INTENSE

2024 //

PRIMER 29 EXPERT

MANUAL

Register your bike at:
www.intensecycles.com/pages/registerbike

For Technical assistance:
Email info@intensecycles.com // Phone +1 951-307-9211

SCAN ME

THE INTENSE PRIMER 29 EXPERT

The Primer 29 trail bike is the most versatile model in our INTENSE range. With 140mm of rear wheel travel and 150mm up front we have designed a bike that is confidence inspiring, balanced, nimble and fun. The Primer is a bike that is equally at home on long all-day rides, laps in your local woods or multi-day adventures.

#TRUETOTHETRAIL

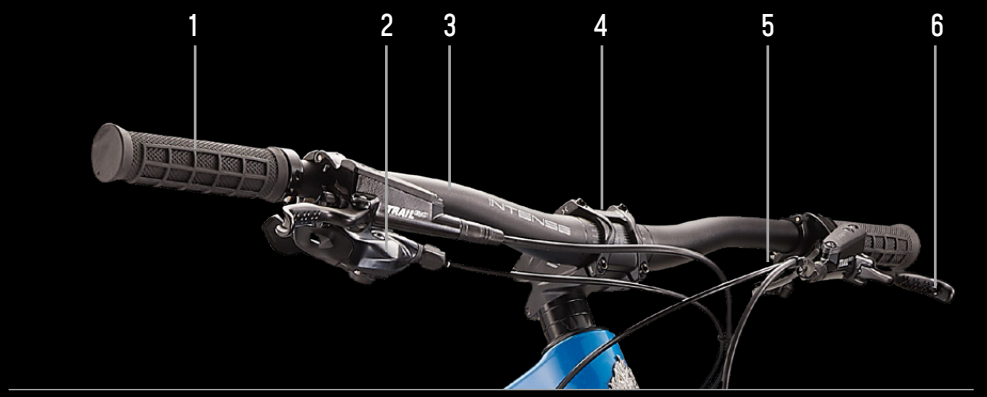
CONTENTS

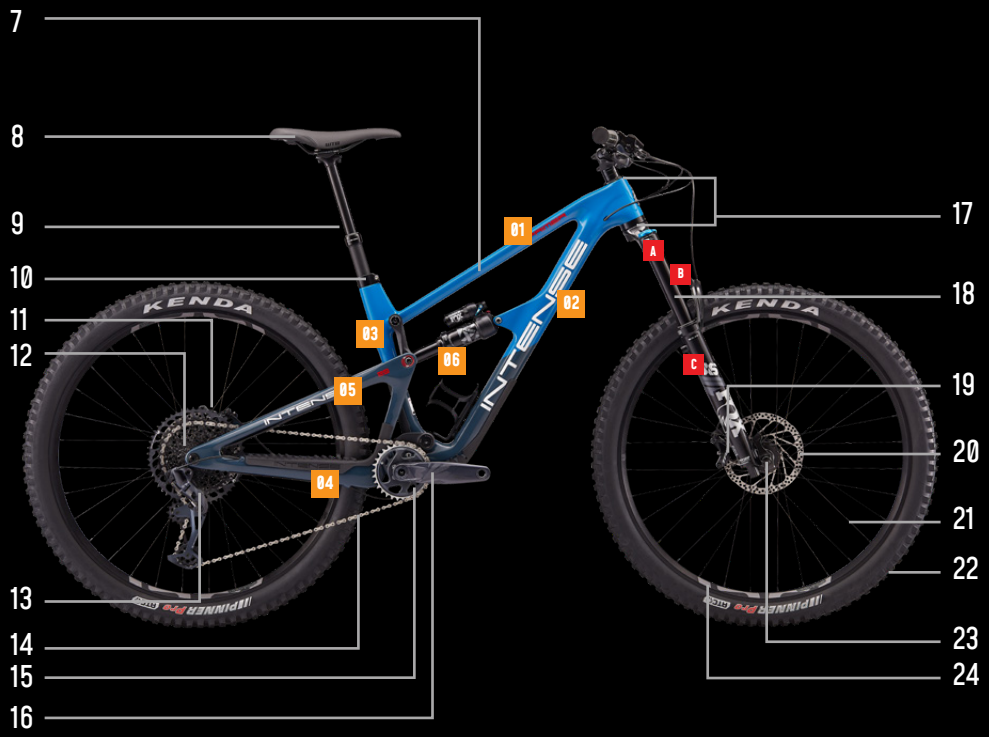
WELCOME TO THE FAMILY

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 with our crew of talented people working in our Temecula, CA headquarters, INTENSE has been a brand built on passion by forward thinkers who 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.





KNOW YOUR PRIMER

COMPONENT BREAKDOWN

1 **Grips**
2 **Shifter**
3 **Handlebars**
4 **Stem**
5 **Dropper post lever**
6 **Brake lever**
7 **Frame**
- *01 Toptube*
- *02 Downtube*
- *03 Seattube*
- *04 Chainstay*
- *05 Seatstay*
- *06 Rear shock*

8 **Saddle (seat)**
9 **Dropper seatpost**
10 **Seatpost clamp**
11 **Rear brake**
12 **Cassette**
13 **Rear derailleur**
14 **Chain**
15 **Chainring**
16 **Crankset**
17 **Headset**
18 **Suspension Fork**
- *A Fork crown*
- *B Stanchion*
- *C Lower leg*

19 **Front brake**
20 **Rotor**
21 **Spoke**
22 **Tire**
23 **Thru axle**
24 **Rim**

Model:	*INTENSE PRIMER 29 EXPERT*
Model Year:	*2024*
Frame Travel:	*140mm*
Compatible Forks:	*150mm*
Headtube/Headset:	*zs44/28.6 - ec49/40*
Frame Seattube Dimensions:	*ID 31.6mm (ID = Inside Diameter)*
Seattube Diameter:	*31.6mm*
BB Shell Width:	*73mm, BSA Threaded*
Recommended Max Tire Size:	*2.4"*
Brakes:	*Disc Brake Hydraulic*
Max Brake Rotor Size:	*203mm (with adapter)*
Rear Hub:	*148x12mm Through Axle BOOST*
Rear Shock Eye-to-Eye:	*210mm*
Stroke:	*50mm*
Mounting Bushing Width Front:	*20x6 (6mm reducer)*
Mounting Bushing Width Rear:	*20x8 (8mm reducer)*

INTENSE PRIMER

SETUP GUIDE

Your new INTENSE Primer is almost ready to go, you just need to do a few things to get your bike ready for its first ride. If you are setting up your bike from the box, the next few pages will show you how to assemble it. If you picked up your bike already setup by a dealer then you can jump to page 30.

We have a series of in-depth and detailed videos on our website that go through the whole process of building and preparing your bike – including technical videos on suspension setup, tuning your gears, and much more.

GO TO: HTTPS://WWW.YOUTUBE.COM/@INTENSECYCLES1993

SCAN ME

WE ARE HERE TO HELP!

If at any time you feel unsure about what you are doing then please contact us at INTENSE or seek the help of a professional mechanic at your local bike shop.

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A

B

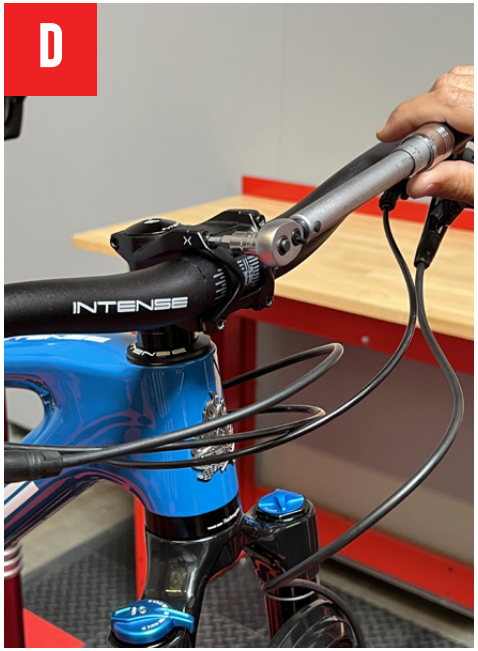
C

STEP 1

REMOVE WHEELS & PUT BIKE IN STAND

When you first open your bike box you will find an accessory/tool box and the bike itself. Carefully locate the tool box and remove the wheels from the bike box **(A)** and put to one side.

