



INTENSE
CYCLES . USA

USER MANUAL | TRACER 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 TRACER CARBON //

For the hardcore Enduro rider, the Tracer Carbon is built with a short rear end for quick maneuvers and a long front end with a slack, 65.5 degree head angle to keep things stable. 165mm of rear wheel travel on a stable pedaling platform gets you up the hills easily and still allows for big hits on the way down. No corners were cut in designing the easily serviceable pivots and lightweight carbon chassis but who needs to cut corners when you're on the fastest rig on the trail.

REGISTRATION

WWW.INTENSECYCLES.COM/WARRANTY-CARD/



CONTACT CUSTOMER SERVICE

CS@INTENSECYCLES.COM

951-296-9596



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FRAME FEATURES / SPEC

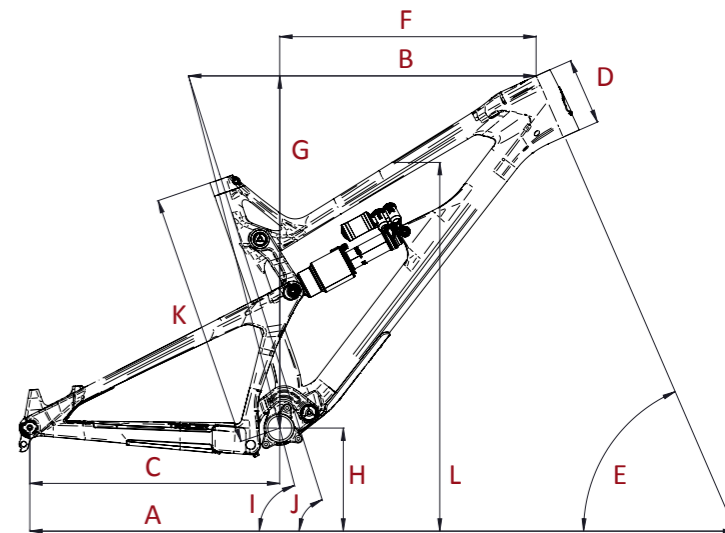
FRAME FEATURES //

- TRAVEL: 6.5" (165MM)
- 27.5" WHEEL SIZE
- INTEGRATED BOOST 148 X 12 DROPOUTS
- 6.15 LBS / 2,790 GRAMS = STANDARD FRAME W/ ALLOY LINK, NO SHOCK
- 5.7 LBS / 2,568 GRAMS = SL SUPER LIGHT FRAME W/ CARBON LINK, NO SHOCK
- INTERNAL CABLE ROUTING
- INTERNAL SEAT TUBE CABLE ROUTING FOR DROPPER POSTS
- MONOCOQUE FRONT TRIANGLE
- FLACK GUARD DOWNTUBE AND CHAINSTAY PROTECTION
- TAPERED HEAD TUBE
- ANGULAR CONTACT/COLLET BEARING SYSTEM WITH REPLACEABLE GREASE ZERKS

COMPONENT SPEC //

- FORK - 1.5" TAPERED STEER, 165MM TRAVEL, 552MM LOWER LEG LENGTH, 42MM OFFSET
- SHOCK - 216MM X 63.5MM (8.5" X 2.5"), 22MM X 6MM AND 22MM 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 - DIRECT 180MM
- CRANK SET - BOOST 148 COMPATIBLE - SINGLE RING ONLY
- REAR WHEEL - BOOST 148 COMPATIBLE

