



INTENSE

PRIMER S  
PRIMER 29  
USER MANUAL // PRIMER 275

# *WELCOME TO THE FAMILY*

## *REGISTER YOUR BIKE //*

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## *TECHNICAL ASSISTANCE*

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## *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 FAMILY //*

Designed for the trail enthusiast, the Primer frame platform sports 5.5" or 5.4" of rear wheel travel depending on Flip Chip Setting on an extra wide, Boost 148 rear end. The carbon front and rear triangles provide an exceptionally stiff yet comfortable ride that is light and nimble. These bikes are race ready in 29" or 27.5" wheel sizes and features internal cable routing, 160 mm post mounts and protective flak guards as standard amenities.



## TABLE OF CONTENTS //

<b>Introduction / Registration</b>	<b>2</b>	<b>Assembly</b>	<b>18</b>
		Frame Assembly	19
		Torque Specifications	26
<b>Getting to Know Your Primer S</b>	<b>4</b>	<b>Setup</b>	<b>27</b>
Frame Features / Component Spec	4	Seatpost	27
Geometry	5	Setting the Sag	28
Exploded View and B.O.M.	6	Shock Setup - Primer S	29
		Shock Setup - Primer 29	30
<b>Getting to Know Your Primer 29</b>	<b>8</b>	Shock Setup - Primer 275	31
Frame Features / Component Spec	8	Setting the Flip Chip	32
Geometry	9		
Exploded View and B.O.M.	10	<b>Maintenance</b>	<b>34</b>
		Carbon Care	34
<b>Getting to Know Your Primer 275</b>	<b>12</b>	Maintenance Schedule	35
Frame Features / Component Spec	12		
Geometry	13		
Exploded View and B.O.M.	14		

# GETTING TO KNOW YOUR PRIMER S

## FRAME FEATURES //

- Rear Travel: High Setting of Flip Chip: 140 mm 5.5 inches with 210 x 50 stroke shock
- Rear Travel: Low Setting of Flip Chip: 137 mm 5.4 inches with 210 x 50 stroke shock
- Wheel Size: 29"
- Frame Hub Spacing: Integrated BOOST 148 x 12 dropouts
- Internal cable routing
- Internal seattube cable routing for dropper posts
- Monocoque front triangle
- Water bottle mount
- Flak guard downtube, chainstay, seatstay and seattube protection
- Tapered headtube
- Max bearings and dedicated frame hardware

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## 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.

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## WARNING

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

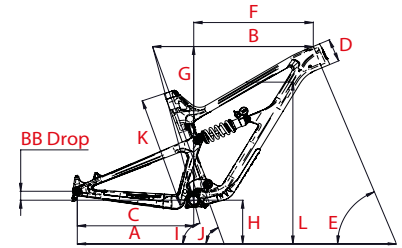
## COMPONENT SPEC //

- Fork: Ohlins 150 mm with 51 mm Fork Offset, 570 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, ZS 44 Upper/ EC 49 lower ([www.canecreek.com](http://www.canecreek.com))
- Bottom Bracket: Threaded 73 mm
- Rear Axle: BOOST 148 x 12
- Brake Mount: post mount for 160 mm rotor
- Crankset: BOOST 148 (single ring only)
- Rear Wheel: BOOST 148
- Seatpost: 31.6mm

# GEOMETRY //

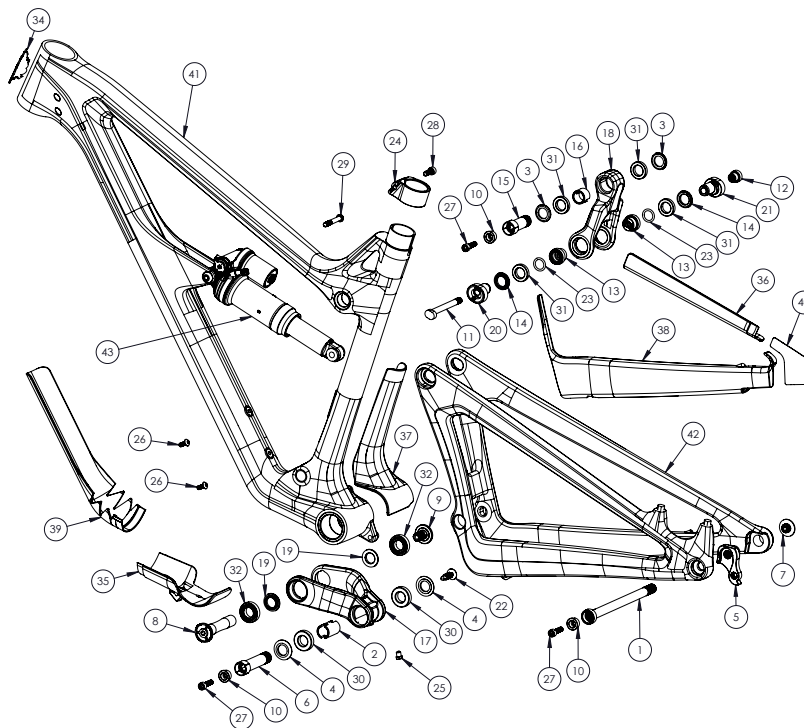
## GEOMETRY NOTE

Geometry taken at top out with 570 mm axle to crown length and 51 mm fork offset.



	PRIMER S FLIP CHIP SETTING:	SMALL		MEDIUM		LARGE		X LARGE	
		HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW
A	Wheel Base:	1173 mm / 46"	1174 mm / 46.2"	1203 mm / 47.4"	1204 mm / 47.4"	1232 mm / 48.5"	1233 mm / 48.6"	1270 mm / 50"	1271 mm / 50"
B	Toptube Length:	580 mm / 22.8"	582 mm / 22.9"	610 mm / 24"	612 mm / 24"	638 mm / 25.1"	640 mm / 25.2"	674 mm / 26.6"	677 mm / 26.6"
C	Chainstay Length:	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"
D	Headtube Length:	90 mm / 3.5"	90 mm / 3.5"	90 mm / 3.5"	90 mm / 3.5"	100 mm / 3.9"	100 mm / 3.9"	120 mm / 4.7"	120 mm / 4.7"
E	Headtube Angle:	65.3°	64.7°	65.3°	64.7°	65.3°	64.7°	65.3°	64.7°
F	Reach:	407 mm / 16"	401 mm / 15.8"	437 mm / 17.2"	431 mm / 17"	462 mm / 18.2"	456 mm / 18"	492 mm / 19.4"	486 mm / 19.2"
G	Stack:	615 mm / 24.2"	619 mm / 24.4"	615 mm / 24.2"	620 mm / 24.4"	625 mm / 24.6"	629 mm / 24.8"	644 mm / 25.3"	648 mm / 25.5"
H	BB Height:	350 mm / 13.75"	342 mm / 13.5"	350 mm / 13.75"	342 mm / 13.5"	350 mm / 13.75"	342 mm / 13.5"	350 mm / 13.75"	342 mm / 13.5"
	BB Drop	26 mm / 1"	33 mm / 1.3"	26 mm / 1"	33 mm / 1.3"	26 mm / 1"	33 mm / 1.3"	26 mm / 1"	33 mm / 1.3"
I	Seattube Angle (Effective):	74.3°	73.7°	74.3°	73.7°	74.3°	73.7°	74.3°	73.7°
J	Seattube Angle (Actual):	69.7°	69°	69.7°	69°	69.7°	69°	69.7°	69°
K	Seattube Length:	408 mm / 16"	408 mm / 16"	431 mm / 17"	431 mm / 17"	451 mm / 17.8"	451 mm / 17.8"	476 mm / 18.7"	476 mm / 18.7"
L	Standover Height:	819 mm / 32.3"	814 mm / 32"	819 mm / 32.2"	813 mm / 32"	823 mm / 32.4"	817 mm / 32.2"	832 mm / 32.8"	826 mm / 32.5"

