



INTENSE

USER MANUAL // SNIPER T

WELCOME TO THE FAMILY

REGISTER YOUR BIKE //

www.intensecycles.com/warranty-card/

TECHNICAL ASSISTANCE

techcenter@intensecycles.com

951-307-9211

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 SNIPER T //

The Sniper T is a dedicated pedaling machine with an uptick in rear wheel travel for your favorite descent. We've reinforced the rear triangle for added strength and stability but also, to further separate it from its shorter travel, XC sibling. This is not a "rigid" race bike...with the efficiency of the 29" wheels, modern geometry and proven suspension kinematics, any trail is a blast on the Sniper T.



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GETTING TO KNOW YOUR SNIPER T

FRAME FEATURES //

- Rear travel: 4.7 inches (120 ±) with 165 x 45 stroke shock
- 29" Wheel size
- Integrated BOOST 148 x 12 dropouts
- 4.76 lbs / 2158 grams = Standard frame w/ alloy lower link and shock
- 4.73 lbs / 2144 grams = SL Super Light frame w/ magnesium lower link & shock
- Injection molded top link
- Internal cable routing
- Internal seat tube cable routing for dropper posts
- Monocoque front triangle
- H2O bottle fitment
- Flack guard downtube, chainstay, and seatstay protection
- Tapered head tube
- Max bearings and dedicated frame hardware

COMPONENT SPEC //

- Fork: FOX 34 120 mm with 51 mm offset, 527.1 mm axle to crown length
- Rear shock: FOX Float DPS 165 x 45, trunnion mount, 20 mm x 8 mm reducers
- Seat post – 31.6 mm
- Headset – Cane Creek, 40, alloy cartridge (www.canecreek.com) IS 41 top, IS 52 lower. IS = Integrated top and lower headset
- Bottom bracket - PF92
- Rear axle – BOOST 148 x 12 with hidden lever
- Brake mount – post mount for 160 mm rotor
- Crank set - BOOST 148 compatible - single ring only
- Rear wheel - BOOST 148 compatible

COMPONENT SPEC NOTE

The Sniper T 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.

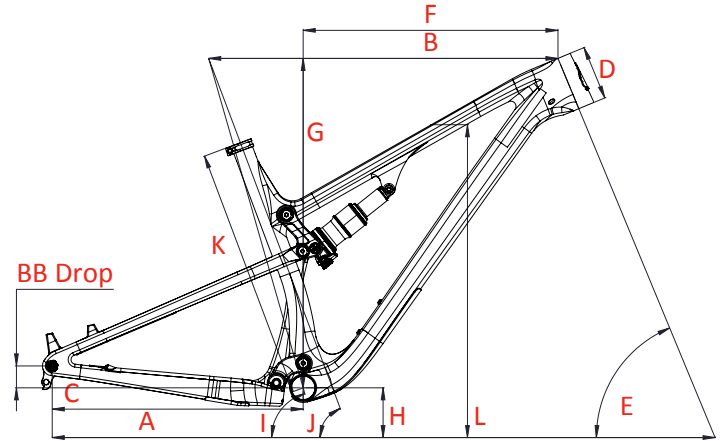
WARNING

Not intended for use with forks larger than 120 mm of travel.

