



INTENSE
CYCLES . USA

USER MANUAL | M29

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 M29 //

Racing is where Intense was born and how the M29 came to be. Its superior wheel size for smoothing out rough terrain and clocking faster run times is what this bike is all about. Couple that with proven suspension kinematics, geometry, and precision manufacturing and you've got an elite racing machine. Offered in standard production and a limited run, FRO version, you can't go wrong. This is the Next Big Thing.

REGISTRATION

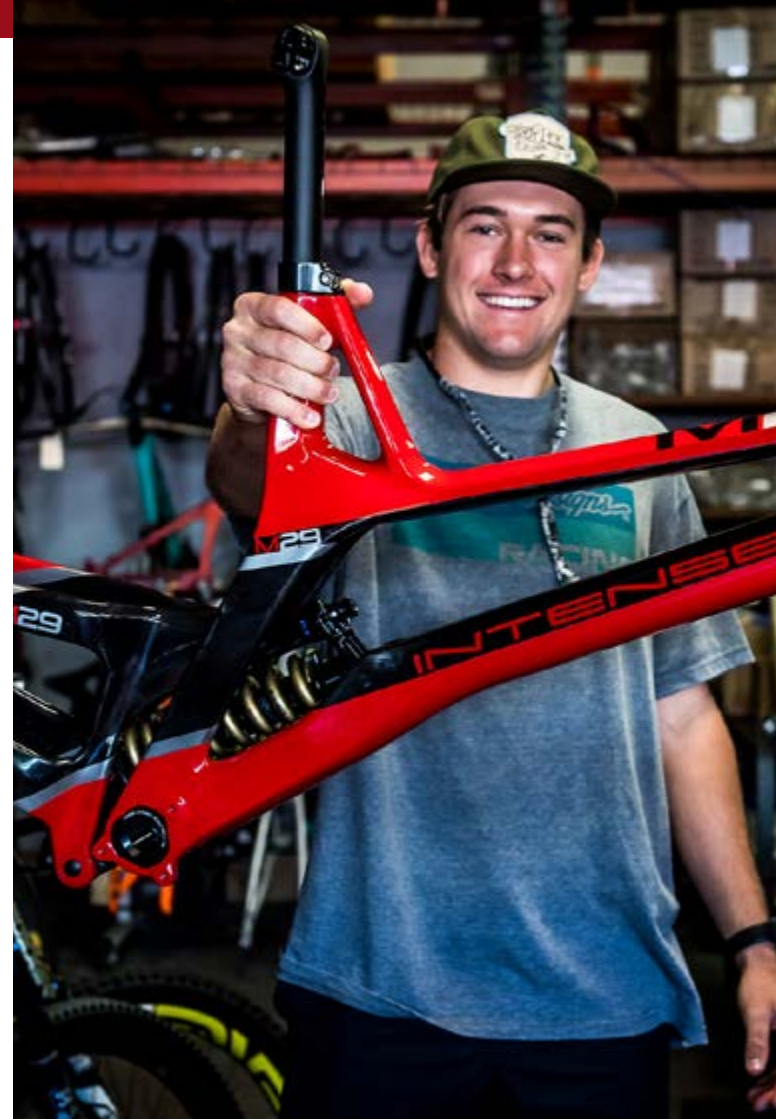
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CONTACT CUSTOMER SERVICE

CS@INTENSECYCLES.COM

951-296-9596



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Team photos by Nathan Hughes ©

