



INTENSE

CYCLES . USA

BOYKER

USER MANUAL | M16 CARBON

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 M16 CARBON

This is a serious bike. Full DH in Full carbon. Our standard version comes with robust stainless hardware and a bombproof carbon layup creating a strong, race ready sled. Kick it up a notch to our SL version to get titanium bits, a carbon top link and an extra lite carbon layup. Both use the same DH race geometry, an asymmetrical swing arm for easy shock removal and Intense suspension that will get you to the top of the podium. Fast.

| | |
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REGISTRATION

WWW.INTENSECYCLES.COM/WARRANTY-CARD/



CONTACT CUSTOMER SERVICE

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FRAME FEATURES / SPEC

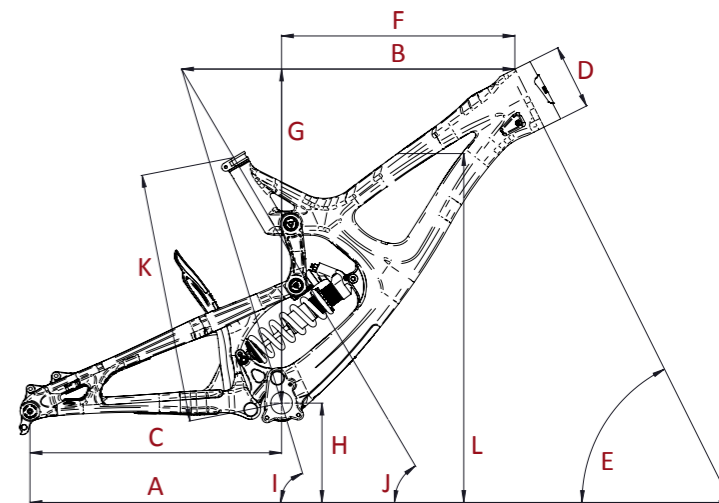
FRAME FEATURES //

- ADJUSTABLE TRAVEL – 8.5" OR 9.5" [215MM OR 241MM]
- 27.5" WHEEL SIZE
- PROGRESSIVE SHOCK CURVE
- TAPERED HEAD TUBE
- ISCG Ø5 MOUNTS
- MODERN DH RACE GEOMETRY
- INTEGRATED 157MM X 12MM DROPOUTS
- INTERNAL CABLE ROUTING SYSTEM
- ANGULAR CONTACT BEARING / COLLET 15MM AXLE SYSTEM WITH REPLACEABLE GREASE ZERKS
- FLACK GUARD CHAIN STAY & DOWN TUBE PROTECTION
- INTEGRATED FORK BUMPER/CABLE GUIDE SYSTEM
- NON-SYMMETRIC REAR TRIANGLE

COMPONENT SPEC

- FORK – ACCEPTS 1.125" STRAIGHT STEER OR 1.125"/1.5" TAPERED STEER. 200MM TRAVEL. 594MM LOWER LEG LENGTH. 42MM OFFSET
- SHOCK – 9.5" X 3" [241MM X 76MM]. 22MM X 8MM AND 34MM X 8MM REDUCERS
- CHAIN GUIDE MOUNT – ISCG-Ø5
- SEAT POST – 31.6MM
- HEADSET – ZERO STACK 49MM UPPER / 56MM LOWER CUPS
- BOTTOM BRACKET – THREADED Ø3MM
- REAR AXLE – 157MM X 12MM TA
- BRAKE MOUNT – INTERNATIONAL STANDARD FOR 200MM ROTOR