GEOMETRY //

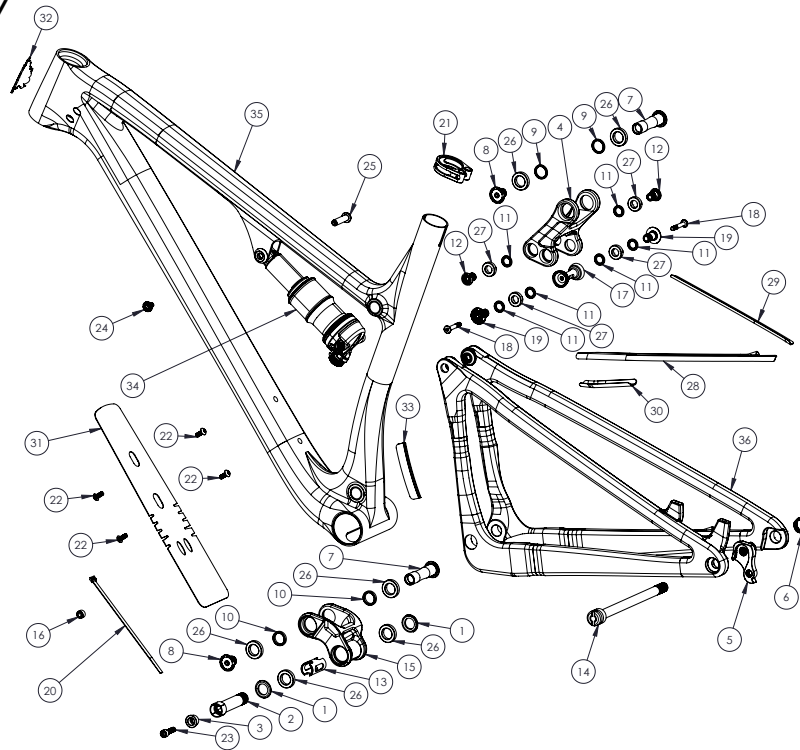
GEOMETRY NOTE

Geometry taken at top out with 527.1 mm axle to crown length and 51 mm fork offset.



		SMALL	MEDIUM	LARGE	XLARGE
A	Wheel Base:	1142 mm / 45"	1168 mm / 46"	1195 mm / 47"	1221 mm / 48"
B	Top Tube Length:	587.9 mm / 23.1"	613 mm / 24.1"	639 mm / 25.2"	664 mm / 26.1"
C	Chain Stay Length:	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"	439 mm / 17.3"
D	Head Tube Length:	90 mm / 3.54"	95 mm / 3.7"	105 mm / 4.13"	115 mm / 4.5"
E	Head Tube Angle:	66.5°	66.5°	66.5°	66.5°
F	Reach:	410.7 mm / 16.2"	434.8 mm / 17.1"	458 mm / 18.0"	480.3 mm / 18.9"
G	Stack:	577 mm / 22.7"	582 mm / 22.9"	592 mm / 23.3"	601 mm / 23.7"
H	BB Height:	338 mm / 13.3"	338 mm / 13.3"	338 mm / 13.3"	330 mm / 13.0"
	BB Drop:	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"	38 mm / 1.50"
I	Seat Tube Angle (Effective):	73°	73°	73°	73°
J	Seat Tube Angle (Actual):	68.4°	68.4°	68.4°	68.4°
K	Seat Tube Length:	406 mm / 16"	437 mm / 17.2"	488 mm / 19.2"	538 mm / 21.2"
L	Standover Height:	779 mm / 30.7"	781 mm / 30.76"	786 mm / 31"	791 mm / 31.2"

