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 PRIMER S //

Featuring a staggered 27.5 wheelset of 29 front and 27.5+ rear, the Primer S is an Enduro minded ride with a 1x specific frame design for those of you who are honch enough to run one ring up front. Our symmetrical, vertical struts increase stiffness on the rear triangle and clear room for the wide, 27.5+ tires. Adjustable with the addition of New Flip Chip sports 140 mm / 5.5” or 137 mm / 5.4” of rear wheel travel on an extra wide, Boost 148 rear end. The adjustable rear travel is enough to fine tune your ride for any trail while the full carbon monocoque front and rear triangles keep things nimble and light for the climb. This vehicle is a ripper of a ride.

REGISTER YOUR BIKE //
www.intensecycles.com/warranty-card/

TECHNICAL ASSISTANCE
techcenter@intensecycles.com
951-307-9211

TABLE OF CONTENTS //

Introduction / Registration 2
Getting to Know Your Primer S 4
Frame Features / Component Spec 4
Geometry 5
Exploded View and B.O.M. 6
Assembly 8
Frame Assembly 9
Torque Specifications 16
Setup 17
Seatpost 17
Setting the Sag 18
Shock Setup 19
Setting the Flip Chip 20
Maintenance 22
Carbon Care 22
Maintenance Schedule 23

THE PRIMER S USER MANUAL
INTENSECYCLES.COM / 2
getting to know your primer s

Component spec //

- Fork: FOX 36 150 mm with 51 mm Fork Offset, 557 mm Axle to Crown
- Rear Shock: 210 x 50, 20 mm x 8 mm Rear reducer and 20 mm x 6 mm for Front triangle mount
- Headset: Cane Creek, 40, Alloy Cartridge, 2S 44 Upper/ EC 49 Lower (www.canelecreek.com)
- Bottom Bracket: Threaded 73 mm
- Rear Axle: BOSCH 148 x 12
- Brake Mount: Post Mount for 160 mm rotor
- Crank Set: BOSCH 148 (single ring only)
- Rear Wheel: BOOST 148
- Seat post: 31.6mm

Component Spec Note

The Primer S 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.

Warning

Not intended for use with forks larger than 150 mm of travel.

Component Spec Note

The Primer S 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.

Frame features //

- Rear Travel, Low Setting of Flip Chip: 140 mm 5.5 inches with 210 x 50 stroke shock
- Rear Travel, Lower Setting of Flip Chip: 137 mm 5.4 inches with 210 x 50 stroke shock
- 29” frame, 27.5 plus rear tire size
- Integrated BOOST 148 x 12 dropouts
- Internal cable routing
- Internal seat tube cable routing for dropper posts
- Monococque front triangle
- B2H Full fitment
- FLK – GND Downtube, Chainstay, Seatstays, and Seattube protection
- Tapered head tube
- Max bearings and dedicated frame hardware

Geometry //

Geometry taken at top out with 557 mm axle to crown length and 151 mm fork offset.

Electronic Spec //

- Fork: FOX 36 150 mm with 51 mm Fork Offset, 557 mm Axle to Crown
- Rear Shock: 210 x 50, 20 mm x 8 mm Rear reducer and 20 mm x 6 mm for Front triangle mount
- Headset: Cane Creek, 40, Alloy Cartridge, 2S 44 Upper/ EC 49 Lower (www.canelecreek.com)
- Bottom Bracket: Threaded 73 mm
- Rear Axle: BOSCH 148 x 12
- Brake Mount: Post Mount for 160 mm rotor
- Crank Set: BOSCH 148 (single ring only)
- Rear Wheel: BOOST 148
- Seat post: 31.6mm

Component Spec Note

Not intended for use with forks larger than 150 mm of travel.

Warning

Not intended for use with forks larger than 150 mm of travel.

Component Spec Note

The Primer S 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.

Frame features //

- Rear Travel, Low Setting of Flip Chip: 140 mm 5.5 inches with 210 x 50 stroke shock
- Rear Travel, Lower Setting of Flip Chip: 137 mm 5.4 inches with 210 x 50 stroke shock
- 29” frame, 27.5 plus rear tire size
- Integrated BOOST 148 x 12 dropouts
- Internal cable routing
- Internal seat tube cable routing for dropper posts
- Monococque front triangle
- B2H Full fitment
- FLK – GND Downtube, Chainstay, Seatstays, and Seattube protection
- Tapered head tube
- Max bearings and dedicated frame hardware

