INTENSE

2022 //
PRIMER 275
PRIMER 29
PRIMER 29 S

MANUAL

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

SCAN ME

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

THE INTENSE PRIMER

The Primer trail bike is the most versatile model in our INTENSE range. With 140mm of rear wheel travel and 150mm/160mm 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

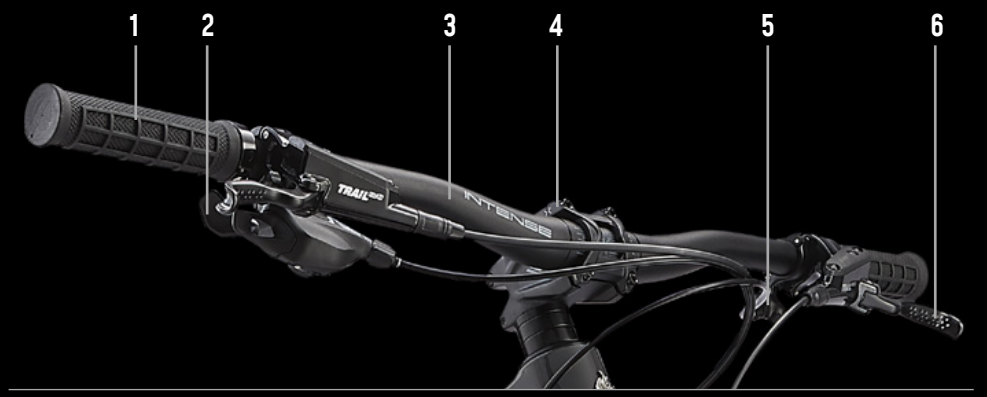
CONTENTS

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*
Model Year:	*2022*
Frame Travel:	*140mm*
Compatible Forks:	*150mm and 160mm Travel (S model)*
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 INTENSE.COM/PAGES/TECHVIDEOS

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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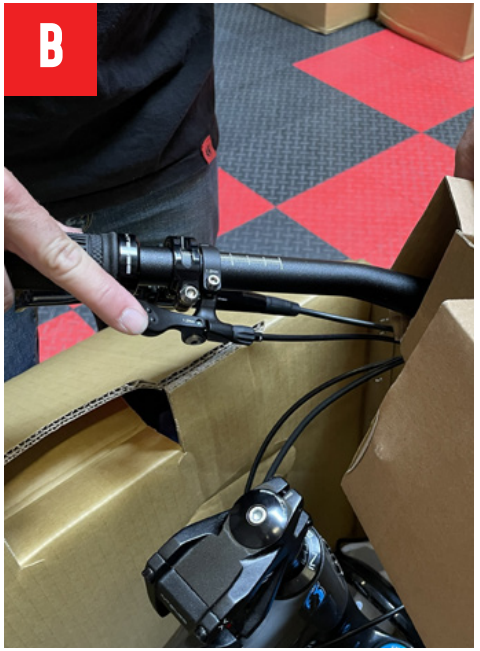


STEP 1

REMOVE WHEELS & PUT BIKE IN STAND

The packaging sections are individually numbered to make it easy for you to remove everything in the right order. When you first open your bike box you will find a Quick Start Guide, accessory box and the bike itself. Carefully 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 highgest 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

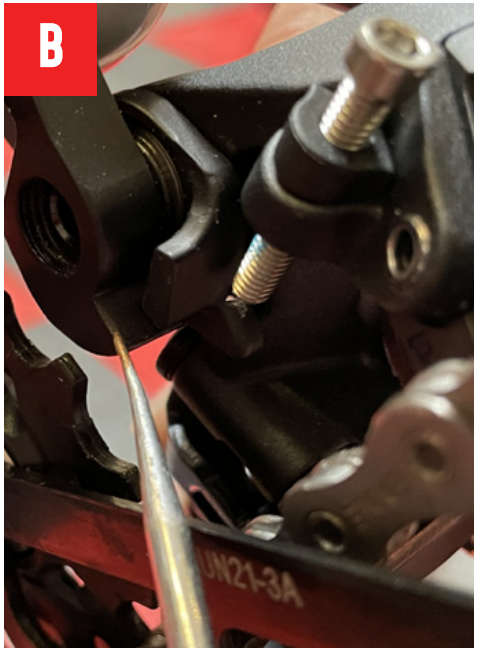
INSTALL HANDLEBARS

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, firstly by hand and then with the 4mm Allen key **(C)**. Gradually tighten the bolts, making sure that the bars are still positioned correctly and that the space between the faceplate and the main body of the stem is even all the way around.

When tightening the bolts **(D)** follow this pattern to ensure even clamping: top left, bottom right, bottom left, top right. Finish off using the torque wrench to 5Nm-7Nm.

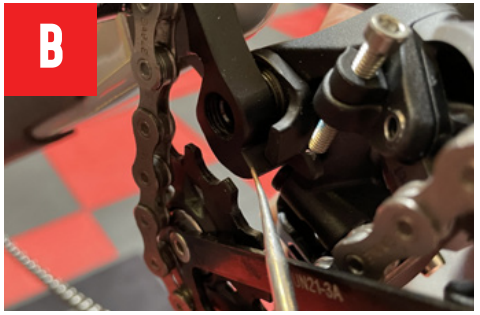


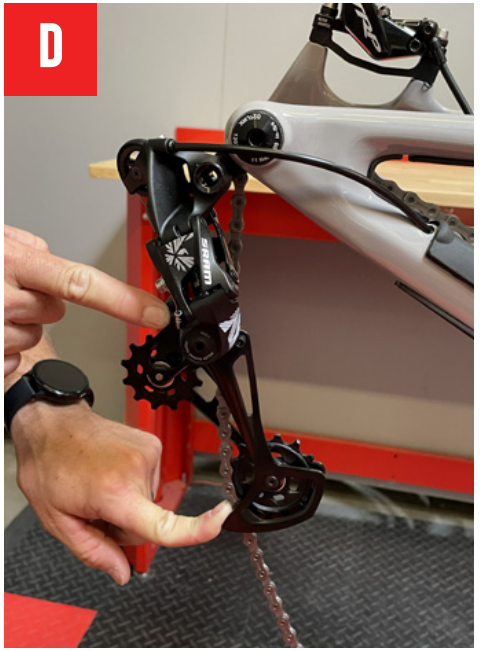
STEP 3

INSTALL SHIMANO REAR DERAILLEUR 29 PRO & S

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)**.