While the bike is still in the box, take off the packaging around the handlebars and expose the dropper post lever on the left-hand side of the handlebar. Push dropper post lever **(B)**. This will raise the dropper post to its highest position, which will allow you to put the bike safely in a bike stand. Pull the bike out and place in bike stand. Only use the seatpost to clamp the bike to the stand **(C)**.



STEP 2

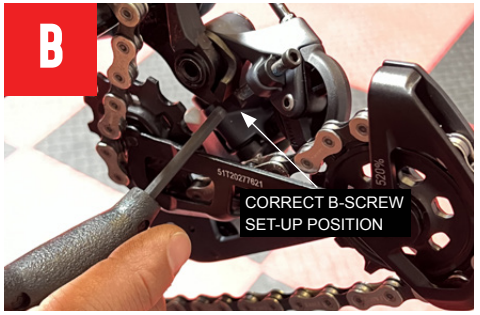
INSTALL HANDLEBARS

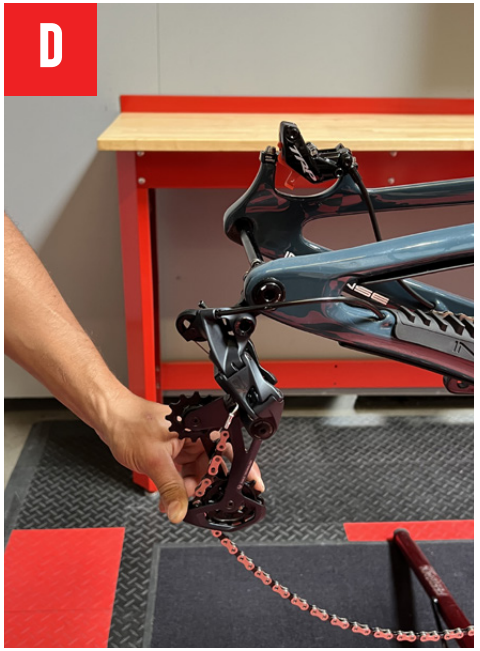
Remove any packaging on the front of the bike, then spin the handlebar stem 180º so that the stem and forks are facing forward **(A)**. Make sure that the forks are the correct way around – the front brake caliper should be on the left (non-drive) side of the bike, with the fork arch facing forward.

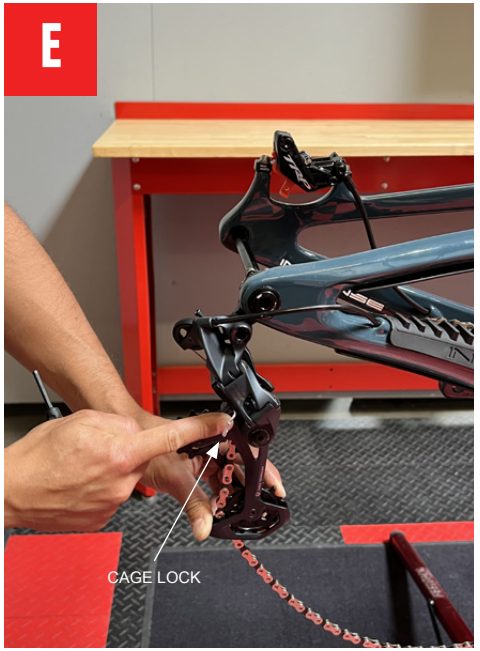
Using a 4mm Allen key remove the faceplate **(B)** of the stem and put the handlebars in place. Use the guidelines printed on the handlebars to help position them centrally and evenly. Check that the brake, gear and dropper post cables have a nice flow and are not kinked or twisted in any way.

Replace the faceplate of the stem and reinsert the bolts, first by hand and then with the 4mm Allen Key. This is a zero gap stem which means you need to tighten the top two stem bolts until there is no gap between the faceplate and the stem **(C)** and then tighten the two bottom bolts to snug.

To finish off use the 4mm Allen on the torque wrench and torque the top two faceplate bolts to 5-7Nm and then the bottom two.**(D)**







STEP 3

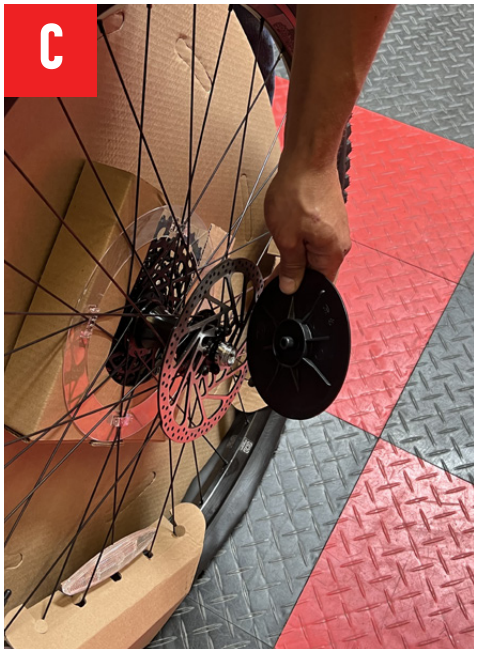
INSTALL REAR DERAILLEUR

Move to the rear of the bike and cut off any zip-ties or packaging from the rear derailleur and chain. Using a 5mm Allen key, screw the derailleur into the derailleur hanger/frame **(A)**.

At this point be careful that the ‘B screw’ is positioned correctly so that it sits on the flat notch on the hanger **(B)**. With the torque wrench tighten the main derailleur bolt to 8-9Nm **(C).**

Holding the bottom of the derailleur cage pivot the whole derailleur toward the front of the bike **(D)**. There will be some resistance from the spring, so be careful that it doesn’t spring back into position.

When it won’t go any further forward, and in a near vertical position, press the small button **(E)** with a padlock logo printed on it. This is the ‘Cage Lock’. Gently release the derailleur cage. The derailleur should now be locked in position, which will make it easier for you to fit the rear wheel.



STEP 4

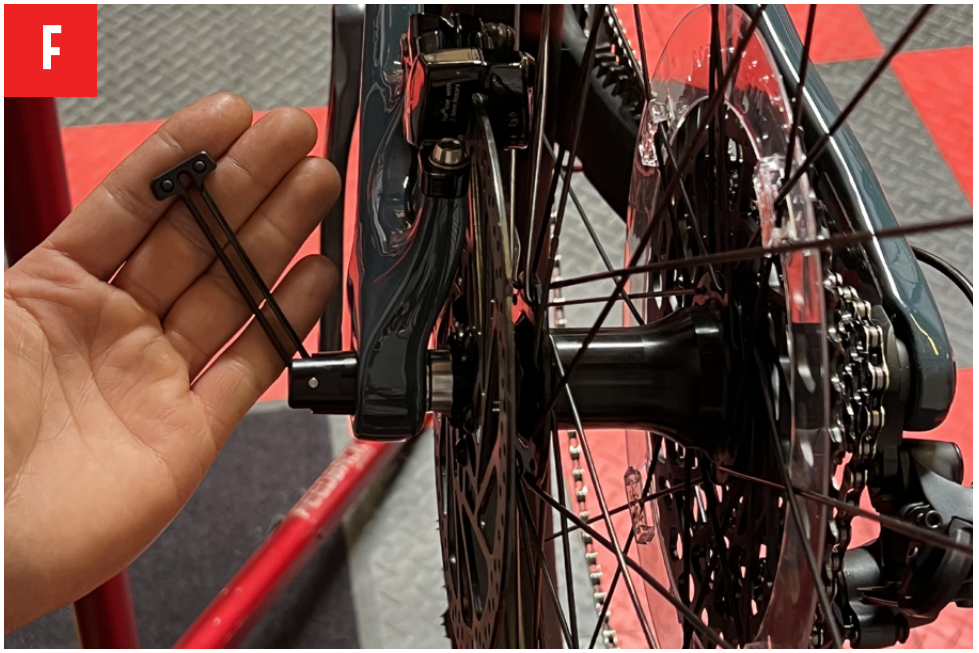
INSTALL REAR WHEEL

Take out the rear brake pad spacer **(A)**. Once removed be careful not to squeeze the brake lever until the rear wheel is in position. The rear axle features an integrated pull-out lever that sits inside the axle body. Simply pull this out, unscrew and remove the rear axle **(B)**.