GEOMETRY



| | | SMALL | MEDIUM | LARGE | XLARGE |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|
| A | Wheel Base | 1194 mm/ 47" | 1219 mm/ 48" | 1245 mm/ 49" | 1265 mm/ 49.8" |
| B | Top Tube Length | 565 mm/ 22.25" | 591 mm/ 23.25" | 616 mm/ 24.25" | 634 mm/ 25" |
| C | Chain Stay Length | 445 mm/ 17.5" | 445 mm/ 17.5" | 445 mm/ 17.5" | 445 mm/ 17.5" |
| D | Head Tube Length | 109 mm/ 4.3" | 115 mm/ 4.5" | 122 mm/ 4.8" | 132 mm/ 5.2" |
| E | Head Tube Angle | 63.5° | 63.5° | 63.5° | 63.5° |
| F | Reach | 391 mm/ 15.4" | 413 mm/ 16.3" | 436 mm/ 17.15" | 452 mm/ 17.8" |
| G | Stack | 587 mm/ 23.1" | 592 mm / 23.3" | 598 mm/ 23.55" | 607 mm/ 23.9" |
| H | BB Height | 365 mm/ 14.375" | 365 mm/ 14.375" | 365 mm/ 14.375" | 365 mm/ 14.375" |
| I | Seat Tube Angle (Effective) | 73.3° | 73.3° | 73.3° | 73.3° |
| J | Seat Tube Angle (Actual) | 59.5° | 59.5° | 59.5° | 59.5° |
| K | Seat Tube Length | 416 mm/ 16.4" | 440 mm/ 17.3" | 455 mm/ 17.9" | 457 mm/ 18" |
| L | Standover Height | 797 mm/ 31.4" | 803 mm/ 31.6" | 809 mm/ 31.9" | 816 mm/ 32.1" |

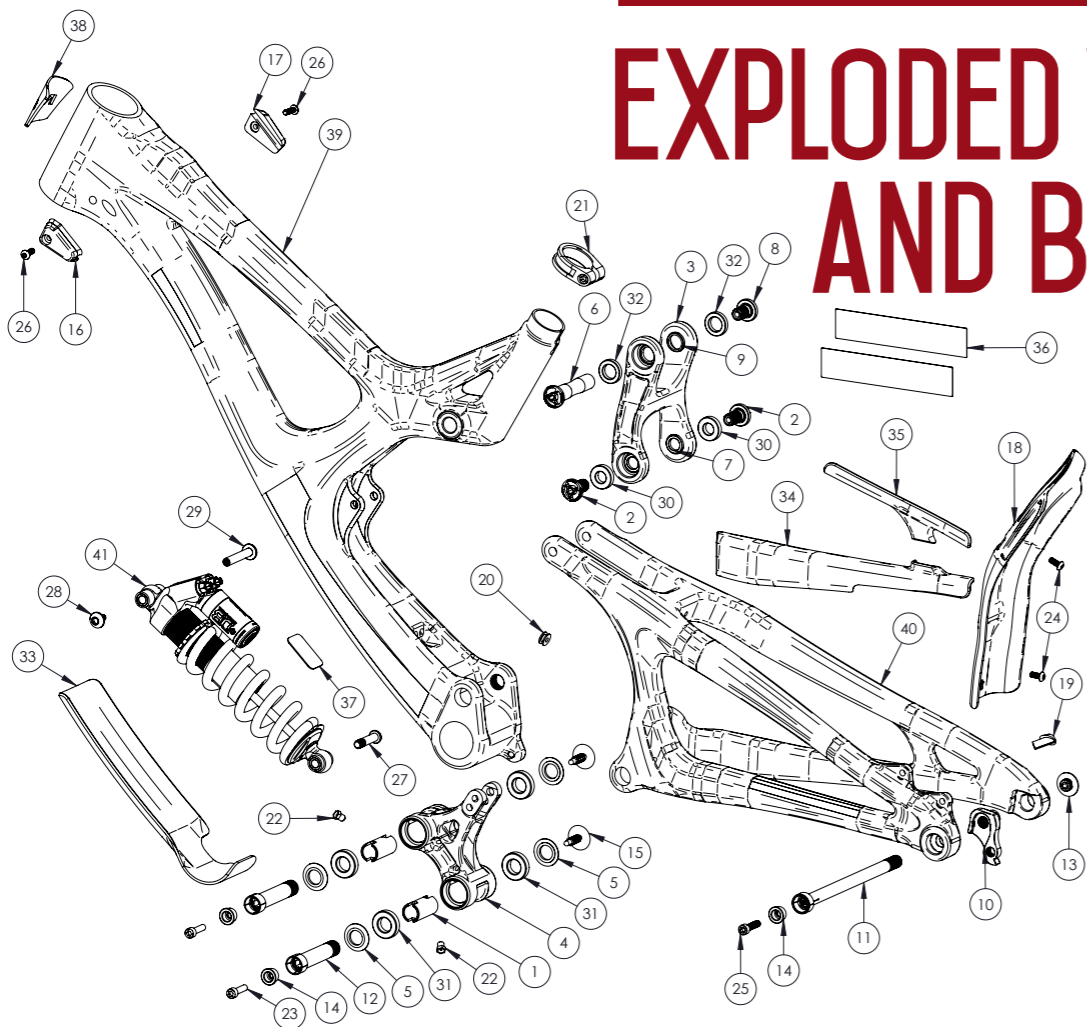
GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 594MM FORK LENGTH AND 42MM FORK OFFSET.