EXPLODED VIEW AND B.O.M. //



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Bearing Cap 24 mm OD	130765	Top Link Bearing Cap (Lower)	2	N/A
2	Bolt Main Pivot	130791	Box Link Expander Bolt	1	7 Nm / 60 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
3	Cone Adjuster	130807	Blk, 8.3 mm Height	1	N/A
4	Top Link	130823	Carbon Top Link	1	N/A
5	Hanger	130826	Derailleur Hanger Forged	1	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
6	Hanger Nut	130827	Hanger Nut	1	11 Nm / 100 in-lbs
7	Pivot Axle	130828	Upper Link Pivot Axle	2	16 Nm / 140 in-lbs
8	Bolt Shoulder	130829	Pivot Bolt, 10 mm Shoulder	2	16 Nm / 140 in-lbs
9	Bearing Spacer	130830	Upper Link Bearing Spacer, 19 mm OD 15 mm ID x 2.5 mm	2	N/A
10	Bearing Spacer	130831	Lower Link Bearing Spacer, 19 mm OD x 15 mm ID x 4 mm	2	N/A
11	Bearing Spacer	130832	Upper Link Bearing Spacer, 15 mm OD x 10 mm ID x 2.5 mm	6	N/A
12	Shock Bolt	130833	Trunnion Bolt, M10 Thread	2	16 Nm / 140 in-lbs
13	Bearing Sleeve	130845	Lower Link Bearing Sleeve	1	N/A
14	Rear Axle	130846	148 x 12 mm Boost Blk with Hidden Lever	1	11 Nm / 100 in-lbs
15 [ST]	Lower Link	130825	Forged Aluminum Lower Link	1	N/A
15 [SL]	Lower Link	130854	Forged Magnesium Lower Link	1	N/A
16	Cable Spacer	130856	Cable Spacer, Lower Cable Guide	1	N/A
17	Cross Brace	130874	Upper Link Cross Brace Assembly	1	N/A
18	Pivot Bolt	130875	Low Profile Screw, M5 x 32, T25 Torx	2	4 Nm / 36 in-lbs
19	Clevis Bolt	130877	10 mm Shoulder	2	16 Nm / 140 in-lbs
20	Zip Tie	140053	Lower Cable Guide	1	N/A
21	Seat Collar	340343	Bolt-on 34.9 ID	1	4 Nm / 35.5 in-lbs
22	BHCS M5 X 12	410010	Water Bottle/DT Flack Guard Bolt, Button Head, M5 X 12	4	2 Nm / 18 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
23 [ST]	SHCS M6 x 22	410009	SHCS, Socket Head, M6 x 22	1	14 Nm / 125 in-lbs
23 [SL]	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22 Titanium	1	14 Nm / 125 in-lbs
24 [ST]	Shock Bolt	410056	Male M6 Thread, Left, Steel	1	7 Nm / 60 in-lbs
24 [SL]	Shock Bolt	410066	Male M6 Thread, Left Titanium	1	7 Nm / 60 in-lbs
25 [ST]	Shock Bolt	410060	Female M6 Thread, Right, Steel	1	7 Nm / 60 in-lbs
25 [SL]	Shock Bolt	410067	Female M6 Thread, Right Titanium	1	7 Nm / 60 in-lbs
26	Bearing 6802	430008	15 x 24 x 5 2RS MAX Radial Bearing	6	N/A
27	Bearing 6800	430011	10 x 19 x 5 2RS MAX Radial Bearing	4	N/A
28	Guard Flack CS	500294	Flack Guard Chainstay Top	1	N/A
29	Guard Flack SS	500295	Flack Guard Seatstay	1	N/A
30	Guard Flack CS	500296	Flack Guard Chainstay Bottom	1	N/A
31	Guard Flack DT	500297	Flack Guard Downtube	1	N/A
32	Head Badge	500335	Head Badge Flame Logo	1	N/A
33	Guard Flack Strut	500510	Flack Guard Driveside Strut	1	N/A
34	Rear Shock		Rear Shock: 165 x 45	1	N/A
35	Front Triangle		Carbon, 4 Sizes	1	N/A
36	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.

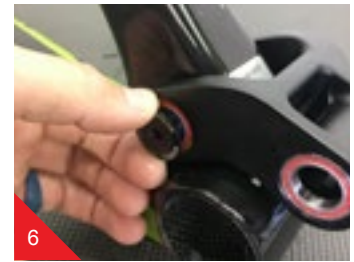
TOOLS NEEDED

- High grade, waterproof grease
- 5 mm HEX bit
- 5 mm HEX wrench
- 8 mm HEX bit
- 6 mm HEX wrench
- 8 mm HEX wrench
- 8 mm HEX wrench
- 19 mm socket
- Torque wrench
- T25 Torx 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 bb and headset.





CONNECTING TOP LINK TO FRONT TRIANGLE //

A Holding top link (#130823) as oriented in the picture above; hold upper link pivot bolt spacers (#130830) with your fingertips against the inside of the bearing races (Image #1).

B Match upper link to pivot point on top tube making sure the spacers don't fall out.

C Using upper pivot axle (#130828), insert through non-drive side of top link bearing and push through to drive side bearing (Image #2).