# EXPLODED VIEW AND B.O.M. //



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Rear Axle	130757	Axle Rear 148mm X 12 mm Boost	1	11 Nm / 100 in-lbs
2	Bearing Spacer	130758	Lower Link Bearing Spacer (Rear)	1	N/A
3	Bearing Cap	130765	Upper Link Bearing Cap, 24 mm (Upper)	2	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
4	Bearing Cap	130778	Lower Link Bearing Cap, 28 mm (Rear)	2	N/A
5	Hanger	130790	Derailleur Hanger, Forged	1	N/A
6	Pivot Bolt	130791	Lower Link Pivot Bolt, 1.5T (Rear)	1	7 Nm / 60 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
7	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
8	Pivot Axle	130800	Lower Link Pivot Axle (Front)	1	20 Nm / 175 in-lbs
9	Pivot Bolt	130806	Lower Link Pivot Bolt (Front)	1	20 Nm / 175 in-lbs
10	Cone Adjuster	130807	Cone Adjuster, 8.3 mm Height	3	N/A
11	Shock Bolt, Left	130813	D-Lock Bolt	1	16 Nm / 140 in-lbs
12	Shock Nut	130814	Shock Nut	1	16 Nm / 140 in-lbs
13	Bearing Spacer	130821	Upper Link Bearing Spacer w/ O-Ring (Lower)	2	N/A
14	Bearing Spacer	130835	Upper Link Bearing Spacer (Lower)	2	N/A
15	Pivot Bolt	130842	Upper Link Pivot Bolt (Upper)	1	7 Nm / 60 in-lbs
16	Bearing Spacer	130847	Upper Link Bearing Spacer (Upper)	1	N/A
17	Lower Link	130858	Forged Aluminum Lower Link	1	N/A
18	Top Link	130859	Carbon Top Link	1	N/A
19	Bearing Spacer	130860	Lower Link Bearing Spacer (Upper)	2	N/A
20	Flip Chip	130865	D-Lock Reducer, Right	1	N/A
21	Flip Chip	130866	D-Lock Reducer, Left	1	N/A
22	Plug	140038	Lower Link Pivot Plug	1	N/A
23	O-Ring	140044	13.8 mm id x 2.4 mm	2	N/A
24	Seat Clamp	340342	Bolt-On Seat Clamp	1	N/A
25	Zerk Fitting	401011	M6 x 1.0	1	5 Nm / 45 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
26	BHCS M5 x 12	410010	Water Bottle Bolt, Button Head, M5 x 12	2	2 Nm / 18 In-Lbs
27	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
28	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	5 Nm / 45 in-lbs
29	Shcs M6 X 40	410050	Shock Bolt, Socker Head, M6 x 40 Titanium	1	7 Nm / 60 in-lbs
30	Bearing 7902	430007	15 x 28 x 7 2RS Max Angular Contact Bearing	2	N/A
31	Bearing 6802	430008	15 x 24 x 5 2RS Max Radial Bearing	4	N/A
32	Bearing 6902	430009	15 x 28 x 7 2RS Max Radial Bearing	2	N/A
33	Decal	500300	California Bear	1	N/A
34	Head Badge	500335	Head Badge Flame Logo	1	N/A
35	Flak Guard Down Tube	500501	Flak Guard Primer S Down Tube	1	N/A
36	Flak Guard Seat Stay	500503	Flak Guard Primer S Seat Stay	1	N/A
37	Flak Guard Seattube	500504	Flak Guard Primer S Seattube	1	N/A
38	Flak Guard Chainstay	500505	Flak Guard Primer S Chainstay	1	N/A
39	Flak Guard Down Tube Front	500508	Flak Guard Primer S Down Tube Front	1	N/A
40	Chainstay Protector	500509	Clear Chainstay Protector	1	N/A
41	Front Triangle		Carbon, 4 Sizes	1	N/A
42	Rear Triangle		Carbon, 1 Size	1	N/A
43	Rear Shock		210 mm x 50 mm	1	N/A

# GETTING TO KNOW YOUR PRIMER 29

## FRAME FEATURES //

- Rear Travel, High Setting of Flip Chip: 140 mm 5.5 inches with 210 x 50 stroke shock
- Rear Travel, Low Setting of Flip Chip: 137 mm 5.4 inches with 210 x 50 stroke shock
- 29" Wheel size
- Integrated BOOST 148 x 12 dropouts
- Internal cable routing
- Internal seattube cable routing for dropper posts
- Monocoque front triangle
- H2O bottle fitment
- FLK – GRD Downtube, Chainstay, Seatstay, and Seattube protection
- Tapered headtube
- Max bearings and dedicated frame hardware

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## COMPONENT SPEC NOTE

The Primer 29 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.