STEP 3

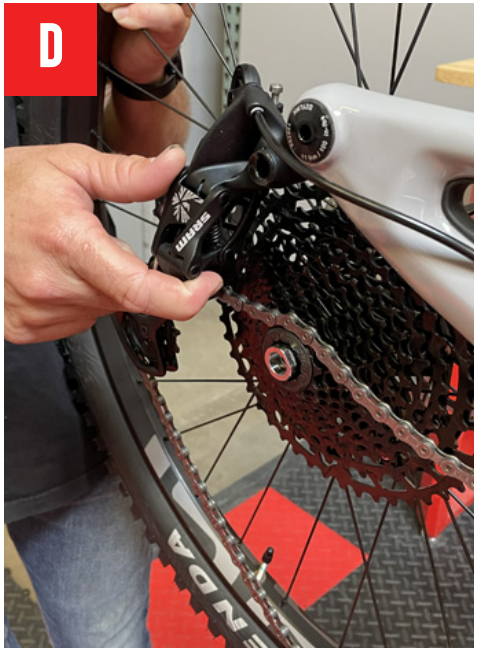
INSTALL SRAM REAR DERAILLEUR 275 & 29 EXPERT

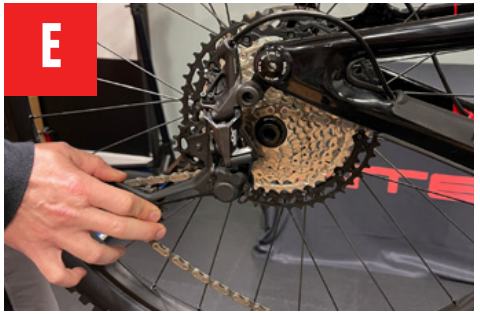
Move to the rear of the bike and cut off any zip-ties or packaging from the rear derailleur and chain. Using a 5mm Allen key, screw the derailleur into the derailleur hanger/frame **(A)**.

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.





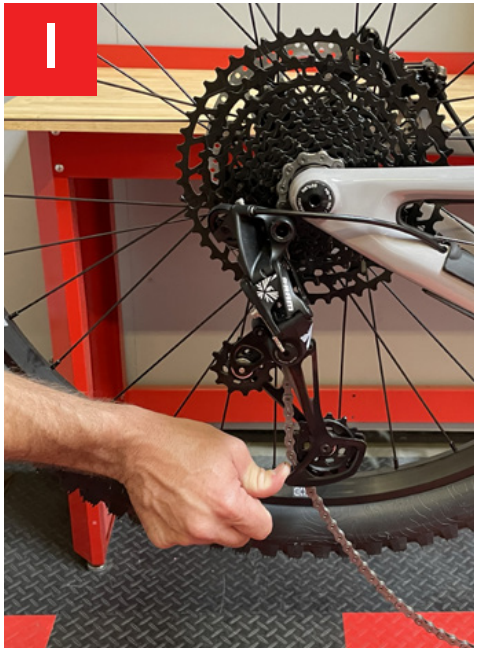
STEP 4

INSTALL REAR WHEEL

Take out the rear brake pad spacer **(A)** – this is usually orange, red or yellow plastic. 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.

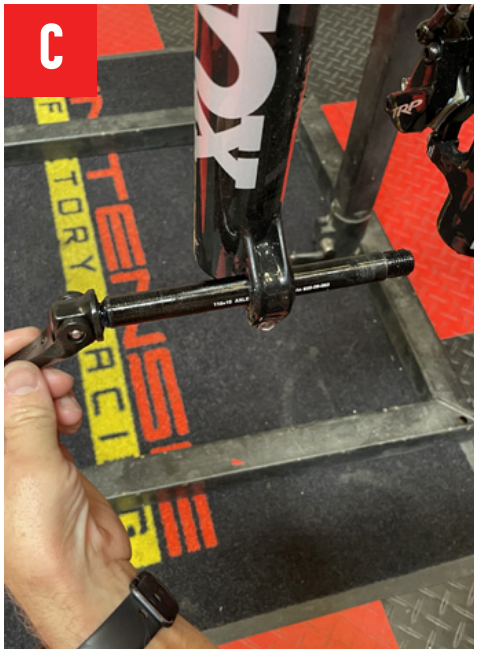
Position the chain on the smallest cog of the cassette **(D)**. If you have a SRAM equipped bike (275 & 29 Expert) the derailleur will already be in its 'locked' position making it easier for you to install the wheel. For the SHIMANO equipped Pro and S model you will will need to rotate the derailleur down a little to allow you to position the chain on the cassette more easily **(E)**. Carefully line up the rotor with the rear brake making sure that it slides inside the caliper body between the brake pads **(F),** and the hub spacers slide into the slots on the frame dropouts.

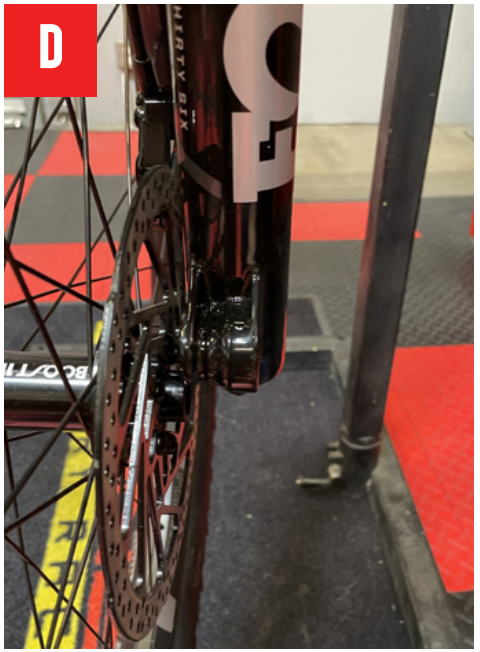


STEP 4 CONTINUED...