D Thread shoulder bolt (#130829) by hand until snug. We will return with a 6 mm hex key and a 5 mm hex key bit on a torque wrench after completed frame assembly.

CONNECTING THE LOWER LINK TO FRONT TRIANGLE //

A Holding the lower link (#130854), use a small dab of grease on the lower link spacers (#130831) to hold them against the inside of the bearing races for easier installation (Image #3).

B From the back of the seat tube, slide the lower link over and match lower link to pivot point on front triangle, making sure the spacers don't fall out (Image #4).

C Using the pivot axle (#130828), insert through drive side of lower link bearing and push through to drive side bearing (Image #5).

D Thread shoulder bolt (#130829) by hand until snug. We will return with a 6 mm hex key and 5 mm hex bit on a torque wrench after completed frame assembly (Image #6).



CONNECTING REAR TRIANGLE TO LOWER 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 hold the bearing caps in place during 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 8 mm hex wrench and tighten until snug. We will return with a torque wrench after completed frame assembly (Image #9).





CONNECTING CROSS BRACE TO REAR TRIANGLE //

A Lift the Sniper top link up and out of the way as shown above (Image #10).

B Set the crossbrace (#130874) on the rear triangle at the top link connection (Image #11).

C Gently spread the rear triangle pivots apart to allow the cross brace to fit into position (Image #12 and #13).

CONNECTING REAR TRIANGLE TO TOP LINK //

A Put a small dab of grease on the outside/inside bearing races as well as on the contacting surface of the bearing spacers (#130832). Be sure to place a greased bearing spacer on both the outside and inside bearing faces. You will use a total of 4 spacers for this step (Image #14).

B Swing the rear triangle up to line up pivot point with upper bearing spacer (Image #15).

C Insert clevis bolts (#130877/130834) into drive side and non-drive side seat stays. Tighten by hand until snug. We will come back with 6 mm hex torque wrench (Image #16 and #17).



INSTALLING REAR SHOCK //

A Holding the shock with the shaft and eyelet pointing towards the front of the bike, align shock eyelet with shock tab. Insert shock shoulder bolt (#410067) from non-drive side and thread in shock shoulder bolt (#410066) on drive side (Image #18). Tighten until snug by hand and we will return with a 5 mm hex key and torque wrench after completed frame assembly.

B Put a small dab of grease on the bearing spacer (#130832) and place on inside facing bearing race. You will be using 2 bearing spacers for this step. Then gently pivot shock trunnion mount tabs into place and align (Image #19).

C Using a 6 mm hex bit on a torque wrench, tighten the clevis bolts (#130877/130834) to 16 Nm / 140 in-lbs at the drive side and non-drive side seat stays (Image #20).

D Insert and thread in trunnion bolt (#130833) on drive side and non-drive side and tighten by hand until snug. We will return with a 5 mm hex key torque wrench after completed frame assembly (Image #21).



INSTALLING CROSS BRACE T25 TORX HARDWARE //

A Holding the low profile screw with T25 Torx (#130875) at the clevis bolt (#130877/130834) push the T25 Torx into the clevis bolt and begin threading it into the threaded cross brace (Image #22 and #23). Repeat for both right and left sides. Tighten until snug. We will return with a T25 Torx key and torque wrench after completed frame assembly (Image #24).



INSTALLING DERAILLEUR HANGER //

A Apply a thin layer of grease to the derailleur hanger (#130826) and install into the keyed shank and install into the drive side of the rear triangle (Image #25).



B Install derailleur hanger nut (#130827) using a 19 mm socket, torque to 11 Nm / 100 in-lbs (Image #26 and #27).



28



29



30



31

SHOCK TORQUE PROCEDURE //

A Using a 5 mm hex key and a 5 mm hex bit on a torque wrench, tighten shock bolt (#410066 & #410067) to 10 Nm / 88 in-lbs (Image #28).

B Using a 5 mm hex bit on a torque wrench, tighten trunion bolts (#130833) to 16 Nm / 140 in-lbs (Image #29).