M29 FRAME FEATURES / SPEC

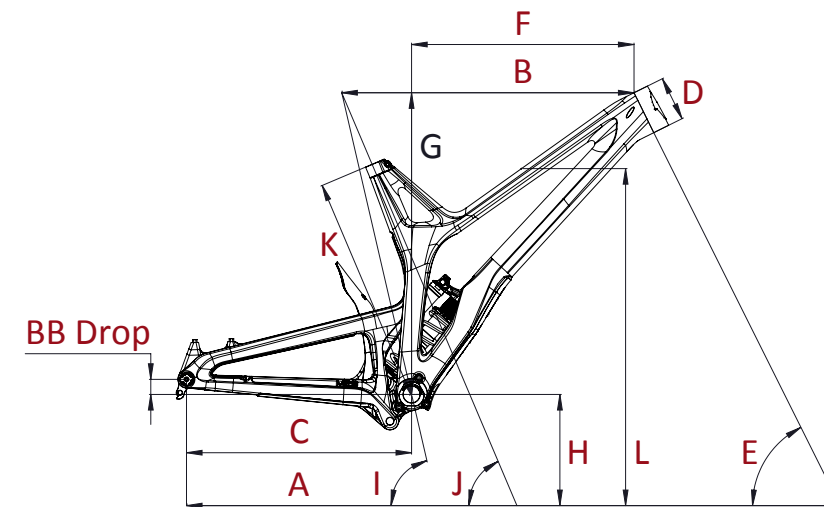
FRAME FEATURES //

- REAR TRAVEL: 208 MM / 8.2 INCHES WITH METRIC 250 X 70 STROKE SHOCK.
- 29" WHEEL SIZE
- PROGRESSIVE SHOCK CURVE
- INTEGRATED 157 X 12 MM DROPOUTS
- INTERNAL CABLE ROUTING
- FLACK GUARD – DOWNTUBE, CHAINSTAY, AND SEATSTAY PROTECTION
- MOLDED REAR FENDER
- TAPERED HEAD TUBE
- ISCG 05 MOUNTS
- REPLACEABLE GREASE ZERK ON BACK OF LOWER LINK
- TWO BEARINGS IN THE LOWER LINK AT LOWER SHOCK CONNECTION
- MAX BEARINGS AND DEDICATED FRAME HARDWARE
- NON – SYMMETRIC REAR TRIANGLE
- ISCG 05 MOUNTS
- REMOVABLE BB SHELL
- BB TOOL: 16 NOTCH X 44MM

COMPONENT SPEC //

- FORK: ACCEPTS 1.125" STRAIGHT STEER OR 1.125"/1.5" TAPERED STEER. 200MM TRAVEL / 7.9 INCH. 582MM AXLE TO CROWN, 56MM OFFSET
- SHOCK: 250MM X 70MM METRIC SHOCK. 30MM X 8MM REDUCERS ON BOTH ENDS
- CHAIN GUIDE MOUNT: ISCG 05
- SEAT POST: 31.6MM
- HEADSET: ZERO STACK 49MM UPPER / 56MM LOWER
- BOTTOM BRACKET: THREADED 89MM
- REAR AXLE: BOOST 157 X 12MM
- BRAKE MOUNT: POST MOUNT FOR 200MM ROTOR

M29 GEOMETRY



		MEDIUM	LARGE	XLARGE
A	Wheel Base:	1242 mm / 48.9"	1257 mm / 49.5"	1298 mm / 51.1"
B	Top Tube Length:	570.4 mm / 22.5"	591 mm / 23.27"	625 mm / 24.6"
C	Chain Stay Length:	456 mm / 17.95"	456 mm / 17.95"	456 mm / 17.95"
D	Head Tube Length:	90 mm / 3.54"	90 mm / 3.54"	115 mm / 4.53"
E	Head Tube Angle:	63.5°	63.5°	63.5°
F	Reach:	435 mm / 17.13"	450 mm / 17.72"	480 mm / 18.9"
G	Stack:	610 mm / 24.0"	610 mm / 24.0"	632 mm / 25"
H	BB Height:	342.7 mm / 13.5"	342.7 mm / 13.5"	342.7 mm / 13.5"
	BB Drop	30.56 mm / 1.20"	30.56 mm / 1.20"	30.56 mm / 1.20"
I	Seat Tube Angle (Effective):	77°	77°	77°
J	Seat Tube Angle (Actual):	67°	67°	67°
K	Seat Tube Length:	459 mm / 18.07"	459 mm / 18.07"	459 mm / 18.07"
L	Standover Height:	801.8 mm / 31.57"	800.57 mm / 31.52"	812.4 mm / 32.0"