COMPONENT SPEC NOTE

THE M16C IS DESIGNED AROUND THE USE OF A SINGLE CHAIN RING SET 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 | Bearing Spacer | 130754 | Lower Link Bearing Spacer | 2 | N/A |
| 2 | Bolt Shoulder | 130766 | Top Link Pivot Bolt, Lower Pivot | 2 | 20 Nm / 175 in-lbs |
| 3 [ST] | Top Link | 130768 | Forged Top Link | 1 | N/A |
| 3 [SL] | Top Link | 130767 | Carbon Top Link | 1 | N/A |
| 4 | Box Link | 130769 | Forged Lower Link | 1 | N/A |
| 5 | Bearing Cap | 130778 | Box Link Bearing Cap | 4 | N/A |
| 6 | Axle Upper | 130780 | Top Link Pivot Axle | 1 | 20 Nm / 175 in-lbs |
| 7 | Washer | 130784 | Top Link Pivot, Lower Washer | 2 | N/A |
| 8 | Bolt Shoulder | 130785 | Top Link Pivot Bolt, Upper Pivot | 1 | 20 Nm / 175 in-lbs |
| 9 | Spacer | 130789 | Top Link Pivot, Upper Spacer | 2 | N/A |
| 10 | Hanger | 130790 | Forged Derailleur Hanger | 1 | N/A |
| 11 | Rear Axle | 130794 | 157 x 12mm Axle | 1 | 11 Nm / 100 in-lbs |
| 12 | Bolt Main Pivot | 130795 | Bolt Main Pivot 1.5T | 2 | 7 Nm / 60 in-lbs |
| 13 | Hanger Bolt | 130798 | Rear Derailleur Hanger Bolt | 1 | 11 Nm / 100 in-lbs |
| 14 | Cone Adjuster | 130807 | Expander Cone, 8.3 mm Height | 3 | N/A |
| 15 | Plug | 140004 | Box Link Pivot Plug | 2 | N/A |
| 16 | Bumper | 140009 | Fork Bumper, Left | 1 | N/A |
| 17 | Bumper | 140010 | Fork Bumper, Right | 1 | N/A |
| 18 | Fender | 140012 | Rear Wheel Fender | 1 | N/A |
| 19 | Cable Guide | 140040 | Rear Derailleur Cable Exit Guide | 1 | N/A |
| 20 | Grommet | 140041 | Rear Derailleur Cable grommet, 1/2 OD x 3/16 ID | 1 | N/A |
| 21 | Seat Collar | 346941 | Bolt-On, 36.1mm | 1 | N/A |
| 22 | Zerk Fitting | 401011 | M6 x 1.0 | 2 | 5 Nm / 40 in-lbs |
| 23 | SHCS M6 x 22 | 410009 | Cone Adjuster Bolt, Socket Head, M6 x 22 | 2 | 14 Nm / 125 in-lbs |
| 24 | BHCS M5 X 12 | 410010 | Guide Bolt, Button Head, M5 x 12 | 2 | 6 Nm / 54 in-lbs |