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 **(G)**. 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 **(H)** the axle to 11Nm.

If you have the Primer 275 & 29 Expert models (SRAM) you can now take the lock off the rear derailleur **(I)**. To do this, gently push the derailleur cage forward a little and the cage lock will automaticly release. Slowly let the derailleur arm move backwards into position.





STEP 5

INSTALL FRONT WHEEL

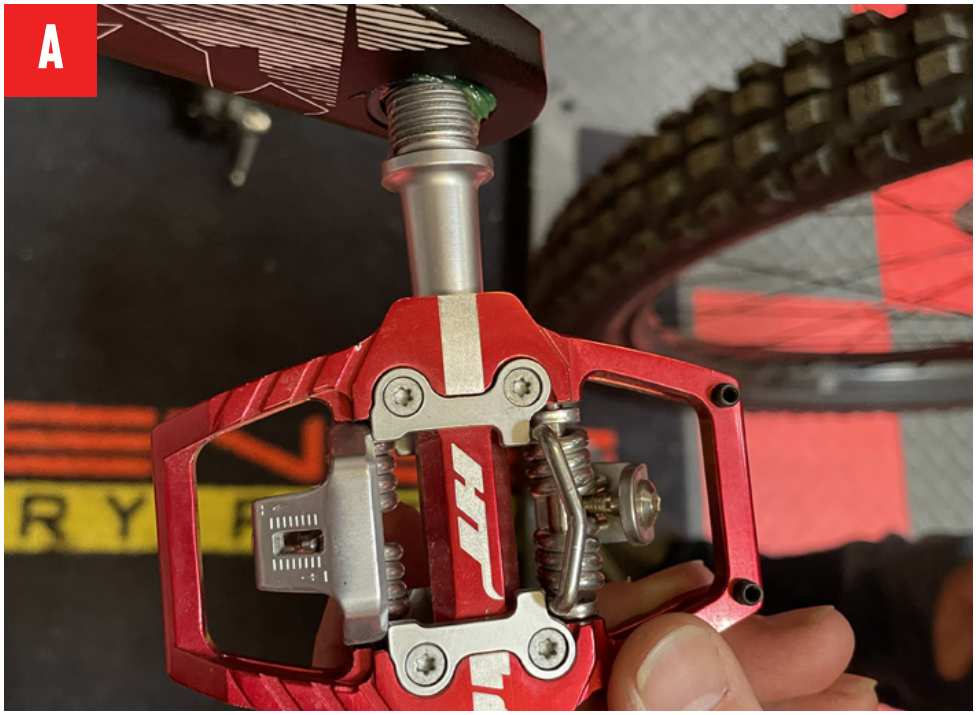
Remove all packaging from the front wheel **(A)** making sure the hub end caps are still in the correct place and that they haven't been pulled off by accident. If they do come off, just press them back into position. Then remove the brake pad spacer (usually orange, yellow or red) **(B)**. At this stage 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.

EXPERT BUILD (FOX)

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.

S BUILD (ÖHLINS)

With a 5mm Allen key loosen the pinch bolt on the right hand fork leg. Then with the same 5mm Allen key in a counterclockwise direction remove the front axle from the drive-side of the bike. 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. When everything is in the correct place reinsert the front wheel axle applying some inward pressure, tighten the axle in a clockwise direction. Torque to 6Nm, then tighten and torque the lower leg pinch bolt to 6Nm.



STEP 6

INSTALL PEDALS

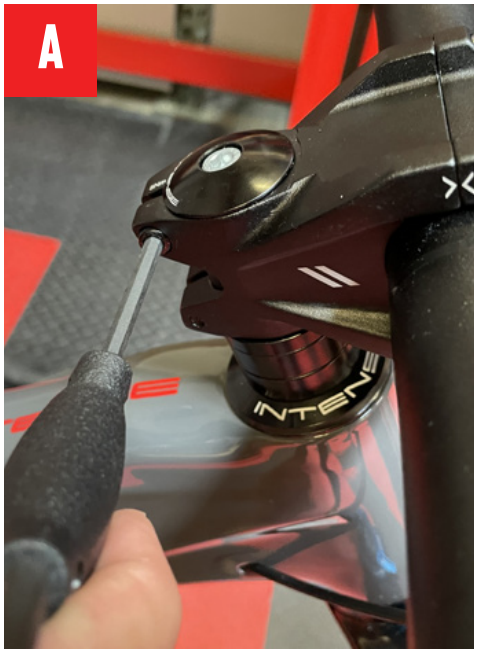
(A) Pedals are somewhat of a personal choice – some people prefer flat pedals, others clipless, and then of course there are all the different brands and designs. So please take note, your bike does not come supplied with pedals, so that you can choose your own.

Bicycles have specific left and right pedal 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 over tighten 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.

STEP 12

FRONT SUSPENSION SETUP 275 & 29 EXPERT

The Primer Expert (29” and 275”) use 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 275 and 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

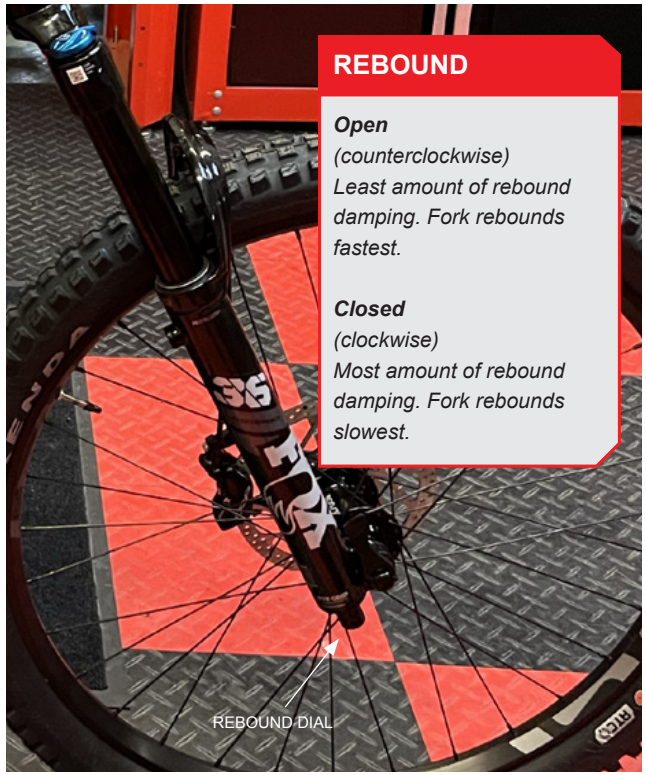
SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK

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 12

FRONT SUSPENSION SETUP PRIMER 29 PRO

The Primer Pro (29”) 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 Pro model 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	14
130-140 / 59-64	70	13
140-150 / 64-68	74	12
150-160 / 68-73	78	11
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 FIT4 COMPRESSION DAMPING

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. Use the OPEN mode during rough descending, the MEDIUM mode for undulating terrain, and the FIRM mode for smooth climbing.

OPEN mode adjust is useful to control fork performance under rider weight shifts, G-outs, and slow inputs. OPEN mode adjust provides 22 additional fine tuning adjustments for the OPEN mode. Setting 18 will have a more plush feel and setting 1 will have a firmer feel.

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 12

FRONT SUSPENSION SETUP 29 S

The Primer S uses Öhlins air sprung suspension in the front fork and a coil spring on the rear. First you need to set the air pressure of the fork. Look at the air pressure chart below (also to be found on the bottom of the right-hand fork leg) to calculate the air 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 160mm (6.3") fork that comes on the Primer S that measurement should be around 32mm (1.3"). Adjust the pressure in your forks until you reach the correct sag. Please note that the Öhlins RXF fork has a main air chamber and a ramp-up chamber that both require air. The ramp-up chamber is located on the underside of the right fork leg and the main air chamber is located on the top of the right fork leg. Please refer to the Öhlins RXF manual for more info.

FORK: ÖHLINS RXF 36 M.2 160MM

SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE MAIN CHAMBER (PSI)	AIR PRESSURE RAMP-UP CHAMBER (PSI)
110-132 / 50-60	80-90	160-170
132-154 / 60-70	90-100	170-180
154-176 / 70-80	100-110	180-190
176-198 / 80-90	110-120	190-200
198-220 / 90-100	120-130	200-210
220-243 / 100-110	130-140	210-220
243-265 / 110-120	140-150	220-230

ADJUSTING COMPRESSION DAMPING

Adjust low speed: *To adjust, turn the blue colored adjuster on the top of the TTX cartridge. Turn clockwise to increase damping, turn counterclockwise to decrease.*
Adjust high speed: *To adjust, turn the black colored adjuster on the top of the TTX cartridge. Turn clockwise to increase damping, turn counterclockwise to decrease. For additional platform control, turn to fully closed (position 0 [zero])*.*

REBOUND

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

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

The rebound adjuster for the fork is a gold dial located on the bottom of the left 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. Turn your rebound dial to the closed position (full clockwise) until it stops. Then back it out (counterclockwise) to your preferred setting.

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.

**Position 0 [zero]: Additional platform control is designed to be used for long climbs and not for normal riding. If used for normal riding you may experience loss of traction and bump absorption.*

STEP 13

REAR SUSPENSION SETUP 275 & 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.

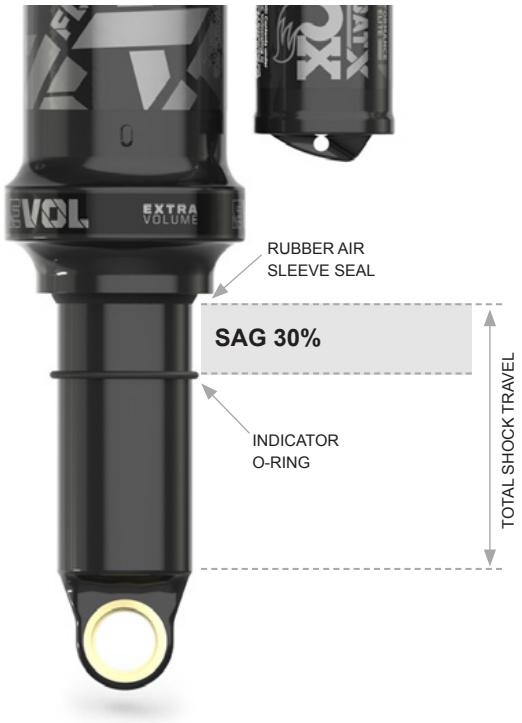
Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock). When setting sag always turn the compression adjuster fully counterclockwise and set the 2-position lever to the Open mode.

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)

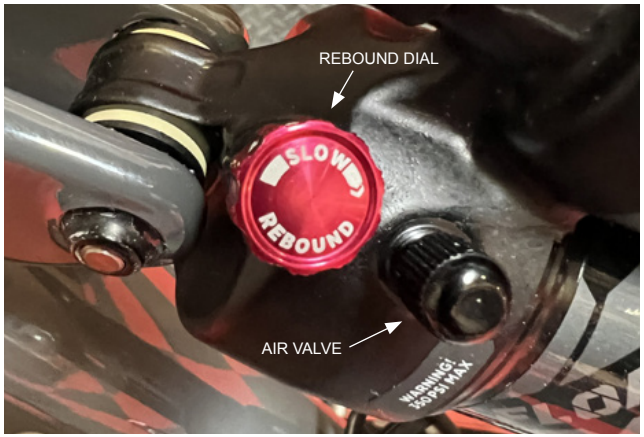
SUGGESTED REBOUND SETTINGS FOR YOUR SHOCK

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 13

REAR SUSPENSION SETUP 29 S

First check the spring rate-chart on this page to make sure that the spring fitted on your 140mm (5.5") Öhlins TTX22M Coil rear shock is within range for your rider weight. If the spring is too hard or too soft you will need to change it. Please see our Tech Videos section on our website to see how to change the coil on your shock.