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## WARNING

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

## COMPONENT SPEC //

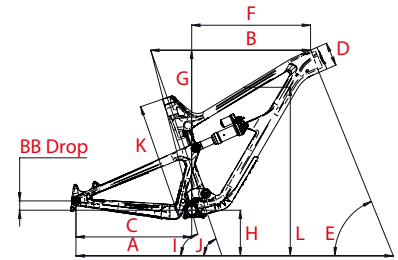
- Fork: FOX 34 150 mm with 51 mm fork offset, 561 mm axle to crown
- Rear Shock: 210 x 50, 20 mm x 8 mm rear reducer and 20 mm x 6 mm front reducer
- Headset: Cane Creek, 40, Alloy Cartridge, ZS 44 Upper/ EC 49 Lower ([www.canecreek.com](http://www.canecreek.com))
- Bottom Bracket: Threaded 73 mm
- Rear axle: BOOST 148 x 12
- Brake mount: post mount for 160 mm rotor
- Crankset: BOOST 148 (single ring only)
- Rear wheel: BOOST 148
- Seatpost: 31.6 mm



# GEOMETRY //

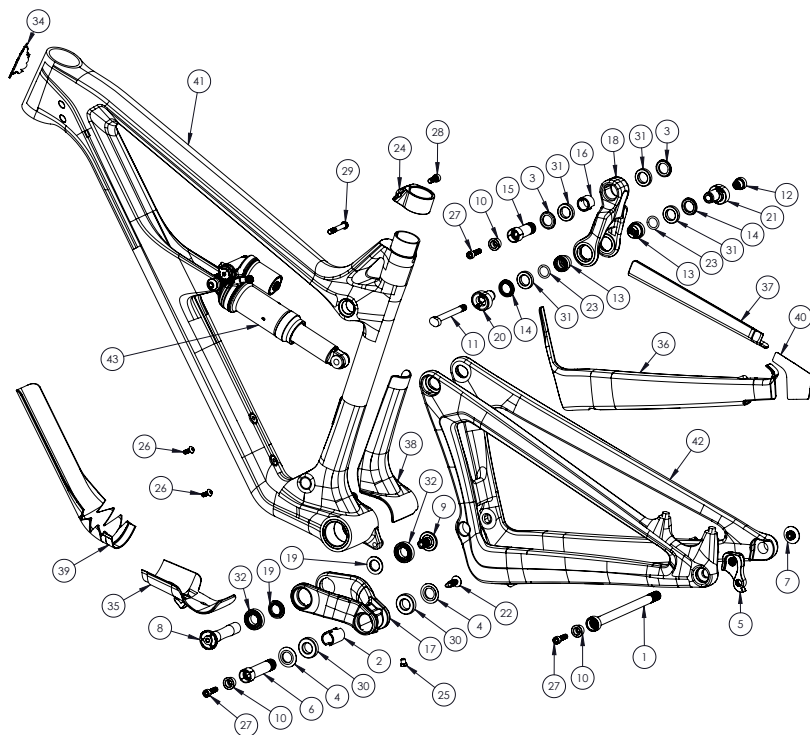
## GEOMETRY NOTE

Geometry taken at top out with 561 mm axle to crown length and 51 mm fork offset.



PRIMER 29		SMALL		MEDIUM		LARGE		X LARGE	
	FLIP CHIP SETTING:	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW
A	Wheel Base:	1170 mm / 46"	1171 mm / 46"	1200 mm / 47.2"	1201 mm / 47.3"	1229 mm / 48.4"	1230 mm / 48.4"	1267 mm / 50"	1267 mm / 49.9"
B	Toptube Length:	578 mm / 22.8"	580 mm / 22.8"	608 mm / 24"	610 mm / 24"	636 mm / 25"	639 mm / 25.1"	673 mm / 26.5"	675 mm / 26.6"
C	Chainstay Length:	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"	440 mm / 17.3"	441.5 mm / 17.4"
D	Headtube Length:	90 mm / 3.5"	90 mm / 3.5"	90 mm / 3.5"	90 mm / 3.5"	100 mm / 3.9"	100 mm / 3.9"	120 mm / 4.7"	120 mm / 4.7"
E	Headtube Angle:	65.7°	65.1°	65.7°	65.1°	65.7°	65.1°	65.7°	65.1°
F	Reach:	411 mm / 16.2"	405 mm / 16"	442 mm / 17.4"	435 mm / 17"	467 mm / 18.4"	461 mm / 18"	497 mm / 19.6"	491 mm / 19.3"
G	Stack:	612 mm / 24"	616 mm / 24.3"	612 mm / 24"	617 mm / 24.3"	622 mm / 24.5"	626 mm / 24.7"	640 mm / 25.2"	645 mm / 25.4"
H	BB Height:	346 mm / 13.6"	339 mm / 13.3"	346 mm / 13.6"	339 mm / 13.3"	346 mm / 13.6"	339 mm / 13.3"	346 mm / 13.6"	339 mm / 13.3"
	BB Drop	29 mm / 1.1"	36 mm / 1.4"	29 mm / 1.1"	36 mm / 1.4"	29 mm / 1.1"	36 mm / 1.4"	29 mm / 1.1"	36 mm / 1.4"
I	Seattube Angle (Effective):	75°	74°	75°	74°	75°	74°	75°	74°
J	Seattube Angle (Actual):	70°	69.5°	70°	69.5°	70°	69.5°	70°	69.5°
K	Seattube Length:	408 mm / 16"	408 mm / 16"	431 mm / 17"	431 mm / 17"	451 mm / 17.8"	451 mm / 17.8"	476 mm / 18.7"	475.5 mm / 18.7"
L	Standover Height:	815 mm / 32"	810 mm / 31.9"	815 mm / 32"	809 mm / 32"	819 mm / 32.2"	819 mm / 32"	828 mm / 32.6"	822 mm / 32.4"