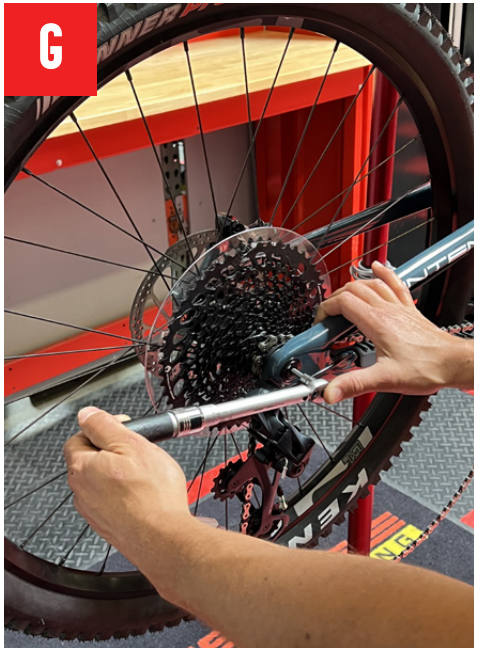
Remove any packaging left on the rear wheel, including the large black plastic rotor guards **(C)**. Be careful that the metal wheel spacers don't get pulled off by accident. If they do just press them back into position. Do not touch the brake rotors with your hands or gloves, as any small amount of grease may contaminate them.

Position the chain on the smallest cog of the cassette **(D)**. The derailleur will already be in its 'locked' position making it easier for you to install the wheel. Carefully line up the cassette and rotor with the rear brake making sure that it slides inside the caliper body between the brake pads **(E).** The hub spacers will slide into the slots on the frame dropouts.

F



G



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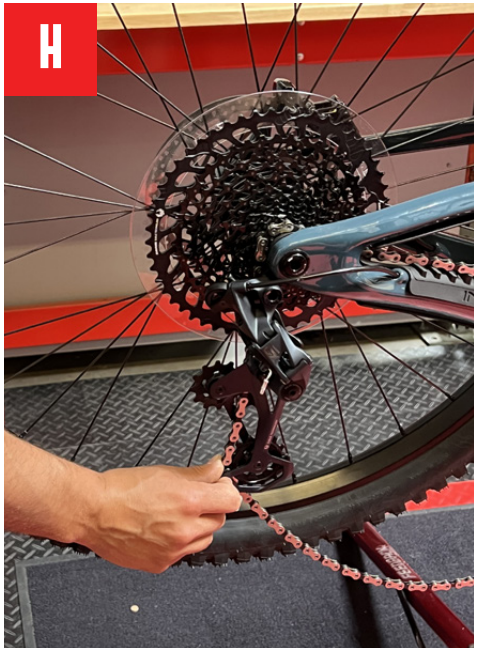
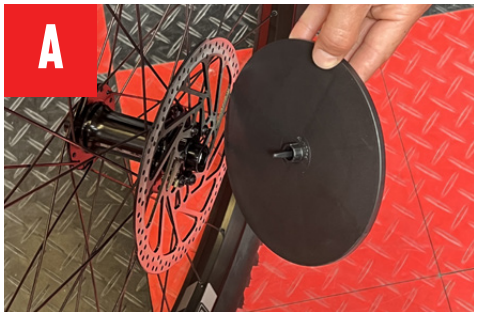


STEP 4 CONTINUED...

Once everything is lined up and in position, reinsert the axle and tighten using the integrated lever on the non-drive side (left), turning clockwise until tight **(F)**. Reinstall the lever within the axle by pushing it firmly back in place. Then with a 5mm Allen key on the drive side of the bike tighten the axle and torque to 11Nm **(G)** .

You can now take the lock off the rear derailleur **(H)**. To do this, gently push the derailleur cage forward a little and the cage lock will automatically release. Slowly let the derailleur arm move backwards into position.

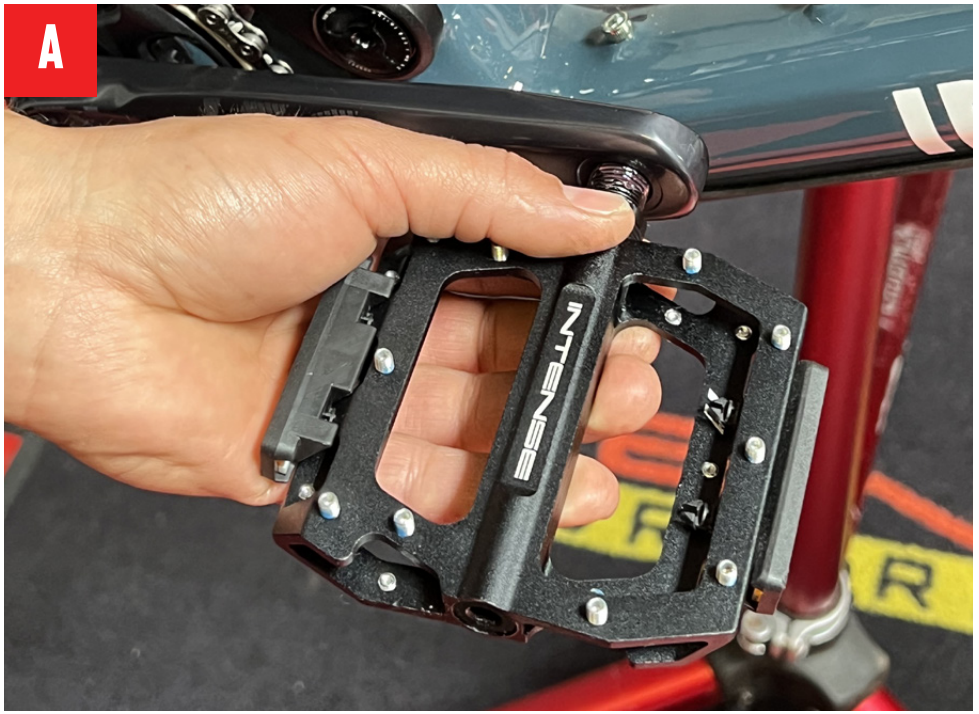


STEP 5

INSTALL FRONT WHEEL

Remove all packaging from the front wheel **(A)** making sure the hub end caps are still in the correct place and that they haven't been pulled off by accident. If they do come off, just press them back into position. Then remove the brake pad spacer **(B)**. At this stage be careful not to pull the front brake lever until the wheel has been installed. Do not touch the brake rotors with your hands or gloves as this may contaminate them.