GEOMETRY



		SMALL	MEDIUM	LARGE	XLARGE
A	Wheel Base:	1154 mm/ 45.4"	1181 mm/ 46.5"	1207 mm/ 47.5"	1235 mm/ 48.6"
B	Top Tube Length:	571 mm/ 22.5"	597 mm/ 23.5"	622 mm/ 24.5"	649 mm/ 25.5"
C	Chain Stay Length:	432 mm/ 17"	432 mm/ 17"	432 mm/ 17"	432 mm/ 17"
D	Head Tube Length:	102 mm/ 4"	115 mm/ 4.5"	119 mm/ 4.7"	130 mm/ 5.1"
E	Head Tube Angle:	65.5	65.5	65.5	65.5
F	Reach:	414 mm/ 16.3"	436 mm/ 17.2"	460 mm/ 18.1"	483 mm/ 19"
G	Stack:	589 mm/ 23.2"	600 mm/ 23.6"	604 mm/ 23.8"	614 mm/ 24.2"
H	BB Height:	343 mm/ 13.5"	343 mm/ 13.5"	343 mm/ 13.5"	343 mm/ 13.5"
I	Seat Tube Angle (Effective):	75	75	75	75
J	Seat Tube Angle (Actual):	71	71	71	71
K	Seat Tube Length:	396 mm/ 15.6"	434 mm/ 17"	459 mm/ 18"	485 mm/ 19"
L	Standover Height:	795 mm/ 31.3"	801 mm/ 31.6"	805 mm/ 31.7"	813 mm/ 32"

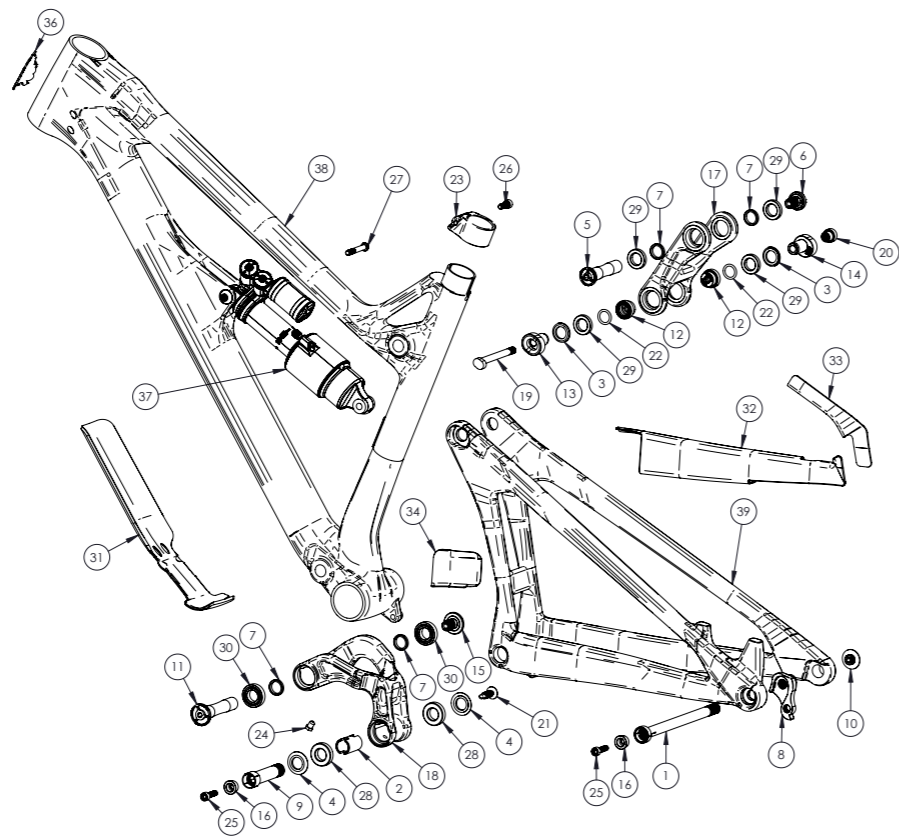
GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 552MM FORK LENGTH AND 42MM FORK OFFSET.