# EXPLODED VIEW AND B.O.M. //



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Rear Axle	130757	Axle Rear 148 mm x 12 mm Boost	1	11 Nm / 100 in-lbs
2	Bearing Spacer	130758	Lower Link Bearing Spacer (Rear)	1	N/A
3	Bearing Cap	130765	Upper Link Bearing Cap, 24 mm (Upper)	2	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
4	Bearing Cap	130778	Lower Link Bearing Cap, 28 mm (Rear)	2	N/A
5	Hanger	130790	Derailleur Hanger, Forged	1	N/A
6	Pivot Bolt	130791	Lower Link Pivot Bolt, 1.5T (Rear)	1	7 Nm / 60 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
7	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
8	Pivot Axle	130800	Lower Link Pivot Axle (Front)	1	20 Nm / 175 in-lbs
9	Pivot Bolt	130806	Lower Link Pivot Bolt (Front)	1	20 Nm / 175 in-lbs
10	Cone Adjuster	130807	Cone Adjuster, 8.3 mm Height	3	N/A
11	Shock Bolt, Left	130813	D-Lock Bolt	1	16 Nm / 140 in-lbs
12	Shock Nut	130814	Shock Nut	1	16 Nm / 140 in-lbs
13	Bearing Spacer	130821	Upper Link Bearing Spacer w/ O-Ring (Lower)	2	N/A
14	Bearing Spacer	130835	Upper Link Bearing Spacer (Lower)	2	N/A
15	Pivot Bolt	130842	Upper Link Pivot Bolt (Upper)	1	7 Nm / 60 in-lbs
16	Bearing Spacer	130847	Upper Link Bearing Spacer (Upper)	1	N/A
17	Lower Link	130858	Forged Aluminum Lower Link	1	N/A
18	Top Link	130859	Carbon Top Link	1	N/A
19	Bearing Spacer	130860	Lower Link Bearing Spacer (Upper)	2	N/A
20	Flip Chip	130865	D-Lock Reducer, Right	1	N/A
21	Flip Chip	130866	D-Lock Reducer, Left	1	N/A
22	Plug	140038	Lower Link Pivot Plug	1	N/A
23	O-Ring	140044	13.8 mm ID x 2.4 mm	2	N/A
24	Seat Clamp	340342	Bolt-On Seat Clamp	1	N/A
25	Zerk Fitting	401011	M6 x 1.0	1	5 Nm / 40 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
26	BHCS M5 x 12	410010	Water Bottle Bolt, Button Head, M5 x 12	2	2 Nm / 18 in-lbs
27	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
28	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	5 Nm / 45 in-lbs
29	SHCS M6 x 40	410050	Shock Bolt, Socket Head, M6 x 40 Titanium	1	7 Nm / 60 in-lbs
30	Bearing 7902	430007	15 x 28 x 7 2RS Max Angular Contact Bearing	2	N/A
31	Bearing 6802	430008	15 x 24 x 5 2RS Max Radial Bearing	4	N/A
32	Bearing 6902	430009	15 x 28 x 7 2RS Max Radial Bearing	2	N/A
33	Decal	500300	California Bear	1	N/A
34	Head Badge	500335	Head Badge Flame Logo	1	N/A
35	Flak Guard Down Tube	500501	Flak Guard Primer 29 Down Tube	1	N/A
36	Flak Guard Chainstay	500502	Flak Guard Primer 29 Chainstay	1	N/A
37	Flak Guard Seat Stay	500503	Flak Guard Primer 29 Seat Stay	1	N/A
38	Flak Guard Seattube	500504	Flak Guard Primer 29 Seattube	1	N/A
39	Flak Guard Down Tube Front	500508	Flak Guard Primer 29 Down Tube Front	1	N/A
40	Chainstay Protector	500509	Clear Chainstay Protector	1	N/A
41	Front Triangle		Carbon, 4 Sizes	1	N/A
42	Rear Triangle		Carbon, 1 Size	1	N/A
43	Rear Shock		210 mm x 50Mm	1	N/A

# GETTING TO KNOW YOUR PRIMER 275

## FRAME FEATURES //

- Rear Travel: High Setting of Flip Chip: 140 mm 5.5 inches with 210 x 50 stroke shock
- Rear Travel: Low Setting of Flip Chip: 137 mm 5.4 inches with 210 x 50 stroke shock
- Wheel Size: 27.5"
- Frame Hub Spacing: Integrated BOOST 148 x 12 dropouts
- Internal cable routing
- Internal seattube cable routing for dropper posts
- Monocoque front triangle
- Water bottle mount
- Flak guard downtube, chainstay, seatstay and seattube protection
- Tapered headtube
- Max bearings and dedicated frame hardware

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## COMPONENT SPEC NOTE

The Primer 275 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.

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## WARNING

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

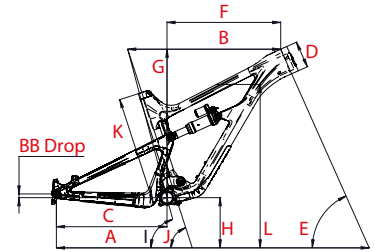
## COMPONENT SPEC //

- Fork: FOX 34 150 mm with 44 mm fork offset, 543.6 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, ZS 44 Upper/ EC 49 Lower ([www.canecreek.com](http://www.canecreek.com))
- Bottom Bracket: Threaded 73 mm
- Rear Axle: BOOST 148 x 12
- Brake Mount: Post mount for 160 mm rotor
- Crankset: BOOST 148 (single ring only)
- Rear Wheel: BOOST 148
- Seatpost: 31.6 mm

# GEOMETRY //

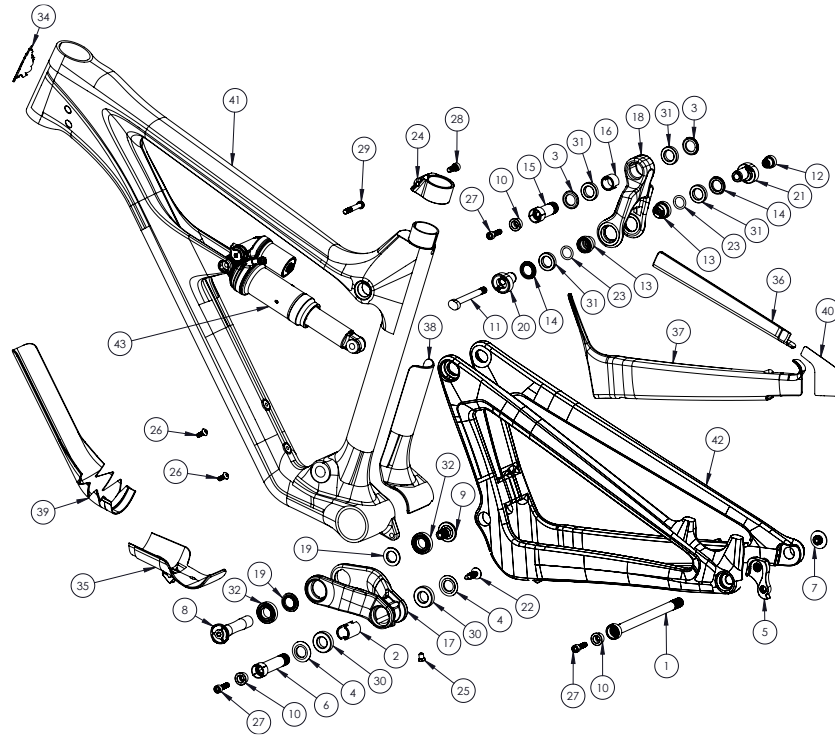
## GEOMETRY NOTE

Geometry taken at top out with 543.6 mm axle to crown length and 44 mm fork offset.