Flip the quick release lever on the fork axle and unscrew it **(C)**. Position the wheel so that the rotor fits into the brake caliper body and that the hub body slots into the grooves on the fork **(D)**. When everything is in the correct place reinsert the front wheel axle, tighten, then clamp it tight using the quick release lever. There should be some resistance when the lever is flipped into the vertical position **(E)**. Note: loosening/ tightening the pinch bolt is not necessary for axle removal or installation.



STEP 6

INSTALL PEDALS

(A) Pedals are somewhat of a personal choice – some people prefer flat pedals, others clipless, and then of course there are all the different brands and designs. So please take note, your bike does not come supplied with pedals, so that you can choose your own.

Bicycles have specific left and right pedals and the left-hand side pedal has an opposite thread on it, meaning that it tightens up in a counterclockwise direction.

STEP 7

RUN THROUGH THE GEARS

Now is a good time to run through the gears to check that they are working correctly. To do this turn the cranks so that the wheel begins to spin, then shift through the gears (being careful not to trap anything in the chain) **(B)**. The bikes are setup and tuned before packaging, however during the shipping process it is possible for the drivetrain to become slightly out of tune. Minor adjustments may be required. Please check out our tech video on drivetrain adjustments.

STEP 8

ADJUST HEADSET & HANDLEBARS

Your bike's headset comes 'pre-loaded' from our factory but it is good practice to check it. If it feels a little loose then undo the stem clamping bolts slightly using a 4mm Allen key **(A)** and then gently tighten the top cap bolt to 2-4Nm **(B)**. Retighten the stem clamp bolts and check the headset again. If the bars won't turn smoothly, it is too tight, so repeat the process but this time slacken the top cap bolt off a little, or if it is too loose, continue to tighten.

Once you are happy with your headset adjustment you need to make sure that your stem and handlebars are straight. A good tip is to take your bike out of the stand and straddle it, then look down and line the back of your handlebars up with the front of the fork legs **(C)**. Take your time to get it right, and when you are happy tighten the two stem bolts to 5-7Nm using a 4mm Allen key **(D)**.

STEP 9

ADJUST SADDLE HEIGHT

Set the height of your saddle (seat) with your seatpost in its fully extended position. Using a 5mm Allen key loosen the seatpost clamp and adjust the seatpost to the correct height. A good base measurement is to stand next to your bike in your riding shoes, putting your hand against the top of your hip bone **(A)**. The palm of your hand should be level with the top of the saddle. Adjust as appropriate, then tighten the seat clamp to 4Nm. Do not overtighten this bolt as it may affect the performance of the seatpost. Note: You may have to slightly readjust the saddle height once you have set up your suspension correctly.

STEP 10

INSTALL BOTTLE CAGE

Your bike comes supplied with a water bottle cage. Undo the two 3mm bolts on the downtube of your bike and fit the cage **(B)**. Tighten to 3Nm.

STEP 11

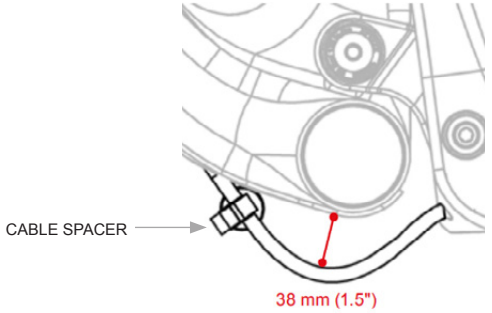
CHECK TIRE PRESSURE

The ideal tire pressure setting is determined by four main factors: rider weight, type of terrain, design/ construction of tire and the desired balance of comfort and traction. The pressures here are a suggested starting point and can typically range +/- 5psi. Front: 26psi, rear: 29psi. It is always a good idea to inspect your tires for tears and punctures before and after every ride.

IMPORTANT NOTE:

PRIMER 29 CABLE ROUTING

After assembly It is important to ensure the cables are positioned 38mm (1.5") away from the bottom surface of the downtube. This allows enough slack in the cables so they do not come under tension when the suspension compresses.



If there is to much slack push the cable up into the downtube gently, do not push the cable into the rear triangle as it will cause the cable to rub against your spokes. If there is not enough slack gently pull the cable out of the downtube to 38mm (1.5"). After adjusting your cables be sure to check the cable clearance between your brake cable and wheel.

STEP 12

FRONT SUSPENSION SETUP 29 EXPERT

The Primer Expert uses FOX air sprung suspension front and rear, so first you need to set the air pressure. Look at the air pressure on the chart below to calculate the pressure you require. Remember to calculate your weight when you are in full riding gear. You are looking for approximately 20% sag, so for the 150mm (5.9”) fork that comes on the Primer 29 Expert models that measurement should be around 30mm (1.1”). Adjust the pressure in your forks until you reach the correct sag.

FORK: FOX PERFORMANCE 36 FLOAT

SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS
120-130 / 54-59	66	13
130-140 / 59-64	70	12
140-150 / 64-68	74	11
150-160 / 68-73	78	10
160-170 / 73-77	82	9
170-180 / 77-82	86	8
180-190 / 82-86	89	7
190-200 / 86-91	94	6
200-210 / 91-95	99	5
210-220 / 95-100	105	4
220-230 / 100-104	109	3
230-240 / 104-109	113	2
240-250 / 109-113	117	1

ADJUSTING GRIP COMPRESSION DAMPING

3-Position Micro Adjust: *The 3-position lever is useful to make on-the-fly adjustments to control fork performance under significant changes in terrain, and is intended to be adjusted throughout the ride.*

FOX recommends that the ultimate performance will be found with this lever in the full counterclockwise ‘Open’ setting. Turning the lever to the middle position sets the fork in the Medium mode. Turning the lever to the full clockwise position sets the fork in Firm mode. The positions between the three modes can be utilized to change the damping performance of the fork.

REBOUND

Open
(counterclockwise)
Least amount of rebound damping. Fork rebounds fastest.

Closed
(clockwise)
Most amount of rebound damping. Fork rebounds slowest.

The rebound adjuster for the fork is a red dial located on the bottom of the right fork leg. Rebound controls how fast the fork extends after compressing. The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require more rebound damping. Use your air pressure to find your rebound setting. Turn your rebound knob to the closed position (full clockwise) until it stops. Then back it out (counterclockwise) to the number of clicks shown in the table opposite.

Adjust rebound until (when tested) the fork returns quickly but does not top out. Top out is felt when a fork fully extends too quickly and comes to an abrupt stop when it reaches full extension (you will hear a small noise). Top out should be avoided through proper rebound setting.

STEP 13

REAR SUSPENSION SETUP 29 EXPERT

To achieve the best performance from your FOX Performance Float X rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). Sag should be set to 30% of total shock travel, which is 15mm for the Float X on the Primer Expert. You can find this by measuring the distance between the sag indicator O-ring and the rubber air sleeve seal (see opposite). We recommend watching the sag setup video at **ridefox.com** for detailed information on how to set your sag correctly.

Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock). When setting sag always turn the compression adjuster fully counterclockwise and set the 2-position lever to the Open mode.

With the air pump attached to the shock valve, slowly cycle your shock through 25% of its travel 10 times as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge. Do not exceed maximum air pressure of 350 psi. Add or remove air pressure until you reach your desired sag measurement.