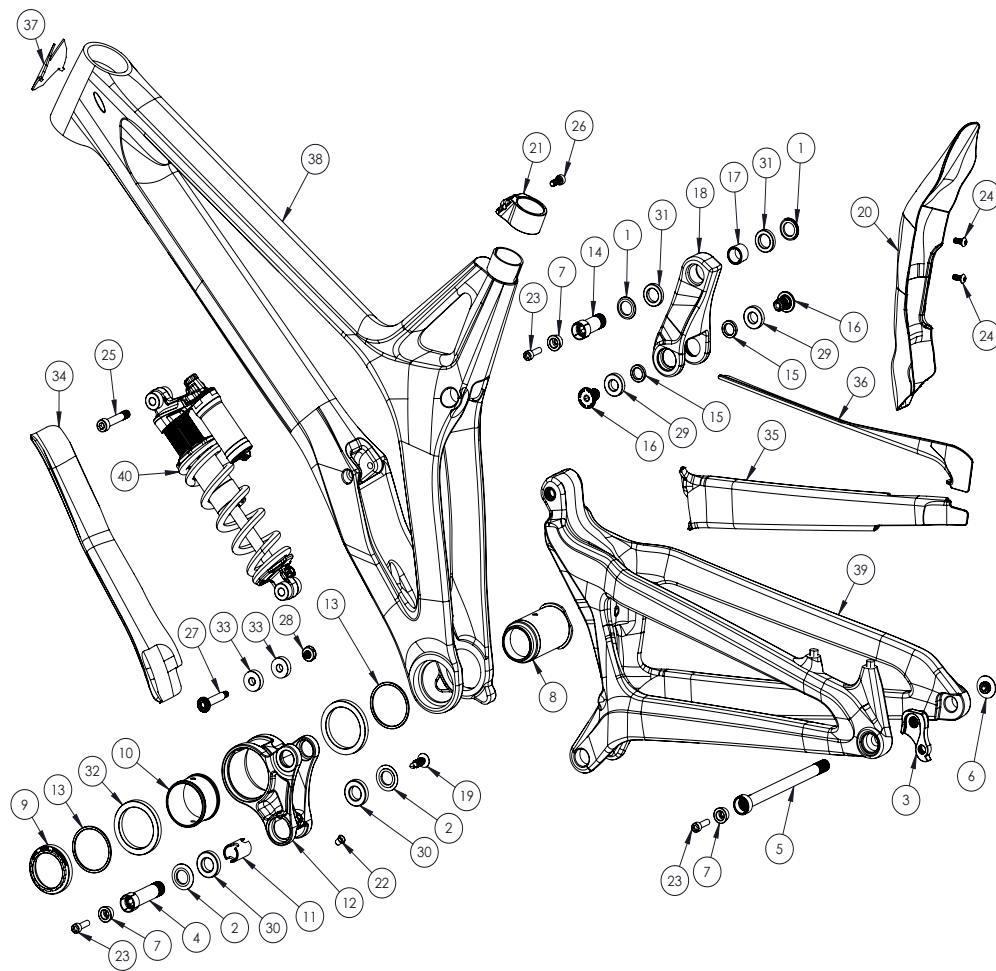
GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 582MM AXLE TO CROWN LENGTH AND 56MM FORK OFFSET.