SHOCK: ÖHLINS TTX22M COIL

SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

RIDER WEIGHT (LBS/KGS)	COIL SPRING (LBS)	REBOUND (FROM FULLY CLOSED)	LOW SPEED COMPRESSION (FROM FULLY CLOSED)	HIGH SPEED COMPRESSION
100 / 45	343	4	10	1
110/ 50	365	4	10	1
120 / 54	365	4	10	1
130 / 59	411	4	10	1
140 / 63.5	434	4	10	1
150 / 68	457	3	5	1
160 / 73	502	3	5	1
170 / 77	548	3	5	1
180 / 82	548	3	5	1
190 / 86	571	3	5	1
200 / 91	605	2	2	2
210 / 95	605	2	2	2
220/ 100	674	2	2	2
230 / 104	674	2	2	2
240 / 109	708	2	2	2
250 / 113	708	2	2	2

SPRING RATES FITTED AS STANDARD FRAME SIZES

SMALL	MEDIUM	LARGE	EXTRA LARGE
365LBS	457LBS	502LBS	548LBS

SETTING REAR SHOCK SAG

The optimal sag on your rear shock is 30% of the piston's movement inside the shock body (stroke). The distance between the two shock mounting bolts (eye-to-eye) without a rider on the bike is 210mm. Sag at 30% (of the piston) equates to a 15mm reduction in the eye-to-eye measurement. So the correct eye-to-eye measurement for 30% sag on both of these shocks is 195mm (210-15 = 195mm). As a further adjustment you can preload the shock a minimum of 1.5 turns, and a maximum of 5 turns.

COMPRESSION ADJUSTMENTS

Adjust low speed: *To adjust, turn the blue colored adjuster on the side of the cylinder head. Turn clockwise to increase damping, turn counterclockwise to decrease.*

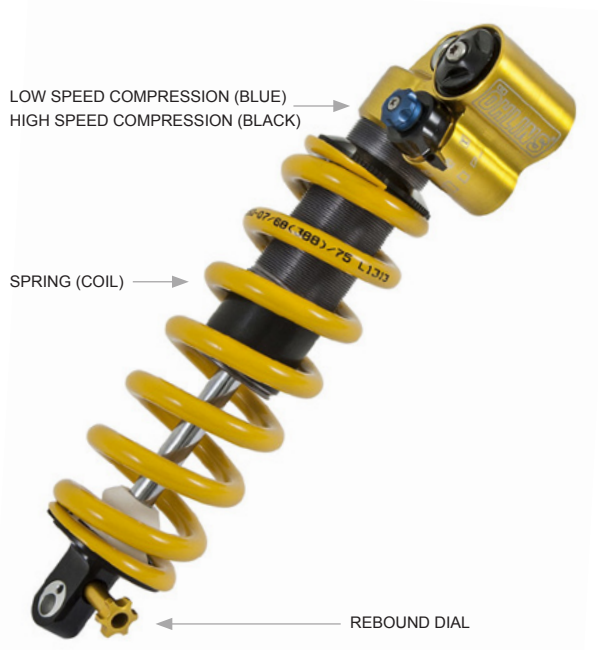
Adjust high speed: *To adjust, turn the black colored adjuster on the side of the cylinder head. Position (1) soft, (2) medium, (3) hard*

The rebound adjuster for the rear shock is a gold dial located on the bottom of the shock by the end of the coil.

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 Öhlins manual included with your bike for complete information about set up, tuning and general maintenance or visit **ohlins.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 52.

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

On the drive-side, while holding the back of the shock with your left hand, loosen the front shock bolt with a 4mm Allen key **(C)**, then gently push down on rear shock and lower the shock out of the way. This will give you access to the shock spacers and Flip Chips. Slightly tighten the front shock bolt to hold it in place and 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

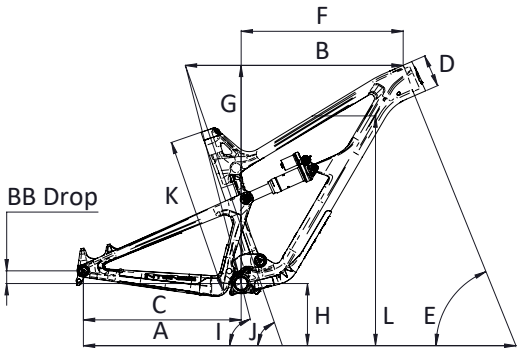
FLIP CHIP... CONTINUED

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 48 for further information on how 'Flipping the chip' affects the geometry for the size of bike you have.

PRIMER

275 GEOMETRY CHARTS



HIGH SETTING

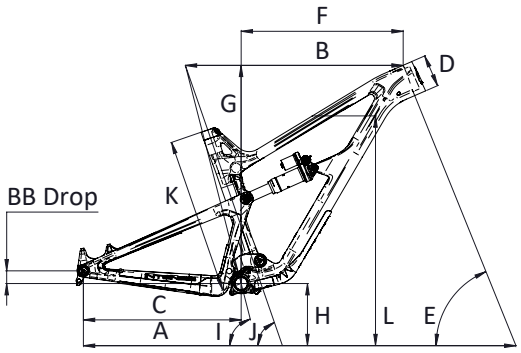
SIZE	SMALL	MEDIUM	LARGE
WHEELBASE (A)	1155MM / 45.5"	1185MM / 47"	1214MM / 47.8"
TOPTUBE LENGTH (B)	567MM / 22.3"	595MM / 23.4"	624MM / 24.6"
CHAINSTAY LENGTH (C)	432MM / 17.0"	432MM / 17.0"	432MM / 17.0"
HEADTUBE LENGTH (D)	90MM / 3.54"	105MM / 4.13"	115MM / 4.53"
HEADTUBE ANGLE (E)	65˚	65˚	65˚
REACH (F)	410MM / 16.1"	434MM / 17.1"	457MM / 18"
STACK (G)	573MM / 22.6"	587MM / 23.1"	599MM / 23.6"
BB HEIGHT (H)	347MM / 13.7"	347MM / 13.7"	347MM / 13.7"
BB DROP	7MM / 0.3"	7MM / 0.3"	7MM / 0.3"
SEATTUBE ANGLE (EFFECTIVE) (I)	74.7˚	74.7˚	74.7˚
SEATTUBE ANGLE (ACTUAL) (J)	70˚	70˚	70˚
SEATTUBE LENGTH (K)	395MM / 15.55"	418.3MM / 16.5"	444.3MM / 17.5"
STANDOVER HEIGHT (L)	793MM / 31.2"	792MM / 31.2"	793MM / 31.2"