COMPONENT SPEC NOTE

THE TRACER CARBON IS DESIGNED AROUND THE USE OF A SINGLE CHAIN RING. 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 24mm OD	130765	Top Link Bearing Spacer (Lower)	2	N/A
4	Bearing Cap	130778	Lower Link Bearing Cap	2	N/A
5	Axle Upper	130780	Top Link Pivot Axle (Upper)	1	20 Nm / 175 in-lbs
6	Bolt Shoulder	130785	Top Link Pivot Bolt	1	20 Nm / 175 in-lbs
7	Spacer	130789	Bearing Spacer	4	N/A
8	Hanger	130790	Derailleur Hanger Forged	1	N/A
9	Bolt Main Pivot	130791	Lower Link Expander Bolt	1	7 Nm / 60 in-lbs
10	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
11	Axle Lower	130800	Lower Link Axle	1	20 Nm / 175 in-lbs
12	Link Spacer	130801	Upper Link Spacer	2	N/A
13	D-Lock Reducer	130803	Non-Drive Side Reducer	1	N/A
14	D-Lock Reducer	130805	Drive Side Reducer	1	N/A
15	Bolt Shoulder	130806	Lower Link Pivot Bolt	1	20 Nm / 175 in-lbs
16	Cone Adjuster	130807	Cone Adjuster Blk. 8.3 mm Height	2	N/A
17 [ST]	Top Link Standard	130811	Forged Top Link	1	N/A
17 [SL]	Top Link SL	130809	Carbon Top Link	1	N/A
18	Lower Link	130812	Forged Lower Link	1	N/A
19	Shock Bolt	130813	D-Lock Bolt	1	16 Nm / 140 in-lbs
20	Shock Bolt Nut	130814	D-Lock Nut	1	16 Nm / 140 in-lbs
21	Push Rivet	140038	Lower Link Push Rivet SR-0817BK	1	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
22	O-Ring	140044	Upper Link O-Ring 13.8 mm ID x 2.4 mm Width	2	N/A
23	Seat Clamp	340342	Tracer Carbon Seat Clamp	1	N/A
24	Zerk Fitting M6 x 1.0	401011	M6 x 1.0	1	5 Nm / 40 in-lbs
25 [ST]	SHCS M6 x 22	410009	Cone Adjuster Bolt, Socket Head, M6 x 22	2	14 Nm / 125 in-lbs
25 [SL]	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22 Titanium	2	14 Nm / 125 in-lbs
26	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	14 Nm / 125 in-lbs
27 [ST]	SHCS M6 x 40	410053	Front Shock Bolt, Socket Head, M6 x 40	1	7 Nm / 60 in-lbs
27 [SL]	SHCS M6 x 40	410050	Front Shock Bolt, Socket Head, M6 x 40 Titanium	1	7 Nm / 60 in-lbs
28	Bearing 7902	430007	15 x 28 x 7 2RS MAX Angular Contact Bearing	2	N/A
29	Bearing 6802	430008	15 x 24 x 5 2RS MAX Radial Bearing	4	N/A
30	Bearing 6902	430009	15 x 28 x 7 2RS MAX Radial Bearing	2	N/A
31	Guard Flack DT	500269	Flack Guard DT	1	N/A
32	Guard Flack CS	500270	Flack Guard Chainstay	1	N/A
33	Guard Flack Ststy	500271	Flack Guard Seat Stay	1	N/A
34	Protector Chainstay	500272	Protector Chainstay	1	N/A
35	Decal	500300	Decal California Bear	1	N/A
36	Head Badge	500335	Head Badge Flame Logo	1	N/A
37	Rear Shock		8.5in x 2.5in (215.9mm x 63.5mm)	1	N/A
38	Front Triangle		Carbon - 4 Sizes	1	N/A
39	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 (MAXIMA WATERPROOF GREASE RECOMMENDED)
- BLUE LOCTITE® #243
- 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 (#130809) as oriented in the above picture, with your fingertips, hold upper link pivot bolt spacers (#130789) against the inside of the bearing races (IMAGE #1).

B Match upper link to pivot point on the top tube making sure the spacers do not fall out.

C Using upper pivot axle (#130780), insert through non-drive side of top link bearing and push through to drive side bearing (IMAGE #2).

D Thread shoulder bolt (#130785) using 5mm HEX wrench. Holding 5MM wrench on non-drive side and 5MM torque wrench on shoulder bolt, torque the assembly to 20 NM / 175 in/lbs (IMAGE #3).

CONNECTING BOX LINK TO FRONT TRIANGLE //

A Holding the lower link (#130812) behind the seat tube, use your fingertips to hold lower link spacers (#130789) against the inside of the bearing races (IMAGE #4).