COMPONENT SPEC NOTE

THE M29 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	Bearing Cap	130765	Top Link Bearing Cap, Upper, 24mm	2	N/A
2	Bearing Cap	130778	Lower Link Bearing Cap, Lower	2	N/A
3	Hanger	130790	Derailleur Hanger, Forged	1	N/A
4	Pivot Bolt	130791	Lower Link Expander Bolt	1	7 Nm / 60 in-lbs
5	Rear Axle	130794	157 x 12 Wheel Axle Kit	1	11 Nm / 100 in-lbs
6	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
7	Cone Adjuster	130807	Expander Bolt Cone Adjuster, 8.3 mm Height	3	N/A
8	Bottom Bracket Shell	130836	Removable, Threaded, 83mm	1	16 Nm / 140 in-lbs
9	Lock Ring	130837	Bottom Bracket Shell Lock Ring	1	16 Nm / 140 in-lbs
10	Crush Tube	130838	45 mm ID Lower Link, BB Shell Bearings	1	N/A
11	Crush Tube	130839	15 mm ID Lower Link, Rear Pivot	1	N/A
12	Lower Link	130840	Forged Lower Link	1	N/A
13	Bearing Spacer	130841	Lower Link, BB Bearings	2	N/A
14	Pivot Bolt	130842	Top Link Expander Bolt	1	7 Nm / 60 in-lbs
15	Bearing Spacer	130843	Top Link, Upper Pivot	2	N/A
16	Shoulder Bolt	130844	Top Link, Lower Pivot, Fine Thread	2	20 Nm / 175 in-lbs
17	Crush Tube	130847	15mm ID, Top Link, Upper Pivot	1	N/A
18	Top Link	130861	Carbon Top Link	1	N/A
19	Push Rivet	140038	Lower Link, Rear Pivot	1	N/A
20	Rear Fender	140047	M29 Rear Fender	1	N/A
21	Seat Clamp	340342	Integrated Seat Clamp, 35.6mm ID	1	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
22	Zerk Fitting	401011	M6 x 1.0	1	5 Nm / 40 in-lbs
23	SHCS M6 x 22	410009	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
24	BHCS M5 X 12	410010	Fender Bolt, Button Head, M5 X 12	3	6 Nm / 54 in-lbs
25	SHCS M8 x 50	410013	Shock Bolt, Socket Head with 37mm shoulder, M8 x 50, Stainless Steel	1	16 Nm / 140 in-lbs
26	SHCS M6 x 18	410048	Seat Collar Bolt, Socket Head, M6 x 18	1	14 Nm / 125 in-lbs
27	Shock Bolt	410063	Rear Shock Bolt, 8mm shoulder, M6 Thread, Steel, ED black finish	1	16 Nm / 140 in-lbs
28	Shock Nut	410064	M6 x 1.0 Thread, Steel, ED black finish	1	16 Nm / 140 in-lbs
29	Bearing 6901	430001	12 x 24 x 6 2RS Radial Bearing	2	N/A
30	Bearing 7902	430007	15 x 28 x 7 1ZS MAX Angular Contact Bearing	2	N/A
31	Bearing 6802	430008	15 x 24 x 5 LLU MAX Radial Bearing	2	N/A
32	Bearing 6809	430012	45 x 58 x 7 LLU MAX Radial Bearing	2	N/A
33	Bearing 608	430013	8 x 22 x 7 LLU MAX Radial Bearing	2	N/A
34	Guard Flack DT	500298	Flack Guard M29 Downtube	1	N/A
35	Guard Flack CS	500299	Flack Guard M29 Chainstay	1	N/A
36	Guard Flack Ststy	500300	Flack Guard M29 Seatstay	1	N/A
37	Head Badge	500338	FRO Head Badge	1	N/A
37	Head Badge	500335	Head Badge	1	N/A
38	Front Triangle	Front	Carbon Front Triangle, 3 Sizes	1	N/A
39	Rear Triangle	Rear	Carbon Rear Triangle, 1 size	1	N/A
40	Rear Shock	Shock	Rear Shock 250 x 70	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
- ANTI SEIZE
- 3MM HEX WRENCH
- 5MM HEX WRENCH
- 6MM HEX WRENCH
- 8MM HEX WRENCH
- 15MM WRENCH, RATCHET COMBINATION OR FLAT
- BB TOOL, 16 NOTCH X 44 MM OD CUPS, FOR EXAMPLE: BBT-69, BBT-69.2
- SOCKET WRENCH TO USE WITH BB TOOL
- TORQUE WRENCH

RECOMMENDATION

- APPLY A THIN COAT OF GREASE TO ALL PIVOT AXLES AND REAR AXLE TO REDUCE THE CHANCE OF CORROSION DUE TO MOISTURE 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.



INSTALLING SEAT CLAMP ON FRONT TRIANGLE //

A Before installing seat clamp (#340342) onto M29 Front Triangle use a 5mm Hex wrench to loosen the Socket Head Cap Screw (#410048). Press the seat clamp onto the seat tube so it is fully seated (IMAGE #1). When 100mm (4 inches) of seat post is fully installed in frame tighten seat clamp bolt to 14 Nm or 125 in./lbs.

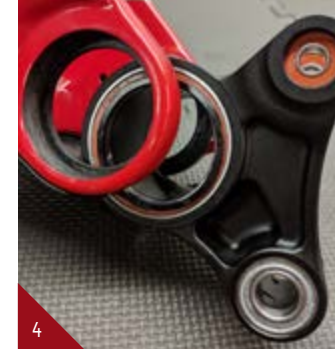


CONNECTING THE LOWER LINK TO FRONT TRIANGLE //

A Apply grease to the two lower link BB bearing spacers (#130841) this will help hold the spacers in place during installation (IMAGE #2).