TOP LINK TORQUE PROCEDURE //

A First step here is to tighten the top link pivot axle (#130828 & #130829). Using a 6 mm hex wrench and a 5 mm hex bit on a torque wrench, tighten to 16 Nm / 140 in-lbs (Image #30).

B Next we will tighten the low profile screw (#130875). Using a T25 Torx key and torque wrench, tighten to 4 Nm / 36 in-lbs (Image #31).



LOWER LINK TORQUE

A Using a 8 mm hex bit on a torque wrench, tighten main pivot bolt (#130791) to 7 Nm / 60 in-lbs (Image #32).



PROCEDURE PT.1 //

B Next install the cone spacer (#130807) with the M6x22 mm bolt (#410032) and tighten until snug by hand (Image #33).

C Using a 5 mm hex bit on a torque wrench, tighten to 14 Nm / 125 in-lbs (Image #34).



LOWER LINK TORQUE PROCEDURE PT.2 //

A Using a 6 mm hex wrench and a 5 mm hex bit on a torque wrench, tighten the pivot axle & shoulder bolt (#130828 & #130829) to 16 Nm / 140 in-lbs (Image #35).



REAR AXLE ASSEMBLY //

A Insert QR 148x12 mm rear axle (#130846) into axle opening on non-drive side (Image #36).

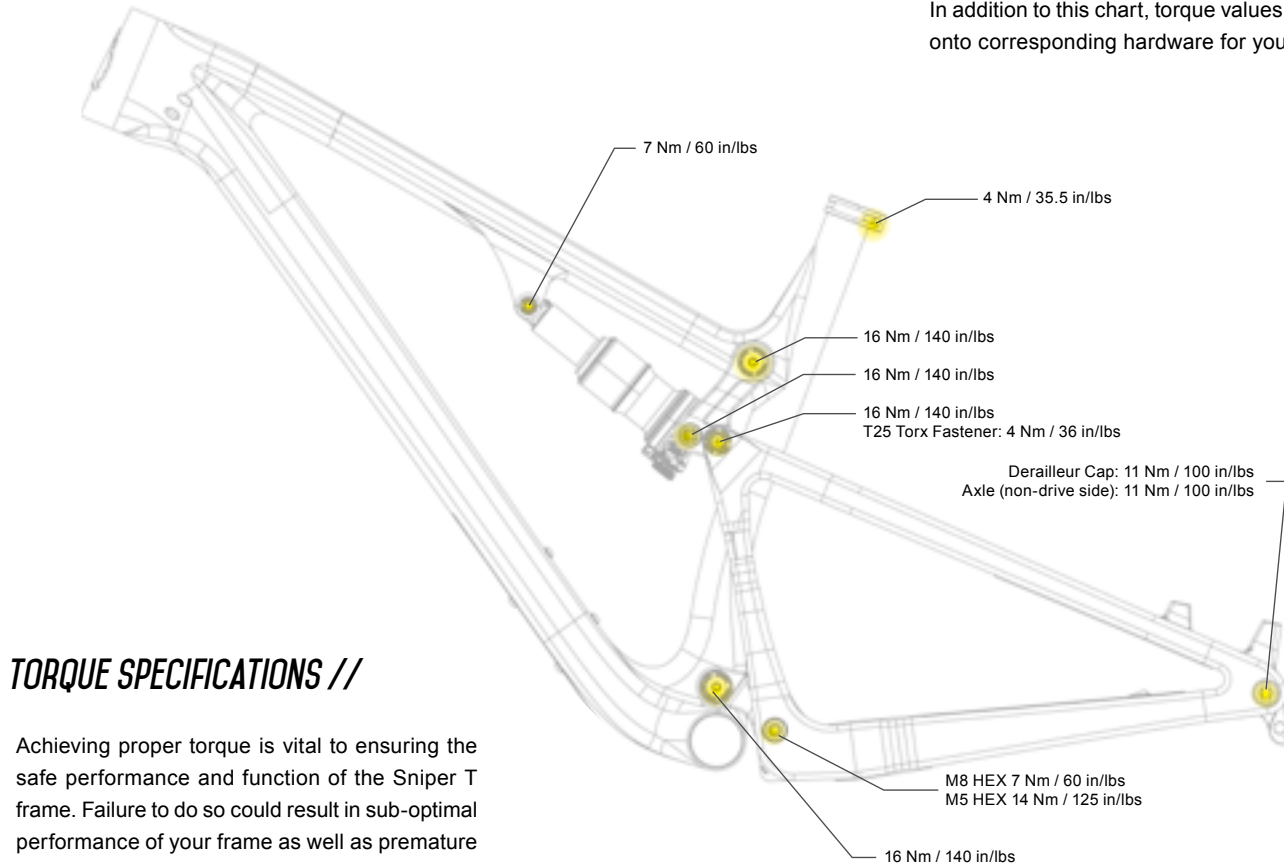
B Align and start the axle thread. (Image #37) then, grab the tips of the silver bar going through the rear axle, pull out and push over to one side (Image #38).