PRIMER 275		SMALL		MEDIUM		LARGE		X LARGE	
	FLIP CHIP SETTING:	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW
A	Wheel Base:	1155 mm / 45.5"	1156.3 mm / 45.5"	1185 mm / 47"	1186 mm / 46.7"	1214 mm / 47.8"	1215 mm / 47.9"	1252 mm / 49.3"	1253 mm / 49.4"
B	Toptube Length:	567 mm / 22.3"	568.6 mm / 22.4"	595 mm / 23.4"	597 mm / 23.5"	624 mm / 24.6"	625 mm / 24.6"	660 mm / 26"	662 mm / 26"
C	Chainstay Length:	432 mm / 17.0"	434 mm / 17.1"	432 mm / 17.0"	434 mm / 17.1"	432 mm / 17.0"	434 mm / 17.1"	432 mm / 17.0"	434 mm / 17.1"
D	Headtube Length:	90 mm / 3.5"	90 mm / 3.5"	105 mm / 4.13"	105 mm / 4.13"	115 mm / 4.5"	115 mm / 4.5"	130 mm / 5.1"	130 mm / 5.1"
E	Headtube Angle:	65°	64.4°	65°	64.4°	65°	64.4°	65°	64.4°
F	Reach:	410 mm / 16.1"	404 mm / 15.9"	434 mm / 17.1"	428 mm / 16.9"	457 mm / 18"	453 mm / 17.8"	491 mm / 19.3"	485 mm / 19.1"
G	Stack:	573 mm / 22.6"	578 mm / 22.7"	587 mm / 23.1"	592 mm / 23.3"	599 mm / 23.6"	601 mm / 23.7"	611 mm / 24"	615 mm / 24.2"
H	BB Height:	347 mm / 13.7"	340 mm / 13.4"	347 mm / 13.7"	340 mm / 13.4"	347 mm / 13.7"	340 mm / 13.4"	347 mm / 13.7"	340 mm / 13.4"
	BB Drop	7 mm / 0.3"	14 mm / 0.6"	7 mm / 0.3"	14 mm / 0.6"	7 mm / 0.3"	14 mm / 0.6"	7 mm / 0.3"	14 mm / 0.6"
I	Seattube Angle (Effective):	74.7°	74°	74.7°	74°	74.7°	74°	74.7°	74°
J	Seattube Angle (Actual):	71°	70°	71°	70°	71°	70°	71°	70°
K	Seattube Length:	395 mm / 15.6"	395 mm / 15.6"	418 mm / 16.5"	418 mm / 16.5"	444.3 mm / 17.5"	444.3 mm / 17.5"	479.3 mm / 18.9"	479.3 mm / 18.9"
L	Standover Height:	793 mm / 31.2"	778 mm / 30.6"	792 mm / 31.2"	786 mm / 31"	793 mm / 31.2"	790 mm / 31.1"	805 mm / 31.7"	799 mm / 31.5"

# EXPLODED VIEW AND B.O.M. //



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.	ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Rear Axle	130757	Axle Rear 148 mm x 12 mm Boost	1	11 Nm / 100 in-lbs	4	Bearing Cap	130778	Lower Link Bearing Cap, 28 mm (Rear)	2	N/A
2	Bearing Spacer	130758	Lower Link Bearing Spacer (Rear)	1	N/A	5	Hanger	130790	Derailleur Hanger, Forged	1	N/A
3	Bearing Cap	130765	Upper Link Bearing Cap, 24 mm (Upper)	2	N/A	6	Pivot Bolt	130791	Lower Link Pivot Bolt, 1.5T (Rear)	1	7 Nm / 60 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
7	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11 Nm / 100 in-lbs
8	Pivot Axle	130800	Lower Link Pivot Axle (Front)	1	20 Nm / 175 in-lbs
9	Pivot Bolt	130806	Lower Link Pivot Bolt (Front)	1	20 Nm / 175 in-lbs
10	Cone Adjuster	130807	Cone Adjuster, 8.3 mm Height	3	N/A
11	Shock Bolt, Left	130813	D-Lock Bolt	1	16 Nm / 140 in-lbs
12	Shock Nut	130814	Shock Nut	1	16 Nm / 140 in-lbs
13	Bearing Spacer	130821	Upper Link Bearing Spacer W/ O-Ring (Lower)	2	N/A
14	Bearing Spacer	130835	Upper Link Bearing Spacer (Lower)	2	N/A
15	Pivot Bolt	130842	Upper Link Pivot Bolt (Upper)	1	7 Nm / 60 in-lbs
16	Bearing Spacer	130847	Upper Link Bearing Spacer (Upper)	1	N/A
17	Lower Link	130858	Forged Aluminum Lower Link	1	N/A
18	Top Link	130859	Carbon Top Link	1	N/A
19	Bearing Spacer	130860	Lower Link Bearing Spacer (Upper)	2	N/A
20	Flip Chip	130865	D-Lock Reducer, Right	1	N/A
21	Flip Chip	130866	D-Lock Reducer, Left	1	N/A
22	Plug	140038	Lower Link Pivot Plug	1	N/A
23	O-Ring	140044	13.8 mm ID x 2.4 mm	2	N/A
24	Seat Clamp	340342	Bolt-On Seat Clamp	1	N/A
25	Zerk Fitting	401011	M6 x 1.0	1	5 Nm / 45 in-lbs

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
26	BHCS M5 x 12	410010	Water Bottle Bolt, Button Head, M5 x 12	2	2 Nm / 18 in-lbs
27	SHCS M6 x 22	410032	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
28	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	5 Nm / 45 in-lbs
29	SHCS M6 x 40	410050	Shock Bolt, Socker Head, M6 x 40 Titanium	1	7 Nm / 60 in-lbs
30	Bearing 7902	430007	15 x 28 x 7 2rs Max Angular Contact Bearing	2	N/A
31	Bearing 6802	430008	15 x 24 x 5 2rs Max Radial Bearing	4	N/A
32	Bearing 6902	430009	15 x 28 x 7 2rs Max Radial Bearing	2	N/A
33	Decal	500300	California Bear	1	N/A
34	Head Badge	500335	Head Badge Flame Logo	1	N/A
35	Flak Guard Down Tube	500501	Flak Guard Primer 275 Down Tube	1	N/A
36	Flak Guard Seat Stay	500503	Flak Guard Primer 275 Seat Stay	1	N/A
37	Flak Guard Chainstay	500506	Flak Guard Primer 275 Chainstay	1	N/A
38	Flak Guard Seattube	500507	Flak Guard Primer 275 Seattube	1	N/A
39	Flak Guard D.Tube Front	500508	Flak Guard Primer 275 Down Tube Front	1	N/A
40	Chainstay Protector	500509	Clear Chainstay Protector	1	N/A
41	Front Triangle		Carbon, 4 Sizes	1	N/A
42	Rear Triangle		Carbon, 1 Size	1	N/A
43	Rear Shock		210 mm x 50 mm	1	N/A







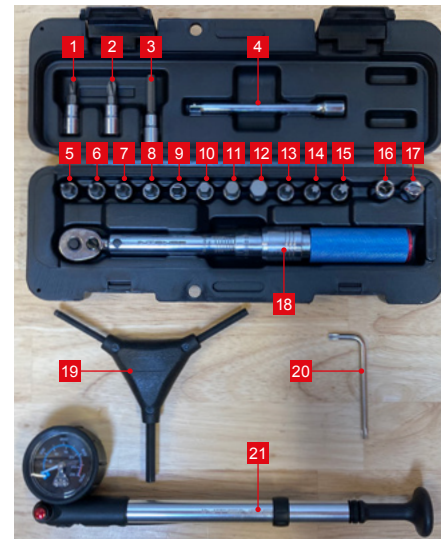
# ASSEMBLY

## PREFACE //

Service and maintenance on an INTENSE cycle requires special tools, abilities and knowledge of bicycle mechanics. Although each INTENSE bicycle is supplied with a tool kit, it is recommended to use an authorized INTENSE dealer for service and maintenance. Failure to follow these instructions may result in serious bodily injury or death.