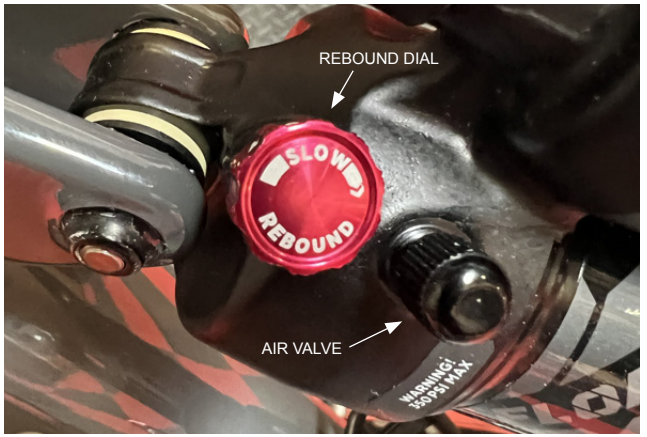
SHOCK: FOX PERFORMANCE FLOAT X (OPEN, TRAIL, LOCK-OUT)

SUGGESTED REBOUND SETTINGS FOR YOUR SHOCK

AIR PRESSURE (PSI)	REBOUND (CLICKS OUT FROM FULLY CLOSED)	AIR PRESSURE (PSI)	REBOUND (CLICKS OUT FROM FULLY CLOSED)
<100	10	200-220	5
100-120	10	220-240	4
120-140	9	240-260	3
140-160	8	260-180	2
160-180	7	280-300	1
180-200	6		

COMPRESSION ADJUSTMENTS

The 2-position lever is useful to make on-the-fly adjustments to control shock performance under significant changes in terrain, and is intended to be adjusted throughout the ride. Use the Open mode during rough descending, and the Trail mode for undulating terrain and climbing.



REBOUND

Open
(counterclockwise)
Least amount of rebound damping. The shock rebounds fastest.

Closed
(clockwise)
Most amount of rebound damping. The shock rebounds slowest.

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 ridefox.com

STEP 14

FINAL CHECK

You are almost ready to go riding. Now is a good time to check over your bike to make sure that everything looks correct – all packaging is removed, bolts are all tightened to the correct torques, etc. Most importantly you need to check that both the front and rear brakes are working properly. After your first ride check over your bike again, making sure that all bolts are secure. After that follow the Maintenance Schedule on page 44.

As you get to know your bike you may want to make some small personal adjustments – rolling your bars forward or backward a little, position your brake levers at a slightly different angle, adjust your suspension, experiment with tire pressure or slide your saddle backward or forward. This is all perfectly normal, just making small tweaks here and there to really personalize your bike so that it is right for you.

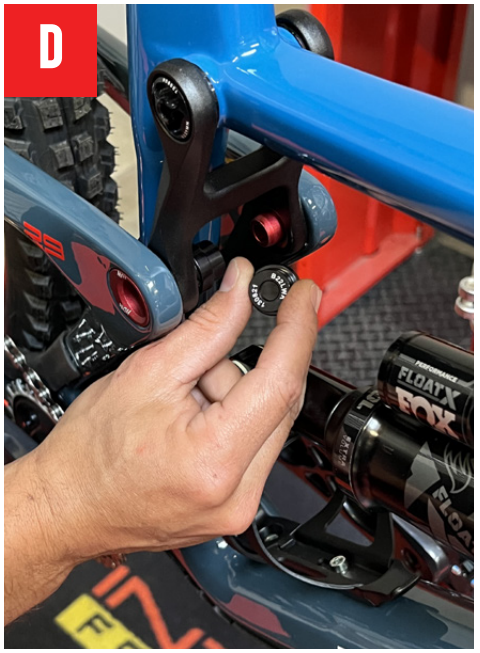
GEOMETRY

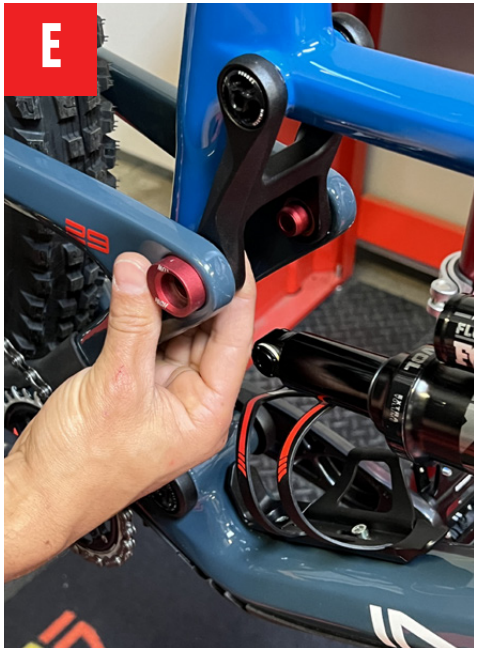
FLIP CHIP GEOMETRY ADJUSTMENT

The Primer has a feature called a ‘Flip Chip’ which allows you to alter the geometry of your bike between two positions. The bike comes as standard from our factory in the ‘High’ setting, but if you ride terrain that is more downhill orientated or you just prefer your bike to feel slightly more stable on high speed descents then you may want to put it in the ‘Low’ setting. The Low setting will slacken the head angle a little, lower the bottom bracket and standover, shorten the reach by 5mm and slightly reduce the amount of travel you have. What position you have the Flip Chip in comes down to personal preference, riding style and the type of terrain you normally ride on. Follow the steps below, or check out the tech video.

On the drive-side of the bike use a 5mm Allen key to loosen and remove the drive side rear triangle shock nut **(A)**.

From the non-drive side slide out and remove the D-Lock shoulder bolt **(B)**.





GEOMETRY

FLIP CHIP... CONTINUED

While standing on the drive side gently push down on the rear shock and lower the shock out of the way **(C)**. This will give you access to the shock spacers and Flip Chips. Use caution when lowering the shock to prevent it from hitting the frame.

Remove the left and right upper link spacers **(D).** Upper link spacers have internal O-rings holding them on to the Flip Chips, they will move once the static friction is broken. Push out the Flip Chips until the Chip head clears the rear triangle **(E).** Flip the Chips into the ‘Low' setting **(F)** by spinning them around 180°.

GEOMETRY

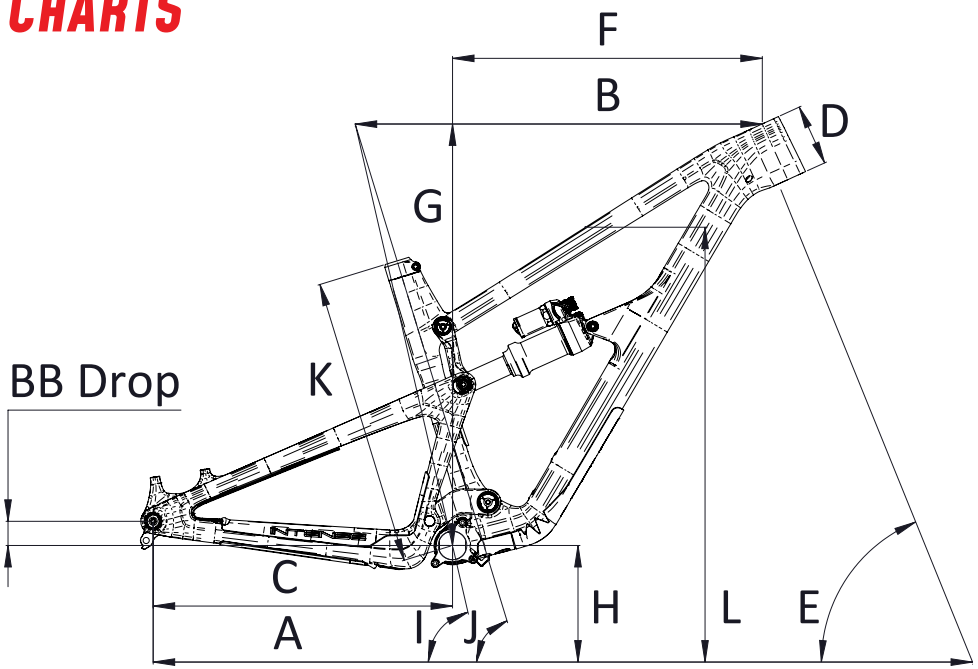
FLIP CHIP... CONTINUED

Reinstall the two upper link spacers **(G)**, then slightly loosen the front shock bolt, move the rear shock eyelet into position **(H)**, getting everything lined up (making sure that the swingarm pivot with upper link pivot are still aligned), and then reinstall the rear D-Lock shoulder bolt **(I)** making sure that it is fully inserted. On the drive side thread on the rear triangle shock nut. Tighten the front shock bolt to 7Nm and then the rear triangle shock nut to 16Nm **(J)**. You're done. Try it out in the new Low setting and see how it feels. If you don't like it, just 'flip' it back to the original High setting.