| ITEM NO. | ITEM | PART NUMBER | DESCRIPTION | QTY. | TORQUE SPEC. |
|----------|-------------------------|-------------|---|------|--------------------|
| 25 | SHCS M6 x 25 | 410039 | Cone Adjuster Bolt, Socket Head, M6 x 25 | 1 | 14 Nm / 125 in-lbs |
| 26 | BHCS M5 X 16 | 410041 | Fork Bumper Bolt, Button Head, M5 x 16 | 2 | 6 Nm / 54 in-lbs |
| 27 [ST] | SHCS M8 x 35 | 410045 | Shock Bolt, M8 x 35 | 1 | 16 Nm / 140 in-lbs |
| 27 [SL] | SHCS M8 x 35 | 410042 | Shock Bolt, M8 x 35 Titanium | 1 | 16 Nm / 140 in-lbs |
| 28 [ST] | M6 Shoulder Bolt, Left | 410046 | Shock Bolt Male, M8 x 25mm Shoulder, M6 Thread | 1 | 16 Nm / 140 in-lbs |
| 28 [SL] | M6 Shoulder Bolt, Left | 410043 | Shock Bolt Male, M8 x 25mm Shoulder, M6 Thread, Titanium | 1 | 16 Nm / 140 in-lbs |
| 29 [ST] | M6 Shoulder Bolt, Right | 410047 | Shock Bolt Female, M8 x 19mm Shoulder, M6 Internal Thread | 1 | 16 Nm / 140 in-lbs |
| 29 [SL] | M6 Shoulder Bolt, Right | 410044 | Shock Bolt Female, M8 x 19mm Shoulder, M6 Internal Thread, Titanium | 1 | 16 Nm / 140 in-lbs |
| 30 | Bearing 61901 | 430001 | 12 x 24 x 6 2RS Radial Bearing | 2 | N/A |
| 31 | Bearing 7902 | 430007 | 12 x 28 x 7 2RS MAX Angular Contact Bearing | 4 | N/A |
| 32 | Bearing 6802 | 430008 | 15 x 24 x 5 2RS MAX Radial Bearing | 2 | N/A |
| 33 | Guard Flack DT | 500239 | Flack Guard M16C Down Tube | 1 | N/A |
| 34 | Guard Flack CS | 500240 | Flack Guard M16C Chain Stay | 1 | N/A |
| 35 | Guard Flack SS | 500245 | Flack Guard M16C Seat Stay | 1 | N/A |
| 36 | Protective Tape | 500252 | 150mm x 30mm x 0.6mm | 2 | N/A |
| 37 | Decal | 500300 | Decal California Bear | 1 | N/A |
| 38 | Head Badge | 500337 | M16 Head Badge | 1 | N/A |
| 39 | Front Triangle | | Carbon, 4 Sizes | 1 | N/A |
| 40 | Rear Triangle | | Carbon, 1 Size | 1 | N/A |
| 41 | Rear Shock | | 240 x 76 | 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 (MAXIMA WATERPROOF GREASE RECOMMENDED)
- BLUE LOCTITE #243
- 5MM HEX WRENCH X2
- 6MM HEX WRENCH
- 8MM HEX WRENCH

RECOMMENDATION

USE GREASE ON LOWER LINKAGE BOLTS ONLY. USE LOCTITE ON UPPER LINKAGE BOLTS, DROPOUT BOLTS AND HANGER BOLT.



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CONNECTING TOP LINK TO FRONT TRIANGLE //

A Hold narrow end of the link (PART #130767); hold upper spacer (PART #130789) against inside of bearing race. Match upper linkage to pivot on front triangle, making sure the spacers do not fall out (IMAGE #1). See exploded view for linkage orientation.

B Using upper pivot axle (PART #130780). Insert through left (non-drive) side of top link, making sure spacers do not fall out. Thread shoulder bolt (PART #130785) into upper pivot from opposite side of top link (IMAGE #2).

C Holding 5MM hex wrench on non-drive side of upper pivot axle, insert torque wrench into shoulder bolt on drive side and tighten to 175 in/lb (IMAGE #3).

CONNECTING BOX LINK TO FRONT TRIANGLE //

A Hold bearing cap (PART #130778) with flat edge against the bearing of the box link (PART #130769) (IMAGE #4).

B Match box link (PART #130769) to front triangle pivot point and insert main pivot expander bolt (PART #130795) with greased threads through the non-drive side of the box link, holding bearing caps in place (IMAGE #5).

C Use 8MM hex wrench to thread main pivot expander bolt into box link, and torque to 60 in/lb (IMAGE #6).



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CONNECTING REAR TRIANGLE TO BOX LINK //

A Follow previous steps to connect rear triangle to box link (IMAGES #7, 8 & 9).

INSTALLING ADJUSTER CONES //

A Grease and insert adjuster cone (PART #130807) into head of main pivot expander bolt (PART #130795) with M6 x 22 bolt (PART#410009) inserted through adjuster cone (IMAGE #10 & 11).

B Tighten M6 x 22 bolt (PART #410009) with 5MM hex wrench to 125 in/lb (IMAGE #12).

C Insert trim plugs (PART #140004) (IMAGE #13).