B With the grease applied press each of these spacers on each side of the link where the large bearing is in the lower link (IMAGE #3).



C Match link to front triangle and slide forward into position (IMAGE #4). The two BB spacers, lower link, and frame

all need to be on center with each other before bottom bracket shell is installed. From the drive side, insert greased bottom bracket shell (#130836) through the drive side of frame (IMAGE #5).



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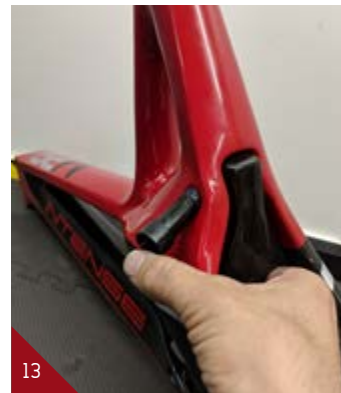
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CONNECTING THE LOWER LINK TO FRONT TRIANGLE (CON'T) //

D As the greased bottom bracket shell (#130836) is being inserted in the frame in position the tab with the laser marking facing up (IMAGE #6).

The bottom bracket shell should be fully seated and flush on the drive side of the frame (IMAGE #7).

E Grease BB Shell End Cap (#130837) and hold on the non drive side of the frame with the laser engraved part number and torque value facing out (IMAGE #8).

By hand thread the BB Shell End Cap onto the Bottom Bracket Shell. A 16 Notch x 44mm OD BB Tool Wrench is used to tighten the End Cap on the BB Shell (IMAGE #9) tighten BB Shell End Cap to 16 Nm or 140 in/lbs.

CONNECTING TOP LINK TO FRONT TRIANGLE //

A Apply grease to the two bearing caps (#130765) this will help hold the spacers on the top link during installation (IMAGE #10).

B With grease applied, press each of these bearing caps on top link (IMAGE #11).

C Match top link to front triangle and slide upward into position (IMAGE #12). From the non drive side, prepare to insert greased top link collet bolt (#130842) through the non drive side of frame (IMAGE #13).

D Using an 8mm Hex Wrench, thread the top link collet bolt into the front triangle (IMAGE #14) and tighten top link collet bolt to 7 Nm or 60 in/lbs.

E Next using a 5mm Hex wrench, insert M6 x 22mm bolt (#410009) into greased adjuster cone (#130807) and hold next to non drive side of frame (IMAGE #15). Then insert both adjuster cone and bolt into head of top link collet bolt (#130842), tighten the M6 x 22mm bolt (#410009) to 14 Nm or 125 in/lbs.



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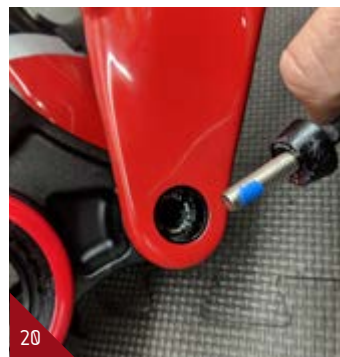
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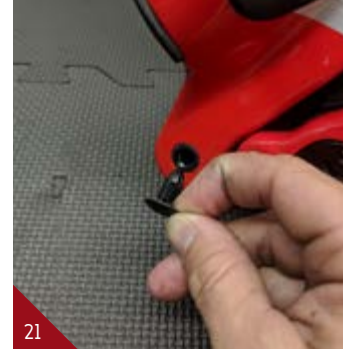
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CONNECTING REAR TRIANGLE TO LOWER LINK //

A Apply grease to the backside of the two bearing caps (#130778) this will help hold the spacers on the lower link during installation (IMAGE #16).

B With the grease applied press each of these two bearing caps on each side of the back of the lower link (IMAGE #17).

C Match rear triangle to lower link and slide rear triangle forward onto the back of the lower link. Prepare to insert greased collet pivot bolt (#130791) through the non drive side of rear triangle (IMAGE #18).

D Using an 8mm Hex Wrench, thread the collet pivot bolt into the rear triangle (IMAGE #19) tighten this collet pivot bolt to 7 Nm or 60 in/lbs.