Geometry //

Geometry taken at top out with 557 mm axle to crown length and 151 mm fork offset.
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>QTY.</th>
<th>TORQUE SPEC.</th>
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<tbody>
<tr>
<td>1</td>
<td>Rear Axle 130707</td>
<td>Axle Rear 140010</td>
<td>410 mm X 14 mm Boost</td>
<td>20 Nm / 175 in-lbs</td>
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<td>Lower Link Bearing Spacer (Rear)</td>
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<tr>
<td>3</td>
<td>Bearing Cap 130709</td>
<td>Upper Link Bearing Cap, 24 mm (Upper)</td>
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<tr>
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<td>Hanger 130711</td>
<td>Derailleur Hanger, Forged</td>
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<tr>
<td>6</td>
<td>Pivot Bolt 130712</td>
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<tr>
<td>7</td>
<td>Hanger Bolt 130713</td>
<td>Derailleur Hanger Bolt</td>
<td>1 11 Nm / 100 in-lbs</td>
<td></td>
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<tr>
<td>8</td>
<td>Pivot Axle 130800</td>
<td>Lower Link Pivot Axle (Front)</td>
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<td>Pivot Axle 130801</td>
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<td>Cone Adjuster 130802</td>
<td>Cone Adjuster, 8.3 mm Height</td>
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<td>Shock Bolt, Left 130803</td>
<td>O-Lock Bolt</td>
<td>1 16 Nm / 140 in-lbs</td>
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<td>Shock Nut 130804</td>
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<td>13</td>
<td>Bearing Spacer 130805</td>
<td>Upper Link Bearing Spacer w/ O-Ring (Lower)</td>
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<td>17</td>
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<td>18</td>
<td>Top Link 130809</td>
<td>Carbon Top Link</td>
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<td>19</td>
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<td>Flip Chip 130811</td>
<td>D-Lock Reducer, Left</td>
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<td>Flip Chip 130812</td>
<td>D-Lock Reducer, Right</td>
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<td>Plug 140010</td>
<td>Lower Link Pivot Plug</td>
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<td>23</td>
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<td>1 13.8 mm x 2.4 mm</td>
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<td>Seat Clamp 140012</td>
<td>Bolt-On Seat Clamp</td>
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<tr>
<td>25</td>
<td>Zerk Fitting 401011</td>
<td>M6 x 1.0</td>
<td>1 5 Nm / 45 in-lbs</td>
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<td>26</td>
<td>BHCS M5 x 12</td>
<td>Water Bottle Bolt, Button Head, M5 x 12</td>
<td>2 2 Nm / 18 In-lbs</td>
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<td>27</td>
<td>SHCS M6 x 22</td>
<td>Cone Adjuster Bolt, Socket Head, M6 x 22</td>
<td>3 14 Nm / 45 in-lbs</td>
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<tr>
<td>28</td>
<td>SHCS M8 x 16</td>
<td>Seat Clamp Bolt, Socket Head, M8 x 16</td>
<td>4 5 Nm / 45 in-lbs</td>
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<tr>
<td>29</td>
<td>Shock M8 X 40</td>
<td>Shock Bolt, Socket Head, M8 x 40 Titanium</td>
<td>6 5 Nm / 45 in-lbs</td>
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<td>30</td>
<td>Bearing 7902 430007</td>
<td>15 x 28 x 7 2RS Max Angular Contact Bearing</td>
<td>5 N/A</td>
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<tr>
<td>31</td>
<td>Bearing 8802 430008</td>
<td>15 x 26 x 7 2RS Max Radial Bearing</td>
<td>5 N/A</td>
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<td>32</td>
<td>Dresar 500330</td>
<td>California Bear</td>
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<td>33</td>
<td>Head Badge 500335</td>
<td>Head Badge Flame Logo</td>
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<td>34</td>
<td>Flack Guard 500501</td>
<td>Flack Guard Down Tube</td>
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<td>Flack Guard 500502</td>
<td>Flack Guard Primer S Seat Stay</td>
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<td>Flack Guard Primer S Seat Stay</td>
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<tr>
<td>37</td>
<td>Flack Guard 500504</td>
<td>Flack Guard Primer S Seat Stay</td>
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<td>Flack Guard 500505</td>
<td>Flack Guard Primer S Chain Stay</td>
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<td></td>
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<tr>
<td>39</td>
<td>Flack Guard 500506</td>
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<td>Flack Guard 500507</td>
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<td>Flack Guard 500508</td>
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<td>42</td>
<td>Flack Guard 500509</td>
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<td>Flack Guard 500510</td>
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<td>44</td>
<td>Flack Guard 500511</td>
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<td></td>
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<tr>
<td>45</td>
<td>Chain Stay Protector 500501</td>
<td>Carbon, 4 Sizes</td>
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<tr>
<td>46</td>
<td>Rear Triangle 500502</td>
<td>Carbon, 1 Size</td>
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<tr>
<td>47</td>
<td>Rear Shock 210 mm x 50 mm</td>
<td>210 mm x 50 mm</td>
<td>1 N/A</td>
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<td></td>
</tr>
</tbody>
</table>
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
- Blue Loctite® #243
- Anti seize
- 4 mm HEX wrench
- 5 mm HEX wrench x 2
- 6 mm HEX wrench
- 8 mm HEX wrench
- Torque wrench