## PRO TIPS

- Use grease on any metal to carbon interface, including headset. Also use grease on metal to metal interface of threaded BB.
- 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.



## INCLUDED TOOL KIT

1. PH1 Philips driver
2. PH2 Philips driver
3. Long reach 5 mm HEX/Allen driver
4. Torque wrench extension
5. 2 mm HEX/Allen driver
6. 2.5 mm HEX/Allen driver
7. 3 mm HEX/Allen driver
8. 4 mm HEX/Allen driver
9. Flat head driver
10. 5 mm HEX/Allen driver
11. 6 mm HEX/Allen driver
12. 8 mm HEX/Allen driver
13. T25 Torx driver
14. T30 Torx driver
15. T40 Torx driver
16. 1/4" drive-to-1/4" drive bit adaptor
17. 1/4" drive-to-3/8" drive adaptor
18. Torque Wrench
19. 3-way Y-wrench Multi-HEX/Allen tool (4 mm, 5 mm, 6 mm)
20. T25 Torx tool
21. INTENSE Shock Pump
22. Maxima grease
23. Tire plasma



## CONNECTING TOP LINK TO FRONT TRIANGLE //

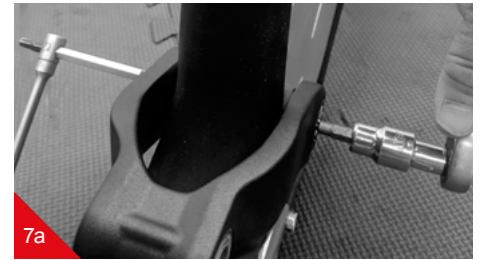
**A** Holding top link (#130859) as oriented in the above picture, apply grease to the outside face of each of the top two bearings in the top link to hold the upper spacers (#130765) against the outside bearing race (Image #1).

**B** Match upper link to toptube 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/Allen 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/Allen 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 (#130778) 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/Allen 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 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/Allen wrench, torque to 16 Nm or 140 in/lbs (Image #17/17A).



## INSTALLING DERAILLEUR HANGER //

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

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

**C** Torque derailleurs bolt (#130798) to 11 Nm or 100 in/lbs (Image #19).

## 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 (#130757) into axle opening on non drive-side (Image #21).

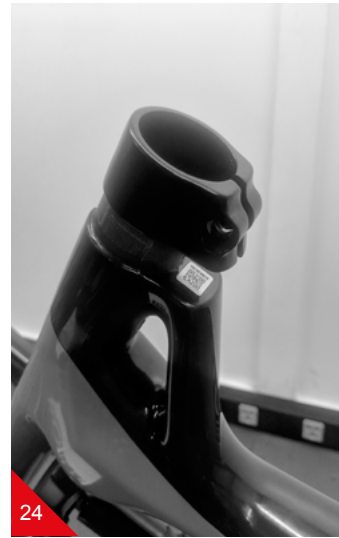




**C** With the rear wheel and axle installed, insert a 5 mm HEX/Allen key through derailleur cap on the drive-side to reach the 5 mm HEX/Allen interface on the inside of the axle. Turn wrench counter clockwise to tighten the axle. Torque to 11 Nm or 100 in/lbs (Image #22).

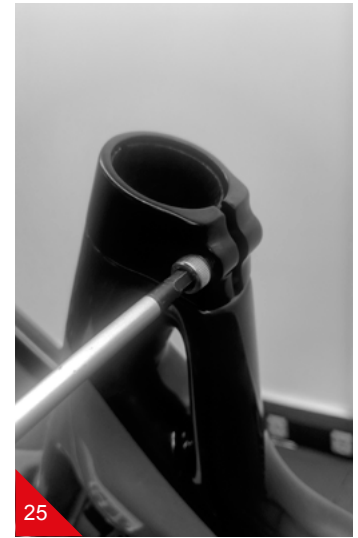


**D** On the non drive-side, use a 5 mm HEX/Allen wrench and torque the cone adjuster to 14Nm or 125 in/lbs (Image #23).



## SEAT CLAMP //

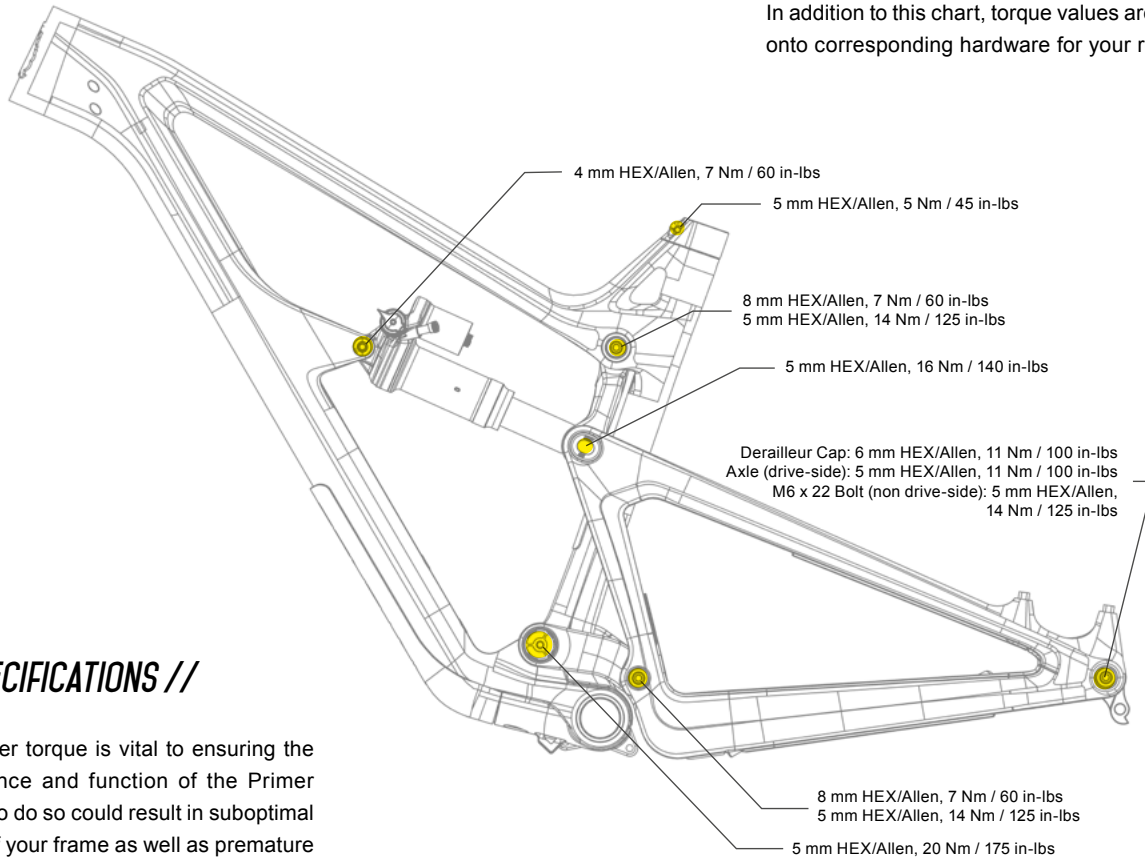
**A** Install seat clamp on frame, note that the serial number is on this area of the front triangle (Image #24).