E Next using a 5mm Hex wrench, insert M6 x 22mm bolt (#410009) into greased adjuster cone (#130807) and hold next to non drive side of rear triangle (IMAGE #20).

Then insert both adjuster cone and bolt into head of collet pivot bolt (#130791), tighten the M6 x 22mm bolt (#410009) to 14 Nm or 125 in/lbs.

F Install push rivet (#140038) by hand in the collet pivot bolt on the drive side of the frame (IMAGE #21/22).

CONNECTING REAR TRIANGLE TO TOP LINK //

A Apply grease to the two spacers for RT/Top Link (#130843). This will help hold the spacers on the inside of top link during installation (IMAGE #23).

B With the top link pulled back and with the grease applied press each of these two spacers on the inside bearing races of the top link (IMAGE #24).

C Match rear triangle to top link and slide rear triangle into the back of the top link (IMAGE #25).

D Next using a 5mm Hex wrench, insert shoulder bolt (#130844) into top link bearing at non drive side of rear triangle and start threading into rear triangle (IMAGE #26). Repeat this install step of shoulder bolt on drive side of top link/rear triangle connection.

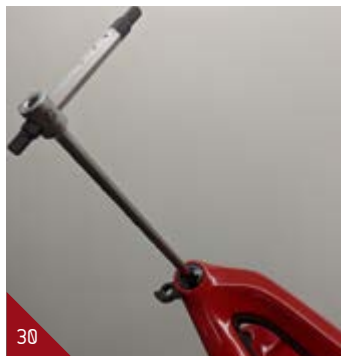
E Then fully thread shoulder bolt (#130844) into top link/rear triangle connection, tighten the shoulder bolt to 20 Nm or 175 in/lbs (IMAGE #27). Repeat this step on both sides.



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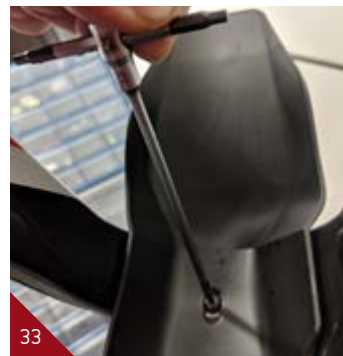
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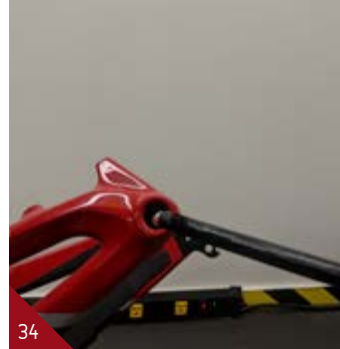
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INSTALLING DERAILLEUR HANGER //

A Grease portion of derailleur hanger (#130790) where it interfaces with the rear triangle and install hanger onto rear triangle (IMAGE #28).

B Using a 6mm Hex wrench to hold hanger bolt (#130798) on the drive side of the rear triangle prepare to thread hanger bolt into derailleur hanger (IMAGE #29) .

C Fully install and tighten hanger bolt (#130798) to 11 Nm or 100 in/lbs (IMAGE #30).

INSTALLING REAR FENDER //

A Hold rear fender (#140047) near back of rear triangle and prepare to line up the slots in the fender to the riv-nuts in the rear triangle (IMAGE #31).

B Center the rear fender slots on the riv-nuts in the rear triangle and hold in place, using a 3mm Hex wrench, thread the button head screw (#410010) into the top slot and into the top riv-nut.

Using the 3mm Hex wrench, hold the second button head screw (#410010) near the lower slot on rear fender (IMAGE #32).

C Thread the lower button head screw into the lower slot and lower riv-nut. Fully install and tighten the button head screws (#410010) to 6 Nm or 54 in/lbs (IMAGE #33).

INSTALLING REAR AXLE //

A By hand insert greased 157 x 12 rear axle (#130794) into axle opening on non-drive side of rear triangle (IMAGE #34).