PRO TIPS
- Be sure to apply a thin coat of grease to all pivot axles and rear axle. This will reduce the chances of corrosion due to moisture and prevent any possible creaks.
- After the first few rides and all the components are broken in and settled into place, go through and re-torque all pivot axles and fasteners. After this first adjustment, you will be ready to rip for the long haul.
- Use grease on any metal to carbon interface, including headset. Also use grease on metal to metal interface of threaded bb.

CONNECTING TOP LINK TO FRONT TRIANGLE //

A Holding top link (#130859) as oriented in the above picture, apply grease to the outside face of each of the top two bearings in the top link to hold the upper spacers (#130765) against the outside 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 top link collet bolt (#130842), insert into non-drive side of frame and push through the top link then thread into the frame, taking care that the spacers do not fall out.

D Using an 8 mm HEX wrench torque to 7 Nm or 60 in/lbs (Image #3).

E Grease and insert adjuster cone (#130807) into top link collet bolt (#130842). Grease M6 x 22 mm bolt and install through adjuster cone into top link collet bolt (Image #4). Torque M6 x 22 mm (#410032) to 14 Nm or 125 in/lbs.
CONNECTING THE LOWER LINK TO FRONT TRIANGLE //
A. Apply grease to the two pivot axle spacers (#130860) to hold spacers against the inside of the lower link bearing race (Image #5).
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 #6).
C. Use 5 mm HEX to install shoulder bolt (#130806), and tighten to 20 Nm or 175 in/lbs (Image #7/7a).

CONNECTING REAR TRIANGLE TO LOWER LINK //
A. Apply grease to bearing face of lower link and hold bearing caps (#130788) with rounded ends facing outwards, then press two caps against the back bearings on lower link (#130858) (Image #8).
B. Mate rear triangle with lower link and align pivot points with bearing caps (Image #9).
C. With lower pivot points aligned, insert main pivot bolt (#130791), using an 8 mm HEX wrench torque to 7 Nm or 60 in/lbs (Image #10).
D. Grease and insert adjuster cone (#130807) into head of main pivot bolt (#130791). Grease M6 x 22 mm bolt and install through adjuster cone into main pivot bolt (Image #11). Torque M6 x 22 mm (#410032) 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 (#130835). This will help hold the bearing caps in place during the installation. Align the swing arm pivot with upper link pivot point and bearing cap (Image #12).

B. Insert non-drive D-lock reducer Flip Chip (#130865) and drive side D-lock reducer to join top link with rear triangle (Image #13).

C. Install upper link spacer (#130821) on the back side of D-lock reducer on both drive and non-drive sides (Image #14/14a).

**INSTALLING REAR SHOCK** //

A. With the rear shock reservoir oriented up, align the forward end of shock to the forward shock mount on front triangle. Install greased shock shoulder bolt right (#410050) thru shock mount and tighten to 7 Nm or 60 in/lbs (Image #15).

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 #16/16A).

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 (#130813). Using a 5 mm HEX wrench torque to 16 Nm or 140 in/lbs (Image #17/17A).
**Installing Derailleur Hanger**

A. Grease portion of derailleur hanger (#130790) where it interfaces with the frame. Apply blue loctite to derailleur bolt.

B. Insert hanger into back of frame opening and align derailleur bolt (#130798) with threads in the hanger (Image #18).

**Rear Axle**

A. Grease and install adjuster cone (#130807) in the head of the axle, grease M6 x 22 mm bolt (#410032) through adjuster cone into axle (Image #20) and thread into the rear axle.

B. Insert 148 x 12 rear axle (#130767) into axle opening on non-drive side (Image #21).

C. With the rear wheel and axle installed, insert a 5 mm HEX key through derailleur cap on the drive side to reach the 5 mm hex interface on the inside of the axle. Turn wrench counter clockwise to tighten the axle. Torque to 11 Nm or 100 in/lbs (Image #22).

