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. 305mm 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.

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Registration

Www.intensecycles.com/warranty-card/

Contact Customer Service
Custerc@intensecycles.com
951-296-9596
FRAME FEATURES
- Travel: 6.5" (165mm)
- 27.5" wheel size
- Integrated boost 148 x 12 dropouts
- 18 lbs / 8.16 kg standard frame w/ 552mm fork length and 42mm offset
- 16.6 lbs / 7.54 kg SL Super Light frame w/ 552mm fork length and 42mm offset

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Component Spec //
- Fork – 1.5" tapered steer, 195mm travel, 155mm lower leg length, 42mm offset
- Shock – 290mm x 65mm (6.5" x 2.5") 220mm x 88mm and 252mm x 88mm reducers
- Seat post – 27.2mm
- 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
- Head成熟的 – Boost 148 compatible

Component Spec //
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GEOMETRY
GEOMETRY NOTES
GEOMETRY TAKEN AT TOP OUT WITH 552MM FORK LENGTH AND 42MM FORK OFFSET.

GEOMETRY NOTE:
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- Brake Mount – Post Mount - Direct 180mm
- Crank Set – Boost 148 compatible – Single ring only
- Head成熟的 – Boost 148 compatible
# Exploded View and B.O.M.

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM PART NUMBER</th>
<th>DESCRIPTION</th>
<th>QTY.</th>
<th>TORQUE SPEC.</th>
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<td>130757</td>
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<td>Hanger</td>
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<td>Shock Bolt Nut</td>
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<td>Zerk Fitting</td>
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<td>28</td>
<td>Top Link SL</td>
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<tr>
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<td>Rear Shock</td>
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<td>N/A</td>
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<tr>
<td>30</td>
<td>Front Triangle</td>
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<td>1</td>
<td>N/A</td>
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<tr>
<td>31</td>
<td>Rear Triangle</td>
<td>Carbon - 1 Size</td>
<td>1</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM NO.</th>
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<th>DESCRIPTION</th>
<th>QTY.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>D-Ring</td>
<td>140066</td>
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<td>110 in-lbs / 160 Nm</td>
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<tr>
<td>33</td>
<td>Seat Clamp</td>
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<td>N/A</td>
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<tr>
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<td>SHCS M6 x 10</td>
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<td>SHCS M6 x 10</td>
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<td>7 Nm / 60 in-lbs</td>
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<td>SHCS M6 x 10</td>
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<td>7 Nm / 60 in-lbs</td>
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<tr>
<td>39</td>
<td>Rear Shock</td>
<td>8.5in x 2.5in (215.9mm x 63.5mm)</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td>40</td>
<td>Front Triangle</td>
<td>Carbon - 1 Size</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td>41</td>
<td>Rear Triangle</td>
<td>Carbon - 1 Size</td>
<td>1</td>
<td>N/A</td>
</tr>
</tbody>
</table>

---

**ITEM NO.**: Reference number for each item.

**ITEM PART NUMBER**: Part number for each item.

**DESCRIPTION**: Description of each item.

**QTY.**: Quantity of each item.

**TORQUE SPEC.**: Torque specification for each item.
ASSEMBLY

TOOL 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.

PRE FACE //

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.

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 (#138784), 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).
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 PM x 60MM shock bolt through the assembly and torque down to 25 NM / 220 in/lbs (IMAGES #20, #21).

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 (#138813) making sure it is keyed properly and is fully flushed with the D-Lock reducer on non-drive side (IMAGE #23).

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 (#138775). 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 grease and 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).
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.

In addition to this chart, all torque values are laser etched onto corresponding hardware for your reference.

**TORQUE CHART**

<table>
<thead>
<tr>
<th>Torque Value</th>
<th>Unit 1</th>
<th>Unit 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Nm / 175 in/lbs</td>
<td>20 Nm / 175 in/lbs</td>
<td></td>
</tr>
<tr>
<td>16 Nm / 140 in/lbs</td>
<td>16 Nm / 140 in/lbs</td>
<td></td>
</tr>
<tr>
<td>M8 HEX 7 Nm / 65 in/lbs</td>
<td>M8 HEX 7 Nm / 65 in/lbs</td>
<td></td>
</tr>
<tr>
<td>M8 HEX 11 Nm / 100 in/lbs</td>
<td>M8 HEX 11 Nm / 100 in/lbs</td>
<td></td>
</tr>
<tr>
<td>Axle (drive side)</td>
<td>11 Nm / 100 in/lbs</td>
<td></td>
</tr>
<tr>
<td>Axle (non-drive side)</td>
<td>14 Nm / 125 in/lbs</td>
<td></td>
</tr>
<tr>
<td>Derailleur Cap: 11 Nm / 100 in/lbs</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**INSTALLING DERAILLEUR HANGER**

A. Apply a thin layer of grease to the derailleur hanger (+130750 shark) and install into the keyed insert on the drive side of the rear triangle (IMAGE #22).