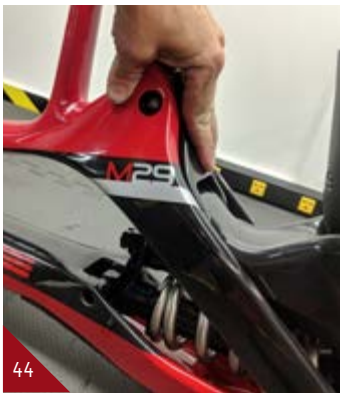
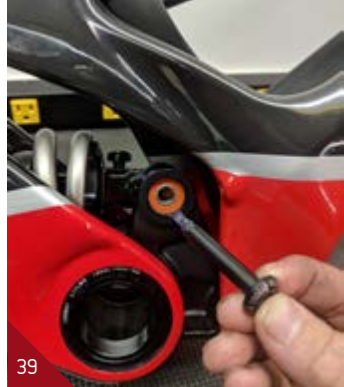
B From the drive side, insert 5mm hex key through derailleur cap to reach the 5mm hex interface on the inside of the rear axle, turn 5mm hex wrench counter clock wise to tighten. Torque to 11 Nm or 100 in/lbs (IMAGE #35).

C Next using a 5mm Hex wrench, insert M6 x 22mm bolt (#410009) into greased adjuster cone (#130807) and hold next to head of rear axle at the non drive side of rear triangle (IMAGE #36). Then insert both adjuster cone and bolt into rear axle (#130794), tighten the M6 x 22mm bolt (#410009) to 14 Nm or 125 in/lbs when rear wheel is installed.

INSTALLING REAR SHOCK //

A On the drive side of the frame, with the top link and rear triangle pulled back away from the front triangle, the shock mount on the lower link will be accessible. Apply grease to the rear shock nut (#410064) and hold near the lower link (IMAGE #37).

Place the greased rear shock nut on the top bearing of the lower link (IMAGE #38).



INSTALLING REAR SHOCK // (CON'T) //

B Apply grease to the threads on the rear shock bolt (#410063) and hold this near the lower link on the non drive side of the frame (IMAGE #39). Align rear shock with bearing in top of lower link then insert rear shock bolt (#410063) through the bearing and into the rear shock (IMAGE #40).

C Next using a 6mm Hex wrench (IMAGE #41) in the rear shock bolt and a 15mm wrench (IMAGE #42) on the rear shock nut, tighten these to 16 Nm or 140 in/lbs.

D With the rear shock and hardware secured on the lower link (IMAGE #43), guide the top of the rear shock into place with the upper shock mount.

E Place a second hand on the backside of the top link and push it forward toward the front triangle (IMAGE #44).

F Using a 6mm Hex wrench (IMAGE #45) to hold the front shock bolt (#410013) at the front shock mount, align the front shock with the front shock mount and install the bolt into the frame.

G Using a 6mm Hex wrench (IMAGE #46) in the front shock bolt tighten to 16 Nm or 140 in/lbs.