LOW SETTING

SIZE	SMALL	MEDIUM	LARGE
WHEELBASE (A)	1156.3MM / 45.5"	1186MM / 46.7"	1215MM / 47.9"
TOPTUBE LENGTH (B)	568.6MM / 22.4"	597MM / 23.5"	625MM / 24.6"
CHAINSTAY LENGTH (C)	432MM / 17.0"	432MM / 17.0"	432MM / 17.0"
HEADTUBE LENGTH (D)	90MM / 3.54"	105MM / 4.13"	115MM / 4.53"
HEADTUBE ANGLE (E)	64.4˚	64.4˚	64.4˚
REACH (F)	404MM / 15.9"	428MM / 16.9"	453MM / 17.8"
STACK (G)	578MM / 22.7"	592MM / 23.3"	601MM / 23.7"
BB HEIGHT (H)	340MM / 13.4"	340MM / 13.4"	340MM / 13.4"
BB DROP	14MM / 0.6"	14MM / 0.6"	14MM / 0.6"
SEATTUBE ANGLE (EFFECTIVE) (I)	74˚	74˚	74˚
SEATTUBE ANGLE (ACTUAL) (J)	69.3˚	69.3˚	69.3˚
SEATTUBE LENGTH (K)	395MM / 15.55"	418.3MM / 16.5"	444.3MM / 17.5"
STANDOVER HEIGHT (L)	778MM / 30.6"	786MM / 31"	790MM / 31.1"

PRIMER

29 GEOMETRY CHARTS



HIGH SETTING

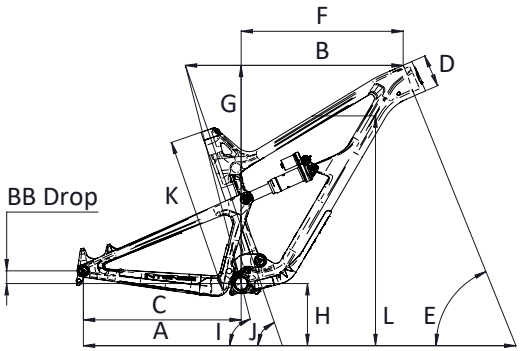
SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1170MM / 46"	1200MM / 47.2"	1229MM / 48.4"	11267MM / 50"
TOPTUBE LENGTH (B)	578MM / 22.8"	608MM / 24"	636MM / 25"	673MM / 26.5"
CHAINSTAY LENGTH (C)	440MM / 17.3""	440MM / 17.3"	440MM / 17.3"	440MM / 17.3"
HEADTUBE LENGTH (D)	90MM / 3.54"	90MM / 3.54"	100MM / 3.94"	120MM / 4.7"
HEADTUBE ANGLE (E)	65.7˚	65.7˚	65.7˚	65.7˚
REACH (F)	411MM / 16.2"	442MM / 17.4"	467MM / 18.4"	497MM / 19.6"
STACK (G)	612MM / 24"	612MM / 24"	622MM / 24.5"	640MM / 25.2"
BB HEIGHT (H)	346MM / 13.6"	346MM / 13.6"	346MM / 13.6"	346MM / 13.6"
BB DROP	29MM / 1.1"	29MM / 1.1"	29MM / 1.1"	29MM / 1.1"
SEATTUBE ANGLE (EFFECTIVE) (I)	75˚	75˚	75˚	75˚
SEATTUBE ANGLE (ACTUAL) (J)	70˚	70˚	70˚	70˚
SEATTUBE LENGTH (K)	408MM / 16.08"	431MM / 16.96"	451MM / 17.8"	476MM / 18.7"
STANDOVER HEIGHT (L)	815MM / 32"	815MM / 32"	819MM / 32.2"	828MM / 32.6"

LOW SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1171MM / 46"	1201MM / 47.3"	1230MM / 48.4"	1267MM / 49.9"
TOPTUBE LENGTH (B)	580MM / 22.8"	610MM / 24.0"	639MM / 25.1"	675MM / 26.6"
CHAINSTAY LENGTH (C)	440MM / 17.3""	440MM / 17.3"	440MM / 17.3"	440MM / 17.3"
HEADTUBE LENGTH (D)	90MM / 3.54"	90MM / 3.54"	100MM / 3.94"	120MM / 4.7"
HEADTUBE ANGLE (E)	65.1˚	65.1˚	65.1˚	65.1˚
REACH (F)	405MM / 16"	435MM / 17"	461MM / 18"	491MM / 19.3"
STACK (G)	616MM / 24.3"	617MM / 24.3"	626MM / 24.7"	645MM / 25.4"
BB HEIGHT (H)	339MM / 13.3"	339MM / 13.3"	339MM / 13.3"	339MM / 13.3"
BB DROP	38MM / 1.48"	38MM / 1.48"	38MM / 1.5"	38MM / 1.5"
SEATTUBE ANGLE (EFFECTIVE) (I)	74˚	74˚	74˚	74˚
SEATTUBE ANGLE (ACTUAL) (I)	69.5˚	69.5˚	69.5˚	69.5˚
SEATTUBE LENGTH (K)	408MM / 16.08"	431MM / 16.96"	451MM / 17.8"	476MM / 18.7"
STANDOVER HEIGHT (L)	810MM / 31.9"	809MM / 31.9"	819MM / 32"	822MM / 32.4"