B Slide over and match lower link to pivot point on down tube making sure the spacers do not fall out (IMAGE #4).

C Using lower link pivot axle (#130800), insert through non-drive side of lower link bearing and push through to drive side bearing (IMAGE #5).

D Thread shoulder bolt (#130806) using 5mm HEX wrench. Holding 5MM wrench on non-drive side and 5MM torque wrench on shoulder bolt, torque the assembly to 20 NM / 175 in/lbs (IMAGE #6).



CONNECTING REAR TRIANGLE TO BOX LINK //

A Put a small dab of grease on the outside bearing race as well as on the contacting surface of the bearing cap (#130778). This will help hold the bearing caps in place during the 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 torque wrench and torque main pivot bolt down to 7 NM / 60 in/lbs (IMAGES #9, 10).

D Grease and insert cone adjuster (#130807) into main pivot bolt with M6 x 22MM bolt (#410009) (IMAGE#11). Torque down to 14 NM / 125 in/lbs (IMAGE #12).

E Insert push rivet (#140038) on the drive side in the pivot axle (IMAGE # 13).

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 cap (#130765). This will help hold the bearing caps in place during the installation (IMAGE #14).

B Swing the rear triangle up aligning the pivot point with upper link bearing cap (IMAGE #15).

C Insert the non-drive D-Lock reducer (#130803) and the drive side D-Lock reducer (#130805), joining the top swing link with the rear triangle (IMAGE #16).

D Take the upper link spacer (#130801) and slide it over the back side of the D-Lock reducer on both drive and non-drive sides. It will be a snug fit as there is a small o-ring fitted to the inside diameter of the tracer spacer. This spacer will directly interface with the shock hardware (IMAGE #17).

INSTALLING REAR SHOCK //

A Using rear shock with the reservoir facing up, match the body and reservoir with the front triangle shock tabs. Insert the M6 x 40MM shock bolt through the assembly and torque down to 14 NM / 125 in/lbs (IMAGE #18).

B Match the other end of the shock with the D-Lock reducers and the link spacers on the top link. Insert the keyed shock shoulder bolt (#130813) making sure it is keyed properly and is fully flushed with the D-Lock reducer on non-drive side (IMAGE #19).

C Thread on shock nut (#130814) with 5MM allen key and torque down to 16 NM / 140 in/lbs (IMAGES #20, 21).



22



23



24



25



26

INSTALLING DERAILLEUR HANGER //

A Apply a thin layer of grease to the derailleur hanger (#130790) shank and install into the keyed insert on the drive side of the rear triangle (IMAGE #22).

B Install derailleur cap (#130798) using a 6MM allen key and torque to 11 NM / 100 in/lbs (IMAGE #23).