C Tighten axle using the integrated lever to approximately 10 Nm.

D Tip lever back over until parallel with axle and push back in until flush (Image #39 and #40).

ADDITIONAL REFERENCE

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



TORQUE SPECIFICATIONS //

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

SETUP

PREFACE //

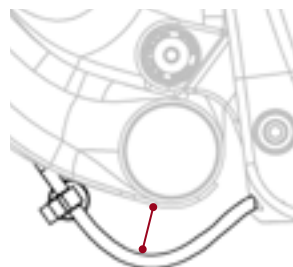
We are almost ready to rip. Just a few more checkpoints and adjustments to ensure the performance and ride characteristics of the Sniper T are optimised for you.

TOOLS NEEDED

- zip tie + cable spacer
- shock pump
- small ruler or measuring device
- INTENSE Carbon Paste
- torque wrench



SNIPER CABLE ROUTING //

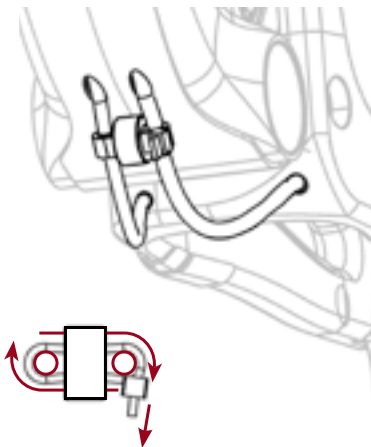


38 mm (1.5")

IMPORTANT NOTE

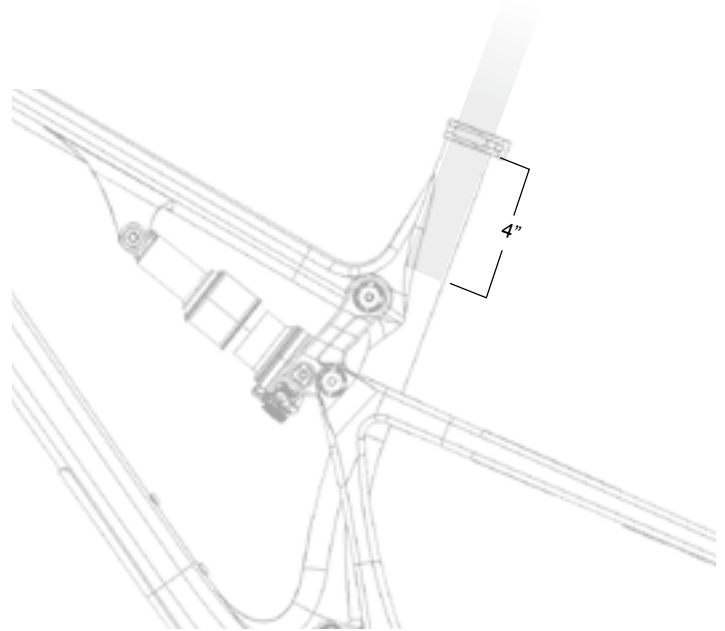
When installing the rear brake and derailleur cables, it's important to position the cables 38 mm (1.5") away from the bottom surface of the down tube. This allows enough slack in the cables so they do not come under tension when the suspension compresses.