CONNECTING REAR TRIANGLE TO TOP LINK //

A Hold washer (PART #130784) against inside of top link mount, then bring the rear triangle forward matching upper pivot to top link (IMAGE #14).

B Match shoulder bolts (PART#130766) to top linkage, threading bolts into the rear triangle while holding washers in place between bearing and linkage (IMAGE #15 & 16), and tighten to 175 in/lb (IMAGE #17).

INSTALLING REAR SHOCK //

A Holding rear shock with reservoir up and forward, insert into frame from drive side above box link (IMAGE #18). Move into position, and insert shock end into front triangle (IMAGE #19).

B Install shock mount shoulder bolt (PART #410044) through the right side forward shock mount (IMAGE #20) and install shock bolt (PART #410043) through left side forward shock mount (IMAGE #21) and tighten to 140 in/lb.



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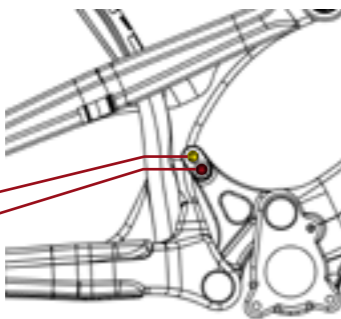
25

INSTALLING REAR SHOCK (CON'T) //

C Match rear shock to shock mount location on box link and insert M8 x 35 shock mount bolt (PART #410042) through drive side of box link shock mount and shock (IMAGE #22) and tighten to 54 in/lb (IMAGE #23).

ADJUSTABLE TRAVEL

THE BOX LINK SHOCK MOUNT FEATURES DUAL MOUNTING POSITIONS WHICH ALLOW YOU TO CHOOSE BETWEEN 215MM AND 241MM OF REAR TRAVEL.



UPPER MOUNT: 215MM

LOWER MOUNT: 241MM

INSTALLING DERAILLEUR HANGER //

A Grease outer edges of derailleur hanger (PART #130790) and insert into frame from inside of rear triangle (IMAGE #24) matching derailleur mount bolt (PART #130798) to hanger threads from outside the frame and tighten to 100 in/lb (IMAGE #25).



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REAR AXLE INSTALLATION //

A The M16 Carbon uses a rear axle with an expanding system similar to the main pivot bolts on the box link (IMAGE #26). This insures a secure fit between axle and frame. To install rear axle (PART #130794), insert threaded end of axle through non-drive side of dropout until it reaches the female threads of the derailleur hanger. Insert a 5MM hex wrench into the drive side of the axle through the derailleur hanger (IMAGE #27) and thread counterclockwise into the derailleur hanger, hand tighten to approximately 100 in/lb (IMAGE #28). Grease the expander cone (Part #130807), insert M6 x 25 bolt (PART #410039) and tighten expander bolt to 125 in/lb (IMAGE #29).