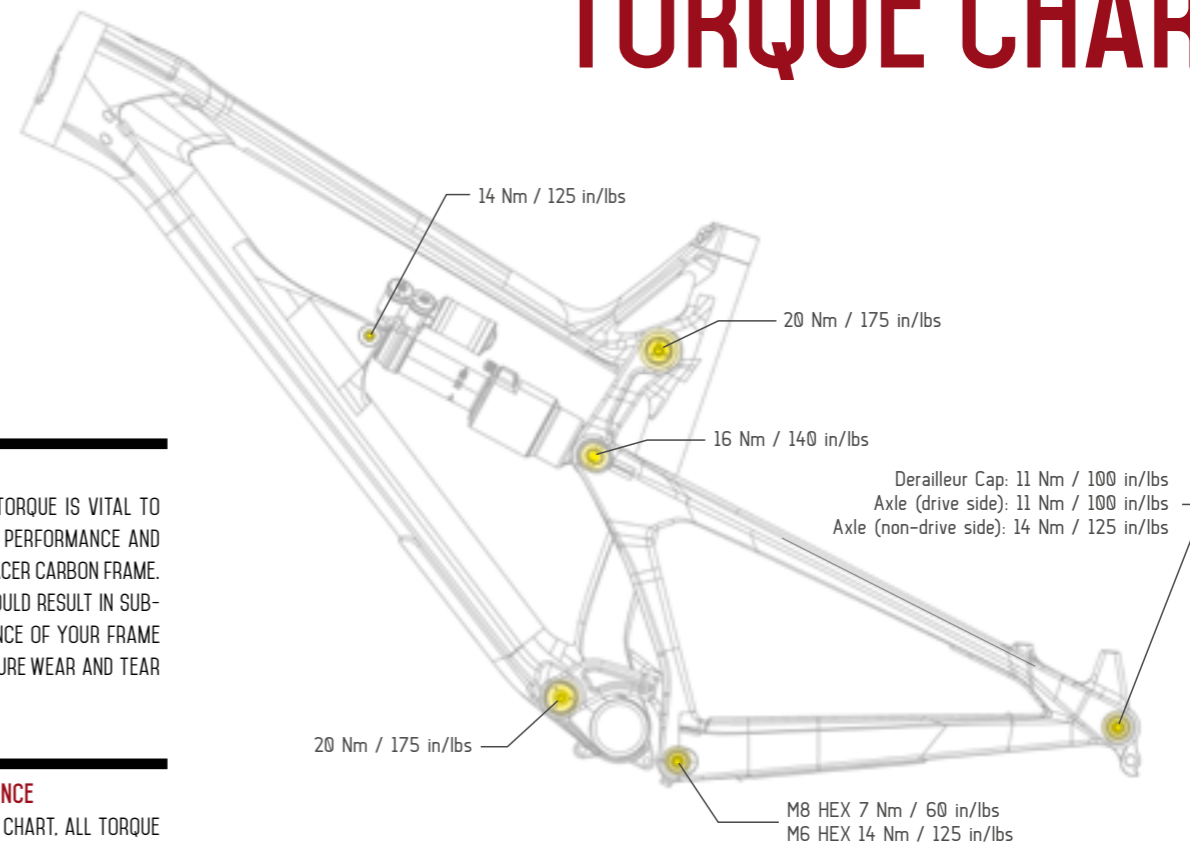
REAR AXLE //

A Insert 148 x 12MM rear axle (#130757) into axle opening on non-drive side (IMAGE #24).

B From drive side, insert 5MM allen key through the derailleur cap to reach the 5MM HEX interface on the axle. Turn wrench in a counter clockwise direction to tighten and clockwise to loosen. Torque to 11 NM / 100 in/lbs (IMAGE #25).

C Back on the non-drive side, use the 5MM allen wrench to torque the cone adjuster (#130807) with the M6 x 22MM (#410032) down to 14 NM / 125 in/lbs (IMAGE #26).

TORQUE CHART



TORQUE

ACHIEVING PROPER TORQUE IS VITAL TO ENSURING THE SAFE PERFORMANCE AND FUNCTION OF THE TRACER 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.

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 Tracer Carbon is optimised for you.

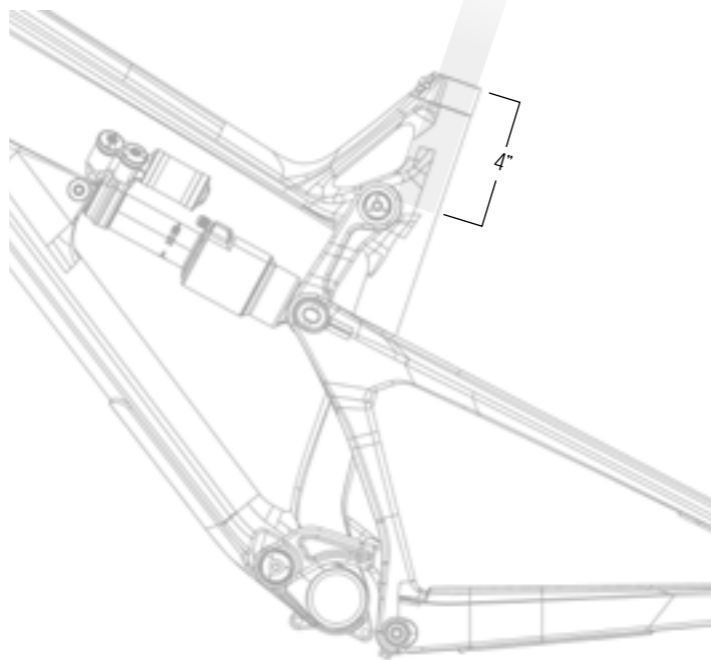
TOOLS NEEDED

- 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.