Please refer to the geometry chart located on page 43 for further information on how 'Flipping the chip' affects the geometry for the size of bike you have.

PRIMER 29 EXPERT

GEOMETRY CHARTS



HIGH SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1188 MM / 46.8"	1217 MM / 48"	1247 MM / 49"	1279 MM / 50"
TOPTUBE LENGTH (B)	568 MM / 22.4"	597 MM / 23.5"	626 MM / 24.6"	656 MM / 25.8"
CHAINSTAY LENGTH (C)	440 MM / 17.3"	440 MM / 17.3"	440 MM / 17.3"	440 MM / 17.3"
HEADTUBE LENGTH (D)	90 MM / 3.5"	90 MM / 3.5"	100 MM / 3.9"	120 MM / 4.7"
HEADTUBE ANGLE (E)	65.6˚	65.6˚	65.6˚	65.6˚
REACH (F)	427 MM / 16.8"	456 MM/ 18"	483 MM / 19"	507 MM / 19.9"
STACK (G)	618 MM / 24.3"	618 MM / 24.3"	627 MM / 24.7"	645 MM / 25.4"
BB HEIGHT (H)	344 MM / 13.5"	344 MM / 13.5"	344 MM / 13.5"	344 MM / 13.5"
BB DROP	31 MM / 1.2"	31 MM / 1.2"	31 MM / 1.2"	31 MM / 1.2"
SEATTUBE ANGLE (EFFECTIVE) (I)	77˚	77˚	77˚	77˚
SEATTUBE ANGLE (ACTUAL) (J)	73˚	73˚	73˚	73˚
SEATTUBE LENGTH (K)	405 MM / 16"	420 MM / 16.5"	440 MM / 17.3"	465 MM / 18.3"
STANDOVER HEIGHT (L)	816 MM / 32"	816 MM / 32"	819 MM / 32.3"	829 MM / 32.6"

LOW SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1188 MM / 46.8"	1218 MM / 48"	1248 MM / 49"	1280 MM / 50"
TOPTUBE LENGTH (B)	570 MM / 22.4"	599 MM / 23.6"	627 MM / 24.7"	658 MM / 26"
CHAINSTAY LENGTH (C)	442 MM / 17.4"	442 MM / 17.4"	442 MM / 17.4"	442 MM / 17.4"
HEADTUBE LENGTH (D)	90 MM / 3.5"	90 MM / 3.5"	100 MM / 3.9"	120 MM / 4.7"
HEADTUBE ANGLE (E)	65˚	65˚	65˚	65˚
REACH (F)	421 MM / 16.6"	450 MM / 17.7"	477 MM / 18.8"	500 MM / 19.7"
STACK (G)	622 MM / 24.5"	622 MM / 24.5"	631 MM / 24.9"	650 MM / 25.6"
BB HEIGHT (H)	336 MM / 13.25"	336 MM / 13.25"	336 MM / 13.25"	336 MM / 13.25"
BB DROP	38.7 MM / 1.5"	38.7 MM / 1.5"	38.7 MM / 1.5"	38.7 MM / 1.5"
SEATTUBE ANGLE (EFFECTIVE) (I)	76.5˚	76.5˚	76.5˚	76.5˚
SEATTUBE ANGLE (ACTUAL) (J)	72.5˚	72.5˚	72.5˚	72.5˚
SEATTUBE LENGTH (K)	405 MM / 16"	420 MM / 16.5"	440 MM / 17.3"	465 MM / 18.3"
STANDOVER HEIGHT (L)	811 MM / 32"	809 MM / 31.8"	814 MM / 32"	823 MM / 32.4"

BIKE CARE

MAINTENANCE SCHEDULE

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.

	ACTION	EVERY RIDE	500 MILES OR 1 MTH	2000 MILES OR 6 MTHS	4000 MILES OR 1 YR
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 & FORK	CHECK AIR PRESSURE, INSPECT FOR LEAKS		X		
DERAILLEUR	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 (BB)	REMOVE CRANKARMS 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

MAINTENANCE

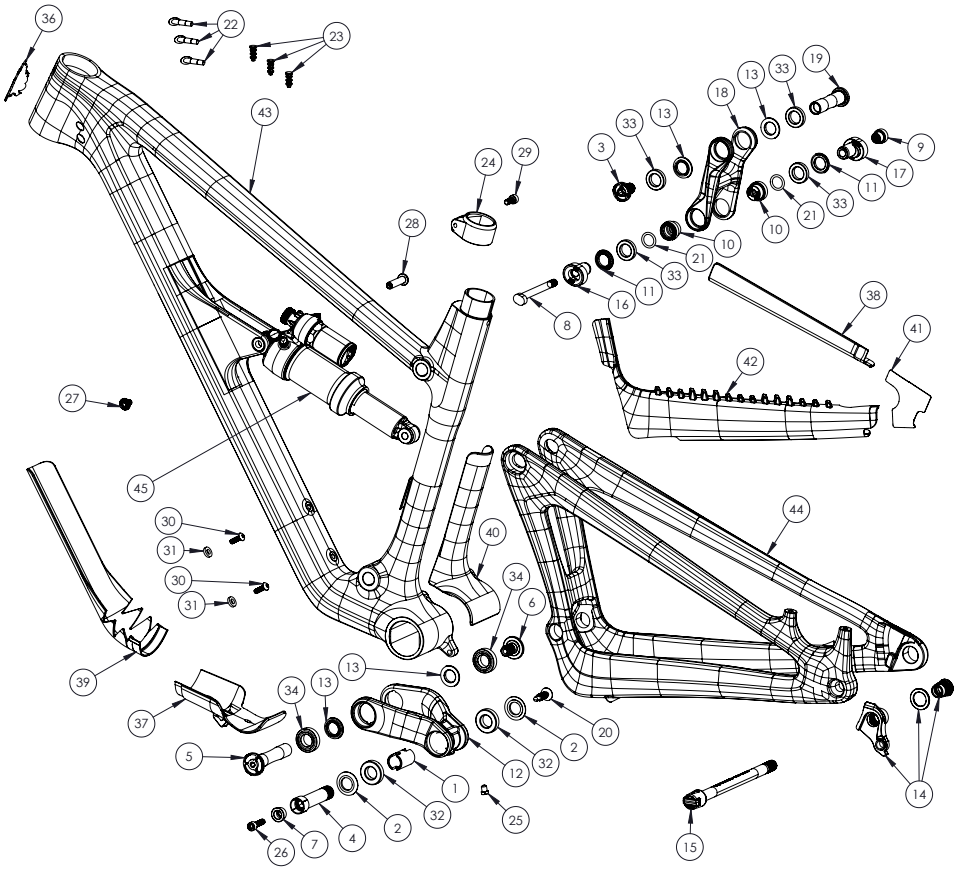
CARBON CARE

INTENSE employs advanced composite techniques and material 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 cleaner.
- 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, LLC 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.