PRIMER S

29 GEOMETRY CHARTS



HIGH SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1173MM / 46.2"	1203MM / 47.4"	1232MM / 48.5"	1270MM / 50"
TOPTUBE LENGTH (B)	579MM / 22.8"	609MM / 24"	638MM / 25.1"	674MM / 26.5"
CHAINSTAY LENGTH (C)	440MM / 17.3"	440MM / 17.3"	440MM / 17.3"	440MM / 17.3"
HEADTUBE LENGTH (D)	90MM/ 3.54"	90MM / 3.54"	100MM / 3.94"	120MM / 4.7"
HEADTUBE ANGLE (E)	65.4˚	65.4˚	65.4˚	65.4˚
REACH (F)	408MM / 16.0"	450MM / 17.72"	475MM / 18.7"	505MM / 19.9"
STACK (G)	615MM / 24.2"	615MM / 24.2"	624MM / 24.6"	643MM / 25.3"
BB HEIGHT (H)	348MM / 13.7"	348MM / 13.7"	348MM / 13.7"	348MM / 13.7"
BB DROP	26MM / 1.0"	27MM / 1.0"	27MM / 1.0"	27MM / 1.0"
SEATTUBE ANGLE (EFFECTIVE) (I)	74.4˚	74.4˚	74.4˚	74.3˚
SEATTUBE ANGLE (ACTUAL) (J)	69.8˚	69.8˚	69.8˚	69.8˚
SEATTUBE LENGTH (K)	408MM / 16.08"	431MM / 16.96"	451MM / 17.8"	476MM / 18.7"
STANDOVER HEIGHT (L)	819MM / 32.2"	818MM / 32.2"	822MM / 32.4"	831MM / 32.7"

LOW SETTING

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE (A)	1174MM / 46.2"	1204MM / 47.4"	1233MM / 48.5"	1271MM / 50"
TOPTUBE LENGTH (B)	581MM / 22.9"	613MM / 24.1"	640MM / 25.2"	676MM / 26.6"
CHAINSTAY LENGTH (C)	442MM / 17.4"	442MM / 17.4"	442MM / 17.4"	442MM / 17.4"
HEADTUBE LENGTH (D)	90MM / 3.54"	90MM / 3.54"	100MM / 3.94"	120MM / 4.7"
HEADTUBE ANGLE (E)	64.8˚	64.8˚	64.8˚	64.9˚
REACH (F)	401MM / 15.8"	444MM / 17.48"	469MM / 18.46"	499MM / 19.64"
STACK (G)	618.6MM / 24.4"	619MM / 24.4"	629MM / 24.8"	648MM / 25.5"
BB HEIGHT (H)	341MM / 13.4"	341MM / 13.4"	341MM / 13.4"	341MM / 13.4"
BB DROP	33.8MM / 1.3"	34.1MM / 1.34"	34.4MM / 1.36"	34.8MM / 1.37"
SEATTUBE ANGLE (EFFECTIVE) (I)	73.8˚	73.8˚	73.8˚	73.7˚
SEATTUBE ANGLE (ACTUAL) (J)	69.2˚	69.2˚	69.2˚	69.3˚
SEATTUBE LENGTH (K)	408MM / 16.08"	431MM / 16.96"	451MM / 17.8"	476MM / 18.7"
STANDOVER HEIGHT (L)	813MM / 32"	813MM /32"	817MM / 32.2"	826MM / 32.5"

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

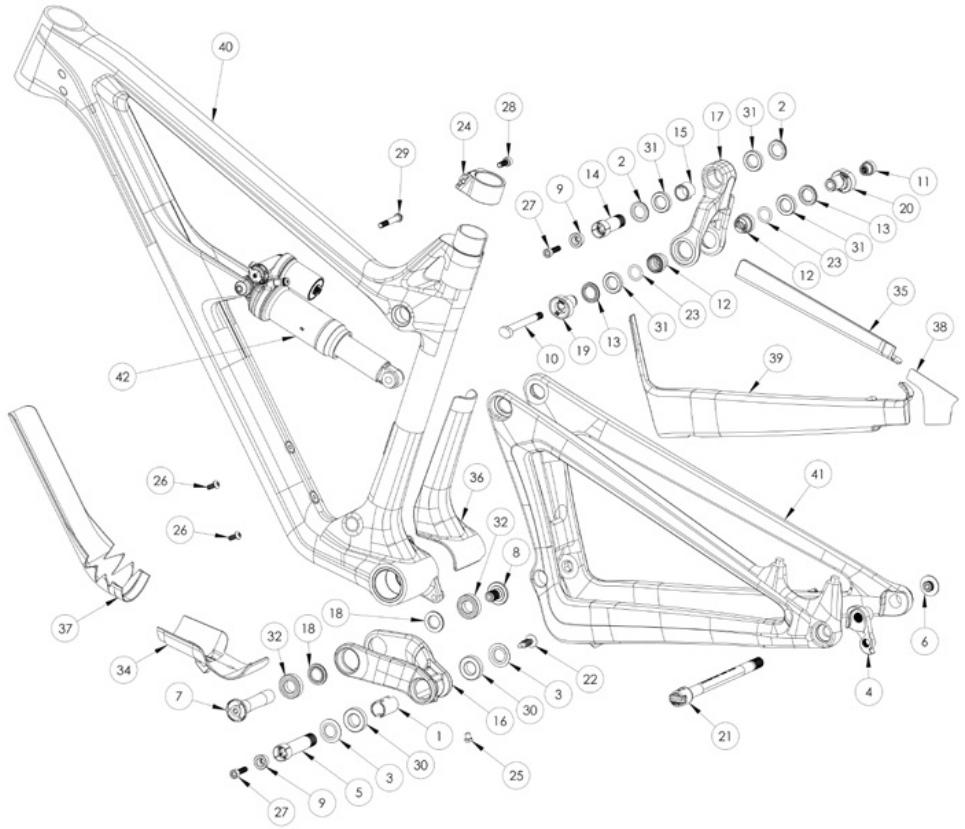
CARBON CARE

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 seat post, 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