TORQUE CHART

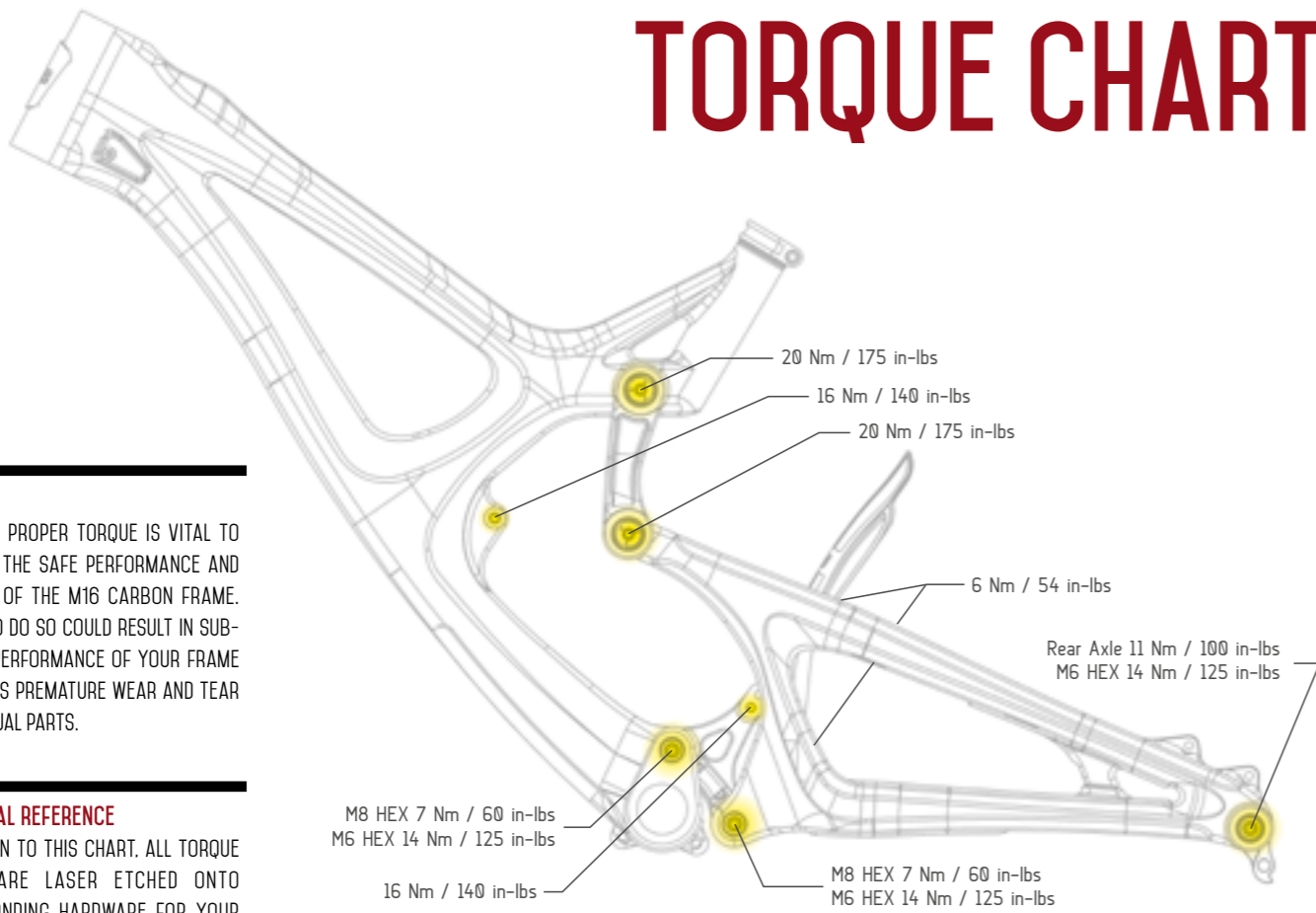
SET UP

TORQUE

ACHIEVING PROPER TORQUE IS VITAL TO ENSURING THE SAFE PERFORMANCE AND FUNCTION OF THE M16 CARBON FRAME. FAILURE TO DO SO COULD RESULT IN SUB-OPTIMAL PERFORMANCE OF YOUR FRAME AS WELL AS PREMATURE WEAR AND TEAR OF INDIVIDUAL PARTS.