PRIMER 29 EXPERT

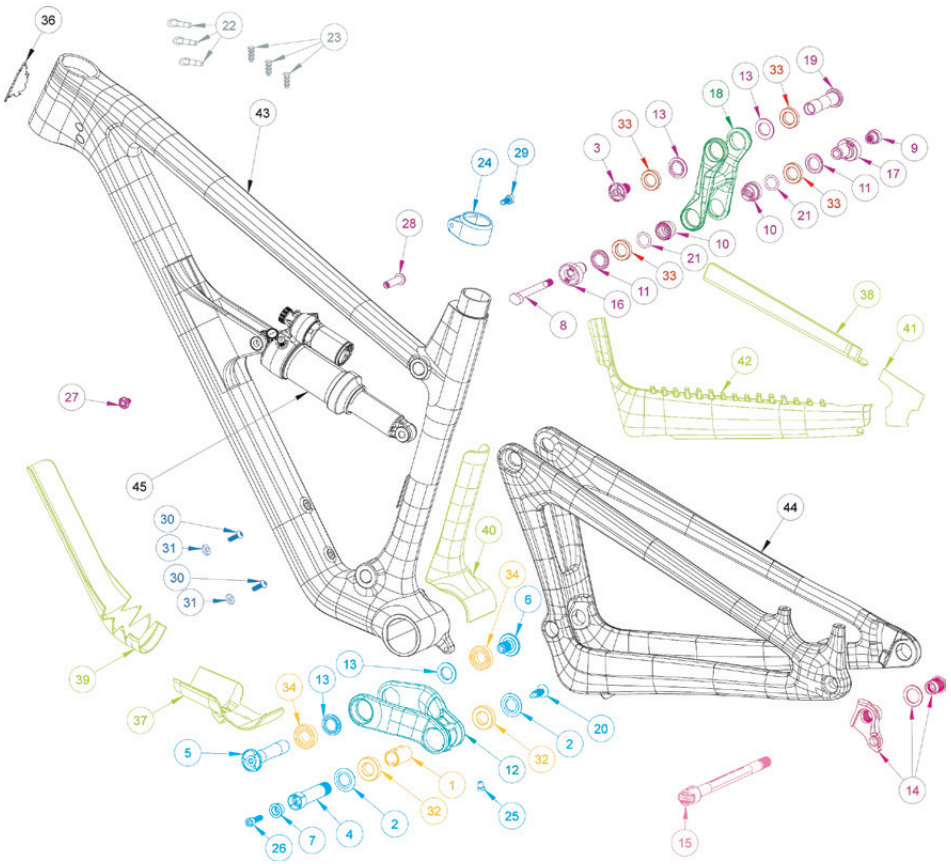
PARTS LISTING



ITEM NO.	ITEM	PART NUMBERDESCRIPTION	QTY.	TORQUE SPEC.
1 Crush Tube	130758	Crush Tube Lower Link	1	N/A
2 Bearing Cap	130778	Cap Bearing Blk	2	N/A
3 Bolt Shoulder	130785	Bolt Shoulder Fine Thread	1	20 Nm / 175 in-lbs
4 Bolt Main Pivot	130791	Bolt Main Pivot 1.5t Expander Blk	1	7 Nm / 60 in-lbs
5 Axle Lower	130800	Axle Lower Pivot Primer Carbon	1	20 Nm / 175 in-lbs
6 Bolt Shoulder	130806	Bolt Shoulder Fine Thread	1	20 Nm / 175 in-lbs
7 Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	1	N/A
8 Shock Shoulder Bolt Left	130813	Primer RT D-Lock Bolt	1	16 Nm / 140 in-lbs
9 Drive Side RT Nut	130814	Primer Drive Side RT Nut	1	16 Nm / 140 in-lbs
10 Primer 29 Spacer	130821	Primer 29 Spacer with O-ring groove	2	N/A
11 Cap Bearing Silver	130835	Cap Bearing Silver Primer	2	N/A
12 Forged Lower Link	130858	Primer Forged Lower Link	1	N/A
13 Pivot Axle Spacer	130860	Pivot Axle Spacer Primer	4	N/A
14 Derailleur Hanger	130897	UDH Universal Derailleur Hanger, GW	1	25 Nm / 221 in-lb
15 Rear Axle	130899	M12 x P1.0 x 172mm(148 x 12mm) QR491	1	11 Nm / 100 in-lbs
16 Flip Chip D-Lock Reducer	130900	Flip Chip, High/Low, Non-Drive Side RT	1	N/A
17 Flip Chip Drive Side Reducer	130901	Flip Chip, High/Low, Drive Side RT Reducer	1	N/A
18 951 Trail Forged Top Link	130905	Forged Top Link	1	N/A
19 Axle Upper	130906	Top Link Pivot Axle	1	20 Nm / 175 in-lbs
20 Push Rivet	140038	Push Rivet SR-0817BK	1	N/A
21 O-Ring	140044	O-Ring 13.8 mm ID x 2.4 mm Width	2	N/A
22 AXR01 Grommet Plug	140096	YF_AXRO1 Grommet Plug for AXS Upgrade	3	N/A
23 Grommet Plug	140097	Jagwire_CCN081RB for AXS Upgrade	3	N/A
24 Seat Clamp Fin INTENSE	340340	Seat Clamp Forged Fin Style INTENSE	1	N/A
25 Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5 Nm / 45 in-lbs
26 SHCS M6 x 22	410032	SHCS, Socket Head, M6 x 22 Titanium	1	14 Nm / 125 in-lbs
27 Shock Shoulder Bolt Left	410066	Shock Bolt, M6 Thread, 7075-T6	1	7 Nm / 60 in-lbs
28 Shock Shoulder Bolt Right	410067	Bolt Shock 8mm OD x 31mm Long Female	1	7 Nm / 60 in-lbs
29 SHCS M6 x 14	410079	SHCS, Socket Head, M6 x 14 Stainless Steel	1	11 Nm / 100 in-lbs
30 BHCS M5 x 16	410090	BHCS, Button Head Cap Screw: M5 x 16mm	2	2 Nm / 18 in-lbs
31 Washer	410092	Steel Washer: 12 OD x 6 ID x 2.5 mm, Black	2	N/A
32 Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
33 Bearing 6802	430008	Bearing 6802 LLU MAX	4	N/A
34 Bearing 6902	430009	Bearing 6902-LLU-MAX, 15 x 28 x 7	2	N/A
35 Decal California Bear	500300	Decal California Bear	1	N/A
36 Head Badge	500335	Head Badge Flame Logo	1	N/A
37 Flak Guard DT Back	500501	Flak Guard Primer 29 DT Back Section	1	N/A
38 Flak Guard StSty	500503	Flak Guard Primer Seatstay	1	N/A
39 Flak Guard DT Front	500508	Flak Guard Primer 29 DT Front Section	1	N/A
40 Flak Guard Seattube	500534	Flak Guard Carbon Seattube	1	N/A
41 Flak Guard CS	500535	Flak Guard Carbon Chainstay Clear Protector	1	N/A
42 Flak Guard CS	500536	Flak Guard Carbon / Chainstay Protector	1	N/A
43 Front Triangle		Primer 29 Front Triangle	1	N/A
44 Rear Triangle		Primer 29 Rear Triangle: UDH T-Type	1	N/A
45 Rear Shock		Fox Float X 210 x 50	1	N/A