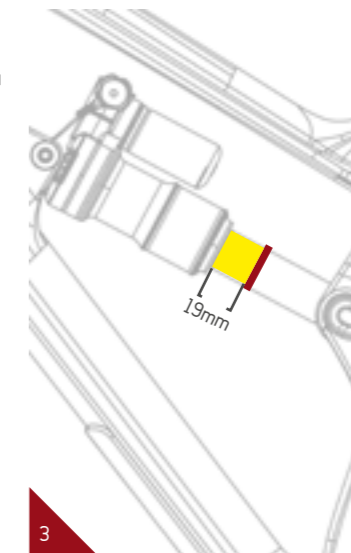
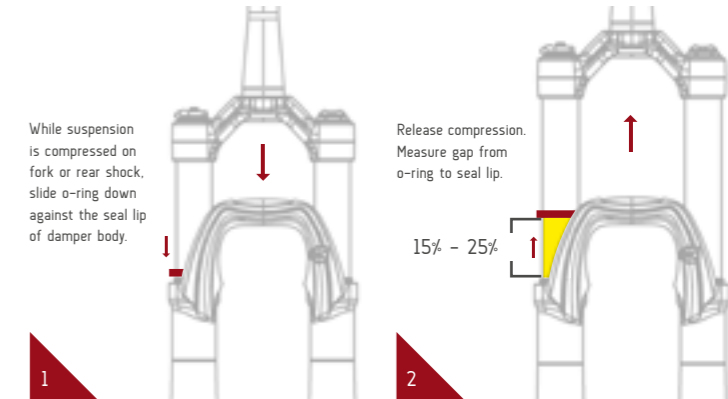
SETTING THE SAG

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

ROCK SHOX MONARCH PLUS R / RT3
216 X 63.5MM



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

TRAVEL	165MM
SHOCK STROKE	63 mm
SHOCK SAG	30% when sitting on the bike
FORK SAG	15-25% when sitting on the bike
SHOCK:	Rock Shox Monarch Plus R
SHOCK:	Rock Shox Monarch Plus RT3

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

SHOCK SETUP

FOX FLOAT X2 PERFORMANCE ELITE / X2
216 X 63.5MM



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

TRAVEL	165MM
SHOCK STROKE	63mm
SHOCK SAG	30% when sitting on the bike
FORK SAG	15-25% when sitting on the bike
SHOCK:	FOX Float X2 Performance Elite
SHOCK:	FOX Factory Float X2

RIDER WEIGHT(LBS/KGS)	SPRING (PSI)	
100 LBS / 45 KGS	120	LSC 20
110 LBS / 50 KGS	130	HSC 18
120 LBS / 54 KGS	140	LSR 17
130 LBS / 59 KGS	150	HSR 15
140 LBS / 63.5 KGS	160	LSC 18
150 LBS / 68 KGS	170	HSC 16
160 LBS / 73 KGS	180	LSR 14
170 LBS / 77 KGS	190	HSR 12
180 LBS / 82 KGS	200	
190 LBS / 86 KGS	210	LSC 17
200 LBS / 91 KGS	220	HSC 14
210 LBS / 95 KGS	230	LSR 13
220 LBS / 100 KGS	240	HSR 10
230 LBS / 104 KGS	250	
240 LBS / 109 KGS	n/a	n/a
250 LBS / 113 KGS	n/a	
260 LBS / 118 KGS	n/a	
270 LBS / 122 KGS	n/a	
280 LBS / 127 KGS	n/a	
290 LBS / 131.5 KGS	n/a	
300 LBS / 136 KGS	n/a	

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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