130839 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
24 | Gear Clamp 130842 | Bottom-Link Gear Clamp | 1 | N/A
25 | Zerk Fitting 130844 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
26 | Bios CS x 1.2 130846 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
27 | Bios CS x 1.2 130848 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
28 | Bios CS x 1.2 130850 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
29 | Upper Link 130853 | Forged Upper Link | 1 | N/A
30 | B-Lock Cap 130855 | Forged Upper Link | 1 | N/A
31 | Push Lever 130857 | Upper Link Push Lever (SL) | 1 | N/A
32 | D-Ring 130858 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
33 | Gear Clamp 130862 | Bottom-Link Gear Clamp | 1 | N/A
34 | Zerk Fitting 130864 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
35 | Bios CS x 1.2 130866 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
36 | Bios CS x 1.2 130868 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
37 | Bios CS x 1.2 130870 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
38 | Upper Link 130873 | Forged Upper Link | 1 | N/A
39 | B-Lock Cap 130875 | Forged Upper Link | 1 | N/A
40 | Push Lever 130877 | Upper Link Push Lever (ST) | 1 | N/A
41 | D-Ring 130878 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
42 | Gear Clamp 130882 | Bottom-Link Gear Clamp | 1 | N/A
43 | Zerk Fitting 130884 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
44 | Bios CS x 1.2 130886 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
45 | Bios CS x 1.2 130888 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
46 | Bios CS x 1.2 130890 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
47 | Upper Link 130893 | Forged Upper Link | 1 | N/A
48 | B-Lock Cap 130895 | Forged Upper Link | 1 | N/A
49 | Push Lever 130897 | Upper Link Push Lever (SL) | 1 | N/A
50 | D-Ring 130898 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
51 | Gear Clamp 130899 | Bottom-Link Gear Clamp | 1 | N/A
52 | Zerk Fitting 130901 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
53 | Bios CS x 1.2 130903 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
54 | Bios CS x 1.2 130905 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
55 | Bios CS x 1.2 130907 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
56 | Upper Link 130910 | Forged Upper Link | 1 | N/A
57 | B-Lock Cap 130912 | Forged Upper Link | 1 | N/A
58 | Push Lever 130914 | Upper Link Push Lever (SL) | 1 | N/A
59 | D-Ring 130916 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
60 | Gear Clamp 130917 | Bottom-Link Gear Clamp | 1 | N/A
61 | Zerk Fitting 130919 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
62 | Bios CS x 1.2 130921 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
63 | Bios CS x 1.2 130923 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
64 | Bios CS x 1.2 130925 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
65 | Upper Link 130928 | Forged Upper Link | 1 | N/A
66 | B-Lock Cap 130930 | Forged Upper Link | 1 | N/A
67 | Push Lever 130932 | Upper Link Push Lever (ST) | 1 | N/A
68 | D-Ring 130934 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
69 | Gear Clamp 130936 | Bottom-Link Gear Clamp | 1 | N/A
70 | Zerk Fitting 130938 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
71 | Bios CS x 1.2 130940 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
72 | Bios CS x 1.2 130942 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
73 | Bios CS x 1.2 130944 | B-Lock Bolt Button Head | 2 | 2 Nm / 18 in-lbs
74 | Upper Link 130947 | Forged Upper Link | 1 | N/A
75 | B-Lock Cap 130949 | Forged Upper Link | 1 | N/A
76 | Push Lever 130951 | Upper Link Push Lever (SL) | 1 | N/A
77 | D-Ring 130953 | Upper Link D-Ring | 1 | 13.5mm OD x 2.4mm Width
78 | Gear Clamp 130955 | Bottom-Link Gear Clamp | 1 | N/A
79 | Zerk Fitting 130957 | M6 x 1.0 | 1 | 5 Nm / 40 in-lbs
80 | Bios CS x 1.2 130959 | Water Bottle Bolt Button Head | 2 | 2 Nm / 18 in-lbs
81 | Bearing 76921 130961 | 15 x 22 x 5 2RS MAX Angular Contact Bearing | 1 | N/A
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, lubricant, 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 axes and rear axle to reduce the chance of corrosion due to moisture and prevent possible cracks.**
- **After the first few rides the components are broken in and settled into place, go through and re-torque all pivot axes. 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. (IMAGE #3).
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 #4).

**Connecting the Enduro Link to Front Triangle //**

A. Hold lower link bearing spacer (#130800) 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. Using lower pivot axle (#130800), insert through non-drive side of top link bearing and push through to drive side bearing, making sure spacers do not fall out. (IMAGE #6).
D. Install shoulder bolt (#130806) into drive side of top link pivot, and tighten to 20 Nm or 175 in/lbs with 5mm hex wrench (IMAGE #6A).