PRIMER 29 EXPERT

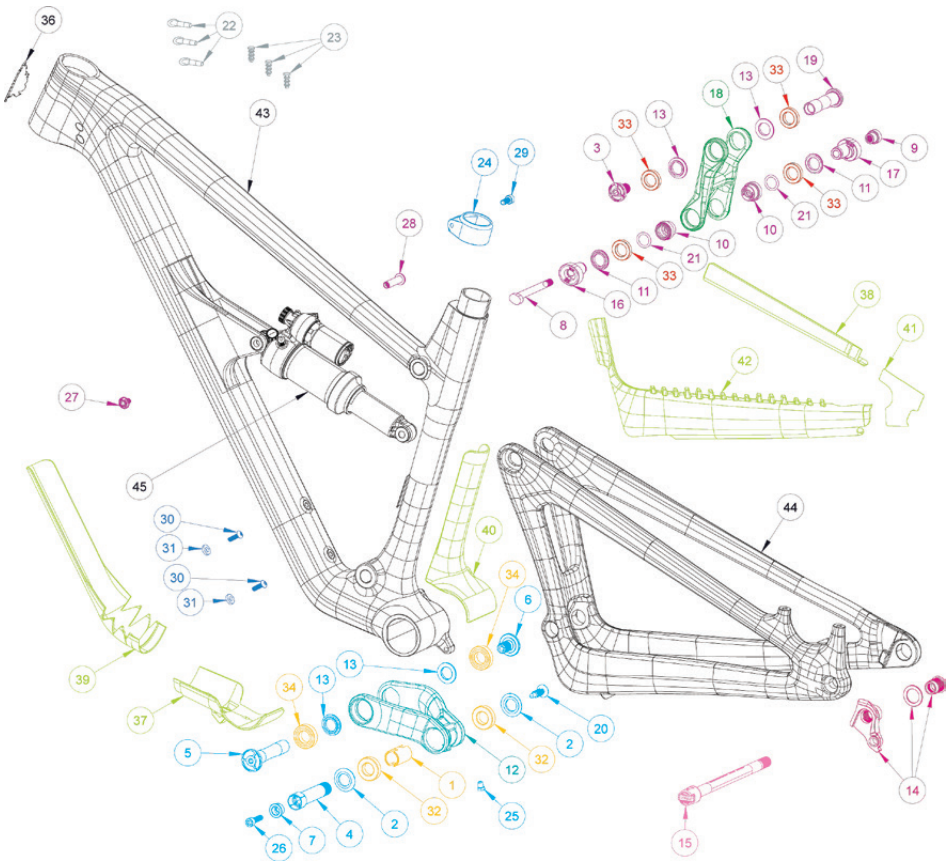
PARTS KITS



15	**IT150125**	**QUICK RELEASE AXLE KIT REAR CNC 148 X 12 BOOST**
	130899	QR491 Wheel Axle Kit
	IT340193	**BEARING REBUILD KIT LOWER**
1	130758	Crush Tube Lower Link
32	430007	Bearing 7902-1ZS-MAX
34	430009	Bearing 6902-LLU-MAX, 15x28x7
	IT150236	**FRAME PROTECTION FLAK GUARD KIT PRIMER 29**
37	500501	Frame Protection Flak Guard Downtube Primer 29
38	500503	Frame Protection Flak Guard Seatstay Primer 29
39	500508	Frame Protection Flak Guard Downtube Primer 29
40	500534	Frame Protection Flak Guard Seattube Primer 29
41	500535	Frame Protection Flak Guard Chainstay Clear Protector Primer 29
42	500536	Frame Protection Flak Guard Chainstay Ribbed Primer 29
	IT150141	**UDH HANGER KIT**
14	130897	UDH Universal Derailleur Hanger SRAM 00-7918-089-000
	IT150025	**LINK KIT LOWER HARDWARE TITANIUM PRIMER 29**
2	130778	Cap Bearing Blk TW
4	130791	Bolt Main Pivot 1.5t Expander Blk TW
6	130806	Bolt Shoulder Fine Thread Blk Lower
5	130800	Axle Lower Pivot BLK TW
7	130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
13	130860	Pivot Axle Spacer
20	140038	Plug Trim 15mm YF
25	401011	Zerk Fitting M6 x 1.0 x 7
26	410032	Fastner SHCS M6 x P1.0 x 22L Titanium
	IT150183	**UPPER BEARING KIT**
33	430008	Bearing 6802 LLU MAX

PRIMER 29 EXPERT

PARTS KITS CONTINUED...

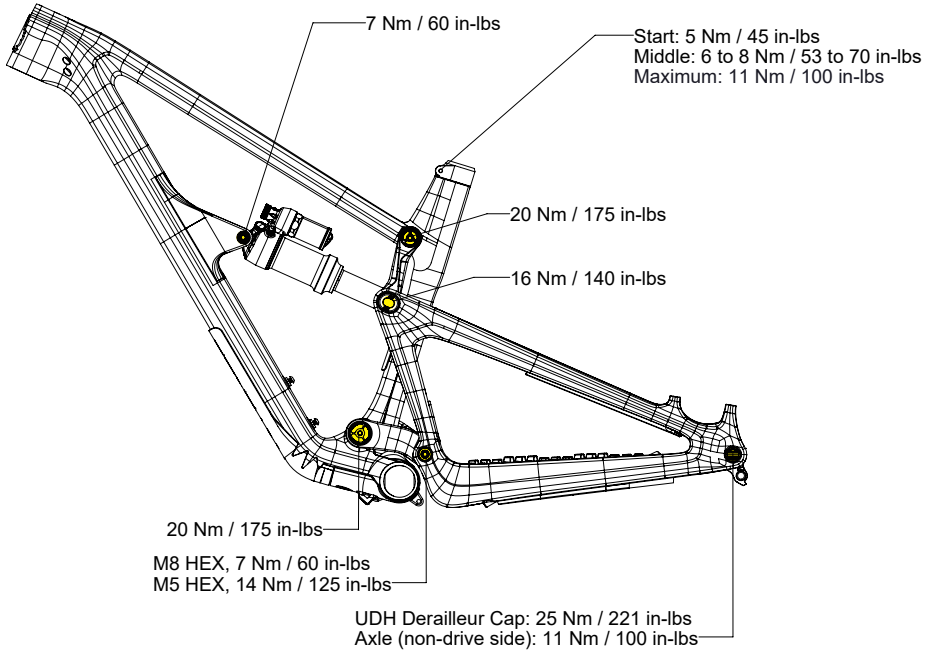


	IT150185	**LINK KIT UPPER HARDWARE PRIMER 29**
3	130785	Link Kit Upper Hardware Primer 29
8	130813	Bolt Shoulder Fine Thread Blk TW
9	130814	Bolt D-Lock
10	130821	Nut Drive Side SS
11	130835	Spacer Reducer F/Ring Groove
13	130860	Cap Bearing SIL
16	130900	Pivot Axle Spacer
17	130901	Flip Chip RT D-Lock Reducer Primer
19	130906	Flip Chip Drive Side RT Reducer Primer
21	140044	Axle Upper Pivot
27	410066	Ring Oh 13.8 x 2.4mm
28	410067	Fastner Shock Bolt M6 7075-T6
	IT150035	**FORGED LOWER LINK KIT PRIMER 29**
12	130858 B	Primer Forged Lower Link with Bearings
	IT150182	**LINK KIT UPPER COMPLETE FORGED PRIMER 29**
18	130905 B	Top Link Primer 29 with Bearings
	IT150184	**SEAT COLLAR BOLTED 36.1 PRIMER 29**
24	340340	Seat Collar Primer 29
29	410079	SHCS Socket Head, M6x14 Stainless Steel
	IT150239	**WATER BOTTLE CAGE BOLTS LONG KIT**
30	410090	BHCS Button Head Cap Screw M5x16
31	410092	Steel Washer 12ODx6IDx2.5mm Blk
	IT150238	**GROMMET PLUG KIT WIRELESS**
22	140096	YF_AXRO1 Grommet Plug for AXS Upgrade
23	140097	Jagwire_CCN081RB Grommet Plug for AXS Upgrade

TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the PRIMER 29 frame. Failure to do so could result in suboptimal performance of your frame as well as premature wear and tear of individual parts. In addition to this chart, torque values are laser etched onto corresponding hardware for your reference.

Torque Range to Note: Various Seatposts could require different torque values to secure in frame and also maintain dropper post function. Refer to dropper seatpost manuals/websites when needed.



INTENSE

2024 //

PRIMER 29 EXPERT

MANUAL