D. On the non drive side, use a 5 mm HEX wrench and torque the cone adjuster to 14Nm or 125 in/lbs (Image #23).

**Seat Clamp**

A. Install seat clamp on frame, note that the serial number is on this area of the front triangle (Image #24).

B. Grease and install M6 x 18 mm bolt through the drive side of seat clamp (Image #25), when seat post is installed torque the seat clamp to 5 Nm or 45 in/lbs.
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 5 nm / 45 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.

Achieving proper torque is vital to ensuring the safe performance and function of the Primer S frame. Failure to do so could result in sub-optimal performance of your frame as well as premature wear and tear of individual parts.

We are almost ready to rip. Just a few more checkpoints and adjustments to ensure the performance and ride characteristics of the Primer S are optimised for you.

Tools needed
• shock pump
• small ruler or measuring device
• torque wrench
• INTENSE Carbon Paste

set up

We are almost ready to rip. Just a few more checkpoints and adjustments to ensure the performance and ride characteristics of the Primer S are optimised for you.

Tools needed
• shock pump
• small ruler or measuring device
• torque wrench
• INTENSE Carbon Paste

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 5 nm / 45 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.

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• INTENSE Carbon Paste

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Tools needed
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• small ruler or measuring device
• torque wrench
• INTENSE Carbon Paste

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 5 nm / 45 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.

Achieving proper torque is vital to ensuring the safe performance and function of the Primer S frame. Failure to do so could result in sub-optimal performance of your frame as well as premature wear and tear of individual parts.

We are almost ready to rip. Just a few more checkpoints and adjustments to ensure the performance and ride characteristics of the Primer S are optimised for you.

Tools needed
• shock pump
• small ruler or measuring device
• torque wrench
• INTENSE Carbon Paste
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.

**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.

**Table**

<table>
<thead>
<tr>
<th>RIDER WEIGHT (LBS/KGS)</th>
<th>AIR PRESSURE (PSI)</th>
<th>REBOUND</th>
<th>FOR SPEED</th>
<th>COMPRESSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 lbs / 45 kgs</td>
<td>130</td>
<td>10</td>
<td>Low Speed</td>
<td></td>
</tr>
<tr>
<td>110 lbs / 50 kgs</td>
<td>150</td>
<td>10</td>
<td>110 lbs</td>
<td>140 11</td>
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<td>120 lbs / 54 kgs</td>
<td>170</td>
<td>10</td>
<td>120 lbs</td>
<td>155 9</td>
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<td>130 lbs / 59 kgs</td>
<td>190</td>
<td>9</td>
<td>130 lbs</td>
<td>165 9</td>
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<tr>
<td>140 lbs / 64 kgs</td>
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<td>9</td>
<td>140 lbs</td>
<td>180 8</td>
</tr>
<tr>
<td>150 lbs / 69 kgs</td>
<td>230</td>
<td>8</td>
<td>150 lbs</td>
<td>195 8</td>
</tr>
<tr>
<td>160 lbs / 74 kgs</td>
<td>250</td>
<td>7</td>
<td>160 lbs</td>
<td>205 7</td>
</tr>
<tr>
<td>170 lbs / 79 kgs</td>
<td>270</td>
<td>7</td>
<td>170 lbs</td>
<td>225 7</td>
</tr>
<tr>
<td>180 lbs / 84 kgs</td>
<td>290</td>
<td>7</td>
<td>180 lbs</td>
<td>240 6</td>
</tr>
<tr>
<td>190 lbs / 89 kgs</td>
<td>310</td>
<td>6</td>
<td>190 lbs</td>
<td>250 6</td>
</tr>
<tr>
<td>200 lbs / 95 kgs</td>
<td>330</td>
<td>6</td>
<td>200 lbs</td>
<td>265 5</td>
</tr>
<tr>
<td>210 lbs / 100 kgs</td>
<td>350</td>
<td>5</td>
<td>210 lbs</td>
<td>280 5</td>
</tr>
<tr>
<td>220 lbs / 106 kgs</td>
<td>370</td>
<td>5</td>
<td>220 lbs</td>
<td>300 4</td>
</tr>
<tr>
<td>230 lbs / 112 kgs</td>
<td>390</td>
<td>4</td>
<td>230 lbs</td>
<td>310 4</td>
</tr>
<tr>
<td>240 lbs / 118 kgs</td>
<td>410</td>
<td>4</td>
<td>240 lbs</td>
<td>325 3</td>
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<td>250 lbs / 124 kgs</td>
<td>430</td>
<td>3</td>
<td>250 lbs</td>
<td>340 3</td>
</tr>
<tr>
<td>260 lbs / 130 kgs</td>
<td>450</td>
<td>3</td>
<td>260 lbs</td>
<td>350 2</td>
</tr>
<tr>
<td>270 lbs / 136 kgs</td>
<td>470</td>
<td>2</td>
<td>270 lbs</td>
<td>360 2</td>
</tr>
</tbody>
</table>