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

## 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 Primer frame. Failure to do so could result in suboptimal 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 Primer are optimized for you.

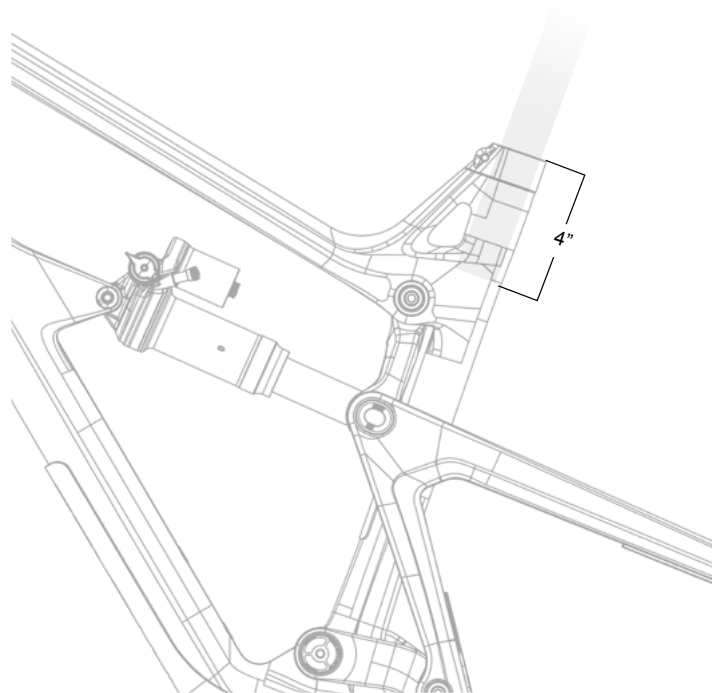
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### TOOLS NEEDED

- shock pump
- small ruler or measuring device
- torque wrench
- INTENSE Carbon Paste



## SEATPOST //

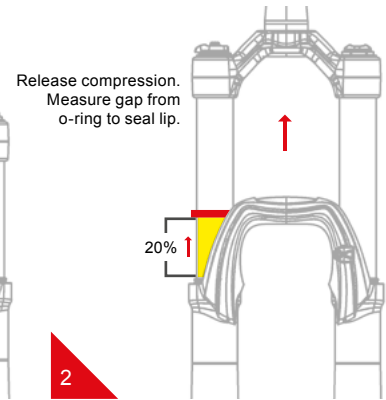
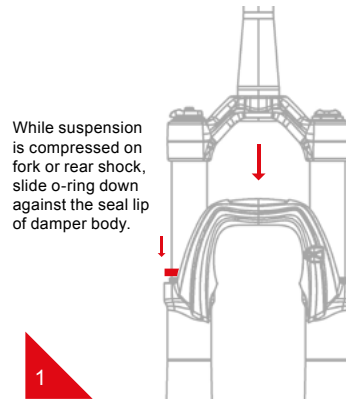


Before insertion, liberally coat the seatpost with carbon paste and gently slide into the seattube. With a minimum seatpost insertion of 4", tighten seatpost clamp to 5 nm / 45 in-lbs. (Over tightening the seatpost clamp will inhibit the movement of the seatpost and potentially damage seatpost and/or seat tube.)



## SETTING THE SAG //

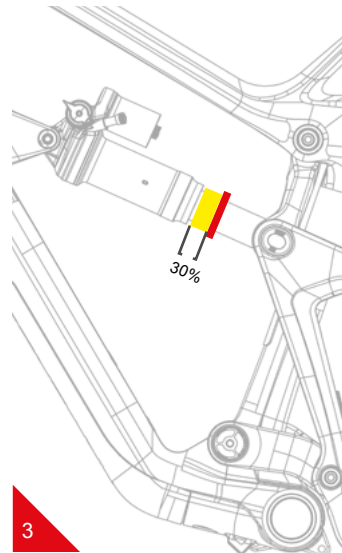
1. Remove fork and shock air caps and be sure you have a shock pump and a small ruler or measuring device handy.
2. Go ahead and hop on the bike. Be sure to place all your weight on the seat with the dropper in the up position and both hands on the grips.
3. Give the bike 5-6 moderate bounces and sit 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 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 handlebars in a upward direction as to not allow the suspension to compress as you get off (Image #4).

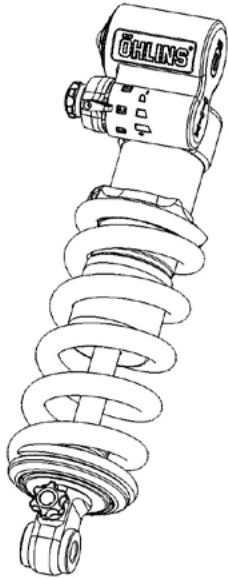
6. Using your measuring device, measure the gap between the suspension seal lip and the o-ring. Using the chart on the following page will tell you if you need more air pressure or less air pressure (Images #2, #3).
7. Adjust air pressure with your shock pump accordingly (Image #5).
8. Revisit steps 2-6 until your desired sag measurement has been reached.
9. Install valve caps.