1. Feed the zip tie into the cable spacer and around one of the cables before feeding it back thru the spacer and around the second cable. Do not tighten.
2. Adjust the proper amount of slack in the cables.
3. Position the cable spacer near the exit holes on the down tube.
4. Tighten the zip tie to secure the spacer in place.





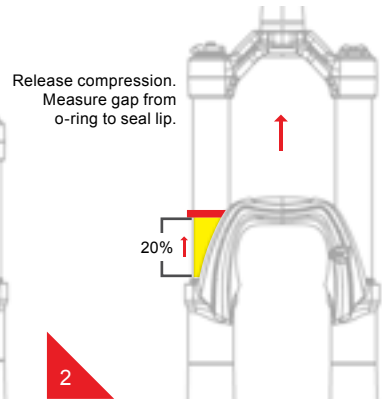
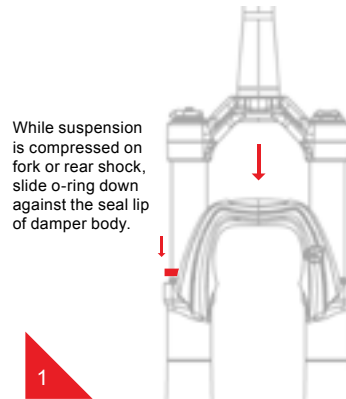
SEATPOST //



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 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.)

SETTING THE SAG //

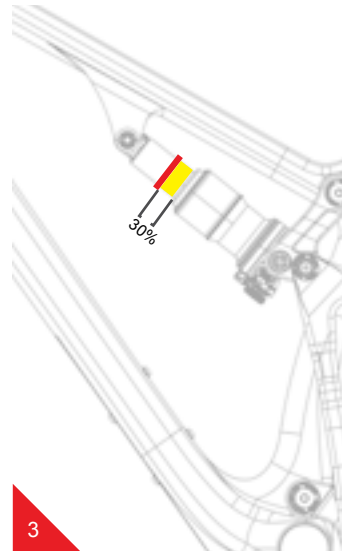
1. Remove fork and shock air caps and be sure you have a shock pump and a small ruler or measuring device handy.
2. Go ahead and hop on the bike. Be sure to place all your weight on the seat with the dropper in the up position and both hands on the grips.
3. Give the bike 5-6 moderate bounces and sit 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 bodys (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.



SHOCK SETUP //



FOX FLOAT DPS
165 X 40 MM



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.

The PSI settings in the following chart are suggestions to quickly set baseline sag. be sure the end of your sag set up results in 30% of rear suspension sag.

TRAVEL	100 mm	
SHOCK STROKE	40 mm	
SHOCK SAG	30% when sitting on the bike	
FORK SAG	15-25% when sitting on the bike	
SHOCK:	Float DPS Performance Elite	
SHOCK:	Float DPS Factory	
RIDER WEIGHT (LBS/KGS)	SPRING (PSI)	REBOUND (CLICKS OUT)
100 LBS / 45 KGS	100	11
110 LBS / 50 KGS	110	10
120 LBS / 54 KGS	120	9
130 LBS / 59 KGS	130	9
140 LBS / 63.5 KGS	140	9
150 LBS / 68 KGS	150	8
160 LBS / 73 KGS	160	8
170 LBS / 77 KGS	170	8
180 LBS / 82 KGS	180	7
190 LBS / 86 KGS	190	7
200 LBS / 91 KGS	200	7
210 LBS / 95 KGS	210	6
220 LBS / 100 KGS	220	6
230 LBS / 104 KGS	230	5
240 LBS / 109 KGS	240	5
250 LBS / 113 KGS	250	4
260 LBS / 118 KGS	260	4
270 LBS / 122 KGS	270	3
280 LBS / 127 KGS	280	3
290 LBS / 131.5 KGS	290	2
300 LBS / 136 KGS	300	2

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 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.



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.

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