B. Install derailleur cap (+130758) onto the 5MM hex key and torque to 11 NM / 100 in/lbs (IMAGE #23).

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

D. From drive side, insert 5MM hex 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).

**REAR AXLE**

A. Insert 148 x 12MM rear axle (+130757) into axle opening on non-drive side (IMAGE #26).

B. From drive side, insert 5MM hex 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 #26).

C. Back on the non-drive side, use the 5MM hex wrench to torque the cone adjuster (+138887) with the 6MM x 22MM (+138932) down to 14 NM / 125 in/lbs (IMAGE #26).

**INSTALLING DERAILLEUR HANGER**

A. Apply a thin layer of grease to the derailleur hanger (+130750 shark) and install into the keyed insert on the drive side of the rear triangle (IMAGE #22).

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**REAR AXLE**

A. Insert 148 x 12MM rear axle (+130757) into axle opening on non-drive side (IMAGE #26).

B. From drive side, insert 5MM hex 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 #26).

C. Back on the non-drive side, use the 5MM hex wrench to torque the cone adjuster (+138887) with the 6MM x 22MM (+138932) down to 14 NM / 125 in/lbs (IMAGE #26).
**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. Gise 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 bodys (IMAGE #2).
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.rockshox.com/products

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

### Shock Setup

**SHOCK:**
- RockShox Monarch Plus R
- RockShox Monarch Plus RT3

**RIDER WEIGHT (LBS/KGS)**

<table>
<thead>
<tr>
<th>Rider Weight</th>
<th>Spring (PSI)</th>
<th>Rebound (clicks out)</th>
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<td>110 LBS / 50 KGS</td>
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<td>210 LBS / 95 KGS</td>
<td>210</td>
<td>11-10</td>
</tr>
<tr>
<td>220 LBS / 100 KGS</td>
<td>220</td>
<td>11-10</td>
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</table>

**Shock Stroke**
- SHOCK: RockShox Monarch Plus R
- SHOCK: RockShox Monarch Plus RT3

**Shock Sag**
- Travel: 165mm
- Shock Stoke: 63mm
- Shock Sag: 30% when sitting on the bike
- Fork Sag: 15-25% when sitting on the bike

**Travel**
- 3.5 inches

**Shocks**
- 216 x 63.5mm

**Shock Setup**
- SHOCK: RockShox Monarch Plus R
- SHOCK: RockShox Monarch Plus RT3

**Travel**
- 3.5 inches

**Shocks**
- 216 x 63.5mm

**Shock Sag**
- SHOCK: RockShox Monarch Plus R
- SHOCK: RockShox Monarch Plus RT3

**Travel**
- SHOCK: 3.5 inches

**Shocks**
- 216 x 63.5mm

**Shock Sag**
- SHOCK: RockShox Monarch Plus R
- SHOCK: RockShox Monarch Plus RT3

**Travel**
- 3.5 inches

**Shocks**
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**Shock Sag**
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**Travel**
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- 216 x 63.5mm

**Shock Sag**
- SHOCK: RockShox Monarch Plus R
- SHOCK: RockShox Monarch Plus RT3
## CARBON CARE

**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.

- 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, handlebar 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 9-times 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 rare or face a carbon frame.
- Be sure to follow all recommended torque settings.

**MAINTENANCE SCHEDULE *//**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>EVERY X</th>
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<tbody>
<tr>
<td>Tires</td>
<td>Check air pressure, inspect tread and sidewalls for tears and punctures</td>
</tr>
<tr>
<td>Chain</td>
<td>Brush off and lubricate</td>
</tr>
<tr>
<td>BRAKES</td>
<td>Square brakes and control function</td>
</tr>
<tr>
<td>GENERAL</td>
<td>Clean complete bike of mud and dirt</td>
</tr>
<tr>
<td>HEADSET</td>
<td>Check alignment</td>
</tr>
<tr>
<td>BOSS TUBE</td>
<td>Add grease thru fittings</td>
</tr>
<tr>
<td>FRAME PIVOTS</td>
<td>Check torque</td>
</tr>
<tr>
<td>SPROKETS</td>
<td>Inspect for damage, check tension</td>
</tr>
<tr>
<td>QUICK WIRE / FORK</td>
<td>Check air pressure, inspect for kinks</td>
</tr>
<tr>
<td>Brake Cables</td>
<td>Inspect and take</td>
</tr>
<tr>
<td>STARTER</td>
<td>Clean and remove starter with frame</td>
</tr>
<tr>
<td>FRAME PIVOTS</td>
<td>Remove pivot bolts, check bearings for pitting and wear</td>
</tr>
<tr>
<td>HEADSET</td>
<td>Disassemble stem, headset and fork. Check bearings for pitting and wear</td>
</tr>
<tr>
<td>HUBS</td>
<td>Pull wheels off, check hub bearings for pitting and wear</td>
</tr>
<tr>
<td>BOTTOM BRACKET</td>
<td>Remove crank arms and check BB bearings for pitting and wear</td>
</tr>
<tr>
<td>BRAKES</td>
<td>Replace brake pads</td>
</tr>
<tr>
<td>CHAIN</td>
<td>Inspect for damage and check for stretching</td>
</tr>
<tr>
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<td>Complete Tune-up</td>
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<tr>
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