**Fox Float DPX2 Shock 210 x 50 mm**

**Fork Sag**

20% when sitting on the bike

**Shock Sag**

30% when sitting on the bike

**Travel**

Low Setting: 140 mm (5.5 inch)

Lower Setting: 137 mm (5.4 inch)

**Shock Stroke**

50 mm (2 inch)

**Fork Stroke**

20% when sitting on the bike

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.
Flip Chip: Low and Lower Settings

The Low (Image #1) and Lower (Image #2) settings of the Flip Chip allows you to optimize the performance characteristics of the Primer S by altering the frame’s geometry. In general, the Lower setting results in a more ‘slack’ geometry with a decreased head tube angle, lower BB height as well as a lower standover height. For a detailed understanding of exactly how the geometry is affected, please refer to the geometry chart located on page 5.

Additional Notes

- To get the rear triangle and the flip chip to completely install in the Lower setting, the rear triangle will “start” into the rear travel before the flip chip is fully engaged and locked into place. This does decrease the useable rear suspension travel slightly to obtain this more slack lower geometry position.

- The front and rear tires, in addition to traction and grip performance, act as a secondary component of suspension. Adjusting the tire characteristics can help further optimize the Primer S’ performance.

How to Flip the Flip Chip

A. On the drive side, use a 5 mm HEX wrench and loosen and remove the drive side RT Nut (#130814) (Image #3).

B. From the non drive side remove the D-Lock shoulder bolt (#130813) completely (Image #4).

C. On the drive side, while holding the back of the shock with left hand, loosen the front shock bolt (#410050) with 4 mm HEX wrench in right hand, push down on rear shock and lower the back of the shock out of the way, then snug the front shock bolt to hold shock and prevent it from hitting on the frame (Image #5).

D. Remove the two left and right upper link spacers (#130821) (Image #6). Push out the Flip Chips (#130865 and #130866) so the Chip head clears the rear triangle. Flip the Chips 180 degrees to the next setting (either Lower or Low) (Image #7). Re-install hardware and shock following the steps detailed on pages 12 and 13.
### 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 high pressure washers, 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.
- Use only genuine replacement parts for safety-critical components.

### 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.

### MAINTENANCE SCHEDULE

<table>
<thead>
<tr>
<th>ACTION</th>
<th>EVERY X</th>
<th>500 MILES OR 1 MONTH</th>
<th>2000 MILES OR 6 MONTHS</th>
<th>4000 MILES OR 1 YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIRES</td>
<td>Check air pressure, inspect tread and sidewalls for tears and punctures</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHAIN</td>
<td>Brush off and lubricate</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRAKES</td>
<td>Squeeze brakes and confirm function</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERALS</td>
<td>Clean complete bike of mud and debris</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HEADSET</td>
<td>Check adjustment</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOX LINK</td>
<td>Add grease thru zerk fittings</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRAME PIVOTS</td>
<td>Check torques</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPOKES</td>
<td>Inspect for damage, check tension</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DUMMY AXLE</td>
<td>Check air pressure, inspect for leaks</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DERAILER CABLES</td>
<td>Impact and tube</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SADDLEST</td>
<td>Clean and regress interface with frame</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRAME PIVOTS</td>
<td>Remove post bolts, check bearings for pitting and wear</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HEADSET</td>
<td>Disassemble stem, headset and fork. Check bearings for pitting and wear</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORK</td>
<td>Pull wheels off, check hub bearings for pitting and wear</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOTTOM BRACKET</td>
<td>Remove crank arms and check BB bearings for pitting and wear</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRAKES</td>
<td>Replace brake pads</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHAIN</td>
<td>Inspect for damage and check for stretching</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERALS</td>
<td>Complete Tune-Up</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DUMMY AXLE</td>
<td>Download</td>
<td>See MFG Recommendations</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The above maintenance schedule is only a guideline. Refer to component manufacturer for specific instruction on maintaining their parts.