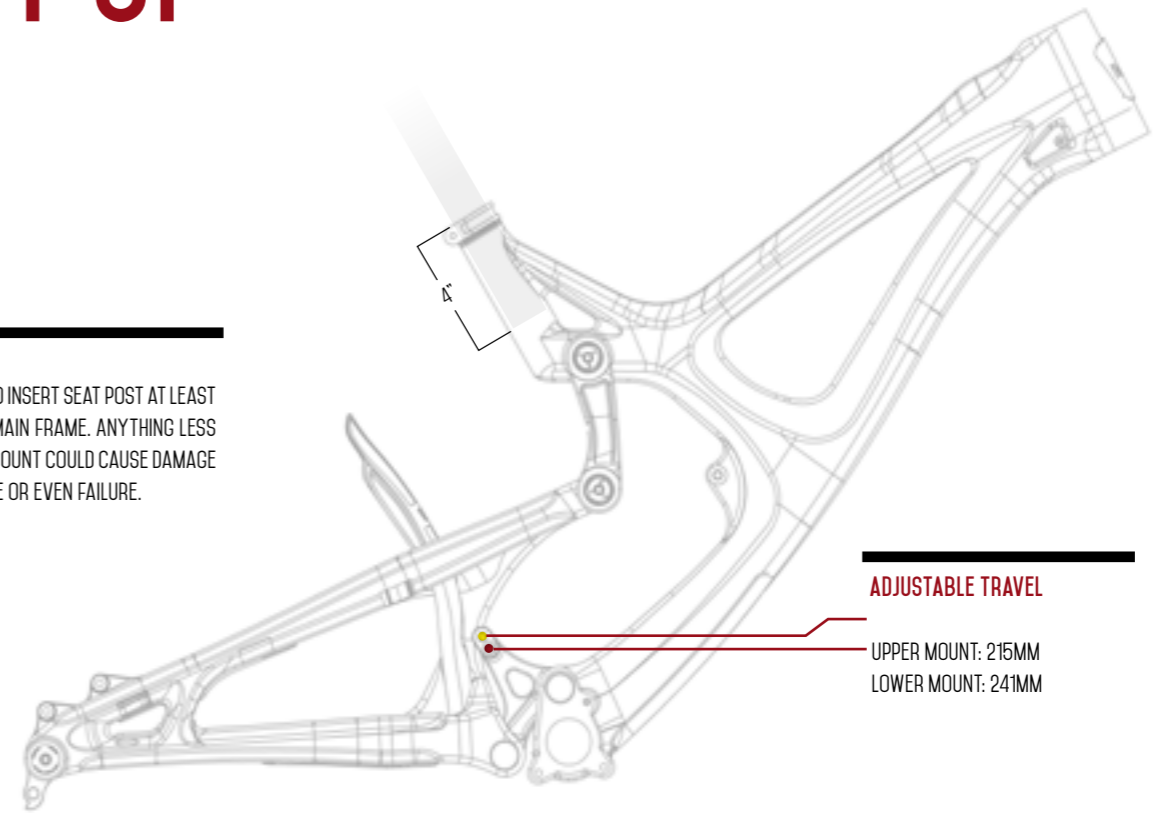
ADDITIONAL REFERENCE

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



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.



ADJUSTABLE TRAVEL

UPPER MOUNT: 215MM
LOWER MOUNT: 241MM



SHOCK SETUP

CANE CREEK DB COIL 241 X 76MM [9.5" X 3.0"]



SET UP AND TUNE

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

NOTE

COIL SPRINGS STOCKED IN 50 LB. INCREMENTS FROM 350 TO 500



| SHOCK SAG | SHOCK STROKE | FORK SAG |
|------------------------------|--------------|---------------------------------|
| 35% when sitting on the bike | 76 mm (3.0") | 25-30% when sitting on the bike |

| TRAVEL 216 MM (8.5") | | TRAVEL 241 MM (9.5") | |
|---------------------------|------------------------|---------------------------|---------------------------|
| RIDER WEIGHT (LBS/KGS) | SPRING WEIGHT (LBS) | RIDER WEIGHT (LBS/KGS) | RIDER WEIGHT (LBS/KGS) |
| 140 LBS / 64 KGS | 350 | 140 LBS / 64 KGS | 140 LBS / 64 KGS |
| 150 LBS / 68 KGS | | 150 LBS / 68 KGS | 150 LBS / 68 KGS |
| 160 LBS / 73 KGS | | 160 LBS / 73 KGS | 160 LBS / 73 KGS |
| 170 LBS / 77 KGS | 400 | 170 LBS / 77 KGS | 170 LBS / 77 KGS |
| 180 LBS / 82 KGS | | 180 LBS / 82 KGS | 180 LBS / 82 KGS |
| 190 LBS / 86 KGS | | 190 LBS / 86 KGS | 190 LBS / 86 KGS |
| 200 LBS / 91 KGS | 450 | 200 LBS / 91 KGS | 200 LBS / 91 KGS |
| 210 LBS / 95 KGS | | 210 LBS / 95 KGS | 210 LBS / 95 KGS |
| 220 LBS / 100 KGS | | 220 LBS / 100 KGS | 220 LBS / 100 KGS |
| 230 LBS / 104 KGS | 500 | 230 LBS / 104 KGS | 230 LBS / 104 KGS |
| 240 LBS / 109 KGS | | 240 LBS / 109 KGS | 240 LBS / 109 KGS |
| 250 LBS / 113 KGS | | 250 LBS / 113 KGS | 250 LBS / 113 KGS |
| 260 LBS / 118 KGS | | 260 LBS / 118 KGS | 260 LBS / 118 KGS |
| 270 LBS / 122 KGS | | 270 LBS / 122 KGS | 270 LBS / 122 KGS |

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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