## PRIMER S SHOCK SETUP //



**OHHLINS TTX22M**  
210 X 50 MM



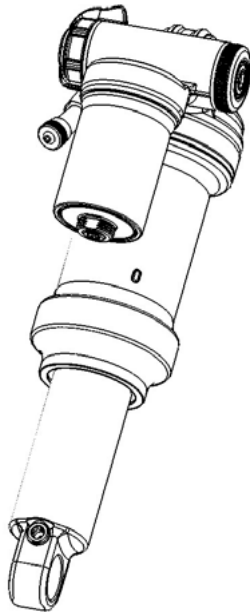
Proper set up and tuning can vary from shock to shock. Please consult the Ohlins manual included with your bike for complete information about set up, tuning and general maintenance or visit [www.ohlins.com](http://www.ohlins.com).

TRAVEL	High Setting: 140 mm (5.5 inch)			
TRAVEL	Low Setting: 137 mm (5.4 inch)			
SHOCK STROKE	50 mm (2 inch)			
SHOCK SAG	30% when sitting on the bike			
FORK SAG	20% when sitting on the bike			
SHOCK	Ohlins TTX22M Shock, 210 x 50 mm, 20 x 6 mm Front, 20 x 8 mm Rear Reducer			
RIDER WEIGHT (LBS/KGS)	SPRING WEIGHT (LBS)	HIGH SPEED COMPRESSION (3 LEVELS)	LOW SPEED COMPRESSION (16 CLICKS)	REBOUND ADJUSTMENT (6 CLICKS)
100 LBS / 45 KGS	343			
110 LBS / 50 KGS	357			
120 LBS / 54 KGS	357	1	10 Clicks Out	4 Clicks Out
130 LBS / 59 KGS	411			
140 LBS / 63.5 KGS	434			
150 LBS / 68 KGS	457			
160 LBS / 73 KGS	502			
170 LBS / 77 KGS	548	1	5 Clicks Out	3 Clicks Out
180 LBS / 82 KGS	548			
190 LBS / 86 KGS	571			
200 LBS / 91 KGS	605			
210 LBS / 95 KGS	605			
220 LBS / 100 KGS	674	2	2 Clicks Out	2 Clicks Out
230 LBS / 104 KGS	674			
240 LBS / 109 KGS	708			
250 LBS / 113 KGS	708			

# PRIMER 29 SHOCK SETUP //



**FOX FLOAT DPX2**  
210 X 50 MM



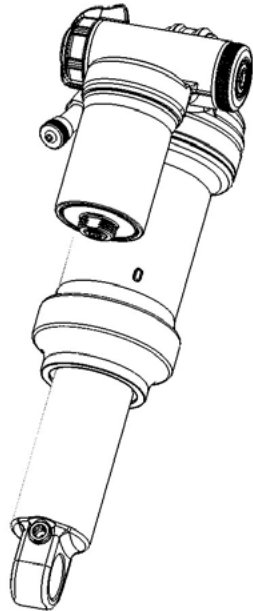
Proper set up and tuning can vary from shock to shock. Please consult the Fox manual included with your bike for complete information about set up, tuning and general maintenance or visit [www.foxracingshox.com](http://www.foxracingshox.com).

TRAVEL	Low Setting: 140 mm (5.5 inch)		
TRAVEL	Lower Setting: 137 mm (5.4 inch)		
SHOCK STROKE	50 mm (2 inch)		
SHOCK SAG	30% when sitting on the bike		
FORK SAG	20% when sitting on the bike		
SHOCK	Fox Float DPX2 Shock 210 x 50 mm		
RIDER WEIGHT [LBS/KGS]	AIR PRESSURE [PSI]	REBOUND (clicks out from fully closed) Closed is Clockwise Open is Counter Clockwise	LOW SPEED COMPRESSION
100 LBS / 45 KGS	130	11	10 Clicks Out
110 LBS / 50 KGS	140	10	
120 LBS / 54 KGS	155	9	
130 LBS / 59 KGS	165	9	
140 LBS / 63.5 KGS	185	8	8 Clicks Out
150 LBS / 68 KGS	195	8	
160 LBS / 73 KGS	205	7	
170 LBS / 77 KGS	215	7	
180 LBS / 82 KGS	225	7	6 Clicks Out
190 LBS / 86 KGS	240	6	
200 LBS / 91 KGS	250	6	
210 LBS / 95 KGS	260	5	
220 LBS / 100 KGS	275	4	6 Clicks Out
230 LBS / 104 KGS	285	3	
240 LBS / 109 KGS	300	2	
250 LBS / 113 KGS	310	2	

# PRIMER 275 SHOCK SETUP //



**FOX FLOAT DPX2**  
210 X 50 MM



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](http://www.foxracingshox.com).

TRAVEL	Low Setting: 140 mm (5.5 inch)		
TRAVEL	Lower Setting: 137 mm (5.4 inch)		
SHOCK STROKE	50 mm (2 inch)		
SHOCK SAG	30% when sitting on the bike		
FORK SAG	20% when sitting on the bike		
SHOCK	Fox Float DPX2 Shock 210 x 50 mm		
		REBOUND	
RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	(clicks out from fully closed) Closed is Clockwise Open is Counter Clockwise	LOW SPEED COMPRESSION
100 LBS / 45 KGS	140	10	10 Clicks Out
110 LBS / 50 KGS	150	10	
120 LBS / 54 KGS	160	9	
130 LBS / 59 KGS	170	9	
140 LBS / 63.5 KGS	180	8	
150 LBS / 68 KGS	190	8	8 Clicks Out
160 LBS / 73 KGS	200	7	
170 LBS / 77 KGS	210	7	
180 LBS / 82 KGS	220	7	
190 LBS / 86 KGS	230	6	6 Clicks Out
200 LBS / 91 KGS	240	5	
210 LBS / 95 KGS	250	4	
220 LBS / 100 KGS	260	4	
230 LBS / 104 KGS	270	3	
240 LBS / 109 KGS	280	3	
250 LBS / 113 KGS	290	2	

## FLIP CHIP: HIGH AND LOW SETTINGS //

The High (Image #1) and Low (Image #2) settings of the Flip Chip allows you to optimize the performance characteristics of the Primer by altering the frame's geometry. In general, the Low setting results in a more 'slack' geometry with a decreased headtube 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.

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### ADDITIONAL NOTES

- To get the rear triangle and the flip chip to completely install in the Low 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 you further optimize the Primer's performance.







## HOW TO FLIP THE FLIP CHIP //

**A** On the drive-side, use a 5 mm HEX/Allen 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 (#130821) with 4 mm HEX/Allen 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 High or Low) (Image #7). Re-install hardware and shock following the steps detailed on pages 12 and 13.

# 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, 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.
- 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 dealer. Any direct impact to the frame can cause serious structural damage.
- Use high-grade waterproof grease on seatpost, BB and headset 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	Full-Service		See MFG Recommendations		

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

*[WWW.INTENSECYCLES.COM](http://WWW.INTENSECYCLES.COM)*

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