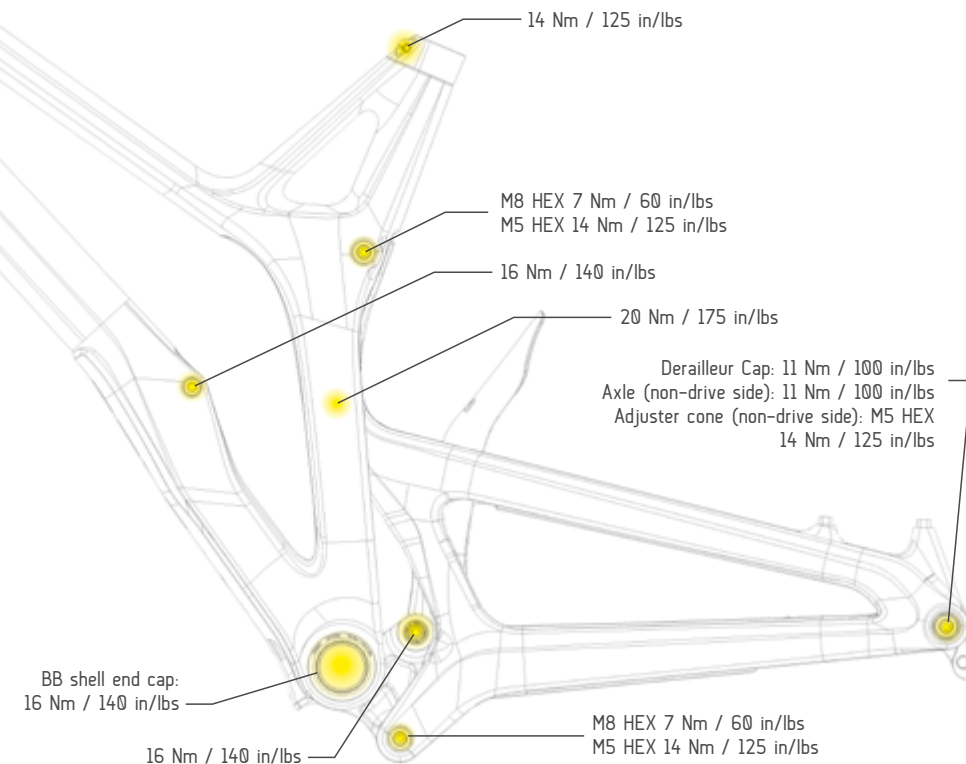
TORQUE CHART

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 M29 is optimised for you.

TOOLS NEEDED

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



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 14 NM / 125 IN-LBS. (OVER TIGHTENING THE SEAT POST CLAMP WILL INHIBIT THE MOVEMENT OF THE SEAT POST AND POTENTIALLY DAMAGE SEAT POST AND/OR SEAT TUBE.)

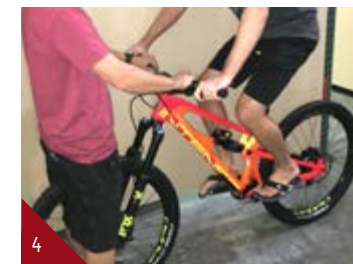
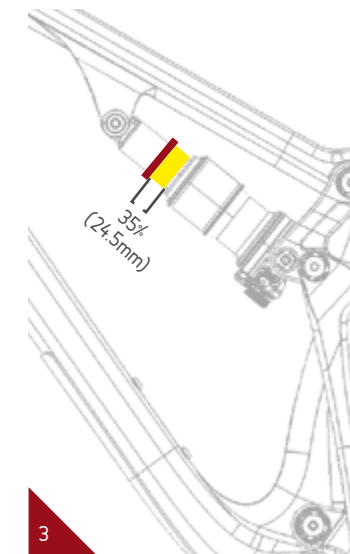
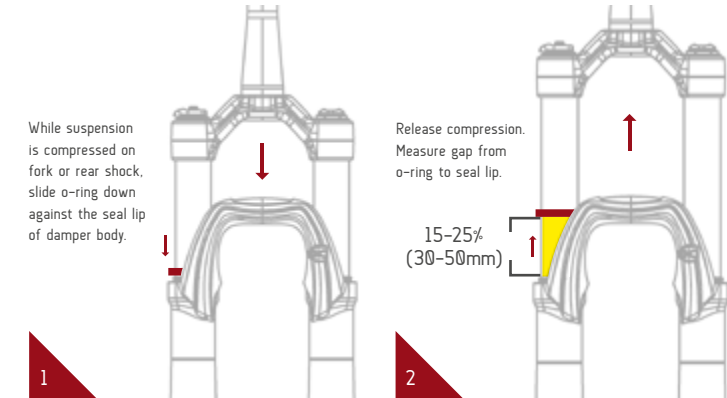
SETTING THE SAG

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

ROCK SHOX SDLX COIL



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 SETTINGS IN THE FOLLOWING CHART ARE SUGGESTIONS TO QUICKLY SET BASELINE SAG. BE SURE THE END OF YOUR SAG SET UP RESULTS IN 35% OF REAR SUSPENSION SAG.

TRAVEL	200mm (7.9")
SHOCK STROKE	70mm (2.75")
SHOCK SAG	35% when sitting on the bike
FORK SAG	25-30% when sitting on the bike
SHOCK:	Rock Shox SDLX coil

RIDER WEIGHT(LBS/KGS)	SPRING WEIGHT (LBS)	REBOUND (CLICKS OUT)
160 LBS / 73 KGS	450	6
170 LBS / 77 KGS	450	6
180 LBS / 82 KGS	500	6
190 LBS / 86 KGS	500	6
200 LBS / 91 KGS	500	6
210 LBS / 95 KGS	550	5
220 LBS / 100 KGS	550	5
230 LBS / 104 KGS	550	5



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.
- 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