**Recommendation:**
- Downtube protector with built-in cable guides.
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). Add Anti Seize to shock shoulder bolt left (#410058) and tighten to 16 Nm or 140 in/lbs (IMAGE #14).

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 (IMAGE #15) and using a 5mm hex wrench and torque to 16nm or 140 in/lbs. (IMAGE #15/15A).

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).

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

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).

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 (#130778). 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). Grease and insert D-lock reducer (H360803) and drive side D-lock reducer to join top link with rear triangle (IMAGE #2).

B Grease and install 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.

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

---

### Torque Chart

#### Rear Axle

A. Grease portion of derailleur hanger (part #130757) 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 (part #130758), thread bolt into hanger (IMAGE #18).

C. Torque derailleur bolt (part #130758) to 11 Nm and 100 in/lbs (IMAGE #19).

D. Grease and install adjuster cone in the head of the axle, grease M6 x 22mm bolt through adjuster cone into axle (IMAGE #20).

E. 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 clockwise to tighten. Torque to 11 Nm or 100 in/lbs (IMAGE #21).

F. On the non drive side, use a 5mm torque wrench to torque the cone adjuster to 14Nm or 125 in/lbs (IMAGE #22).

---

### Installing Derailleur Hanger

A. Grease portion of derailleur hanger (part #130757) 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 (part #130758), thread bolt into hanger (IMAGE #18).

C. Torque derailleur bolt (part #130758) to 11 Nm and 100 in/lbs (IMAGE #19).

D. Grease and install adjuster cone in the head of the axle, grease M6 x 22mm bolt through adjuster cone into axle (IMAGE #20).

E. 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 clockwise to tighten. Torque to 11 Nm or 100 in/lbs (IMAGE #21).

F. On the non drive side, use a 5mm torque wrench to torque the cone adjuster to 14Nm or 125 in/lbs (IMAGE #22).
SET UP

SEATPOST

MAKE SURE TO INSERT SEATPOST 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 body (IMAGE #1).
5. Step off the bike nice and easy. Be sure to not compress the suspension after the o-rings have been set.
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 #4).
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.

<table>
<thead>
<tr>
<th>RIDER WEIGHT (LBS/KGS)</th>
<th>SPRING (PSI)</th>
<th>REBOUND (CLICKS OUT)</th>
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</thead>
<tbody>
<tr>
<td>100 lbs/ 45 kgs</td>
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<td>5-6</td>
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<tr>
<td>110 lbs/ 50 kgs</td>
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<td>120 lbs/ 54 kgs</td>
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<td></td>
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<tr>
<td>130 lbs/ 59 kgs</td>
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<td>140 lbs/ 63.5 kgs</td>
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<td>290 lbs/ 131.5 kgs</td>
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<tr>
<td>300 lbs/ 136 kgs</td>
<td>290</td>
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</table>

SHOCK STAGE: 450 MM
SHOCK SAG: 30% when sitting on the bike
SHOCK: Rock Shox Deluxe RT3
SHOCK: Rock Shox Super Deluxe RL3

16 / CARbine USER MANUAL
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 employ 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.
- Always inspect your frame if you experience any chain suck. Intense 9-amos come equipped with steel chainuck 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 headset bearing contact areas with the carbon.
- Never ream or face a carbon frame.
- Be sure to follow all recommended torque settings.

MAINTENANCE SCHEDULE

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
Gears Check complete bike of me and der. X
Heads Check alignment X
Box Link Add greases thru fittings
Frame Posts Check tigere X
Sprockets Inspect for damage, check tension X
Quick Air Forks Check air pressure, inspect for leaks X
Internal Cables Inspect and tube X
Stays Inspect and inspect internal parts with frame X
Frame Posts Remove post, bars, check bearings for pinning and wear X
Heads Inspect and inspect internal parts with frame X
Hubs Pull wheels off, check hub bearings for pinning and wear X
Bottom Bracket Remove crank arms and check BB bearings for pinning and wear X
Brakes Replace brake pads X
Chain Inspect for damage and check for stretching X
Wheels Complete Tune-up
Quick Air Forks Overhaul See MFG Recommendations

* THE ABOVE MAINTENANCE SCHEDULE IS ONLY A GUIDELINE. REFER TO COMPONENT MANUFACTURER FOR SPECIFIC INSTRUCTIONS REGARDING THEIR PARTS.