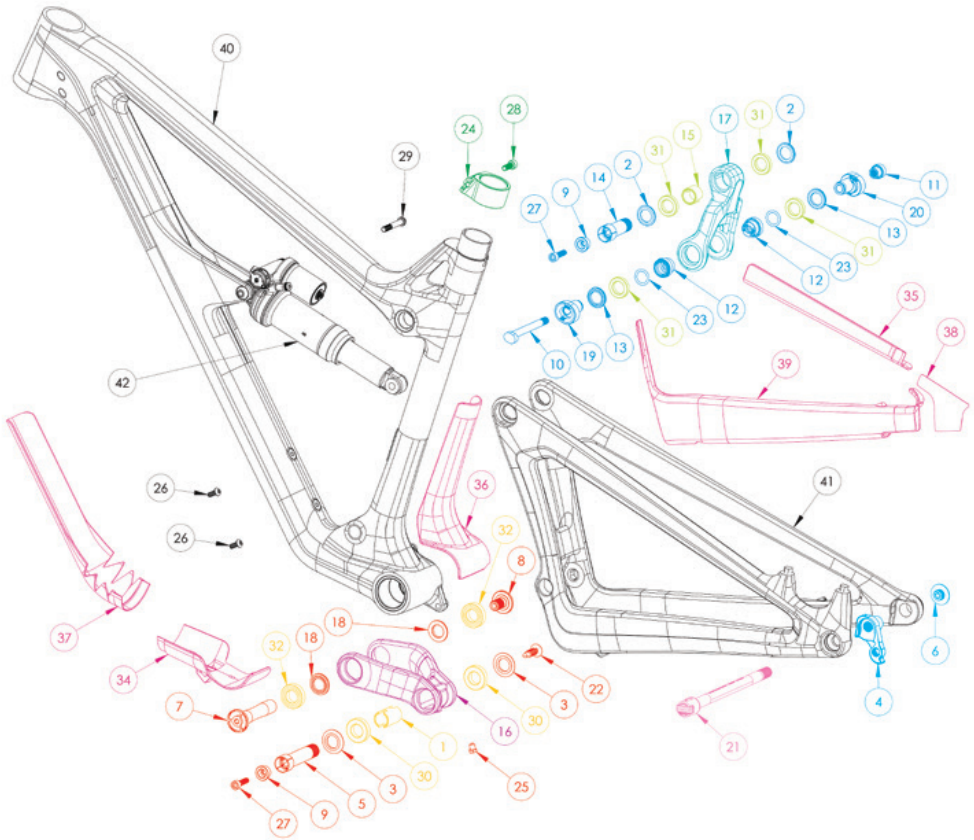
PARTS LISTING



	ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	Crush Tube	130758	Crush Tube Lower Link	1	N/A
2	Bearing Cap 24mm OD	130765	Cap Bearing Blk	2	N/A
3	Bearing Cap	130778	Cap Bearing Blk	2	N/A
4	Hanger	130790	Hanger Derailleur Forged Blk	1	N/A
5	Bolt Main Pivot	130791	Bolt Main Pivot 1.5t Expander Blk	1	7Nm / 60in-lbs
6	Hanger Bolt	130798	RD, Hanger Bolt	1	11Nm / 100in-lbs
7	Axle Lower	130800	Axle Lower Pivot	1	20Nm / 175in-lbs
8	Shoulder Bolt	130806	Shoulder Bolt Fine Thread Blk	1	20Nm / 175in-lbs
9	Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3mm Height	2	N/A
10	Shock Shoulder Bolt Left	130813	RT D-Lock Bolt	1	16Nm / 140in-lbs
11	Drive Side RT Nut	130814	Drive-side RT Nut	1	16Nm / 140in-lbs
12	Spacer	130821	Spacer with O-ring groove	2	N/A
13	Cap Bearing Silver	130835	Cap Bearing Silver	2	N/A
14	Collet Bolt Top Link	130842	Collet Bolt Top Link	1	7Nm / 60in-lbs
15	Crush Tube	130847	Crush Tube Top Link	1	N/A
16	Forged Lower Link	130858	Forged Lower Link	1	N/A
17	Carbon Top Link	130859	Carbon Top Link	1	N/A
18	Pivot Axle Spacer	130860	Pivot Axle Spacer	2	N/A
19	Flip Chip D-Lock Reducer	130900	Flip Chip RT D-Lock Reducer	1	N/A
20	Flip Chip Drive-side Reducer	130901	Flip Chip Drive-side RT Reducer	1	N/A
21	Rear Axle	130899	M12 x P1.0 x 172mm (148 x 12mm) QR491, Wheel Axle Kit	1	11Nm / 100in-lbs
22	Push Rivet	140038	Push Rivet	1	N/A
23	O-Ring	140044	O-Ring 13.8mm ID x 2.4mm Width	2	N/A
24	Seat Collar	340342	Seat Collar	1	N/A
25	Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5Nm / 45in-lbs
26	BHCS M5 X 12	410010	BHCS, Button Head, M5 X 12	2	2Nm / 18in-lbs
27	SHCS M6 x 22	410032	SHCS, Socket Head, M6 x 22 Titanium	2	14Nm / 125in-lbs
28	SHCS M6 x 18	410048	SHCS, Socket Head, M6 x 18	1	5Nm / 45in-lbs
29	SHCS M6 x 40	410050	SHCS, Socket Head, M6 x 40 Titanium	1	7Nm / 60in-lbs
30	Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
31	Bearing 6802	430008	Bearing 6802-LLU-MAX	4	N/A
32	Bearing 6902	430009	Bearing 6902-LLU-MAX	2	N/A
33	Decal California Bear	500300	Decal California Bear	1	N/A
34	Flak Guard Downtube Back	500501	Flak Guard Downtube Back	1	N/A
35	Flak Guard Seatstay	500503	Flak Guard Seatstay	1	N/A
36	Flak Guard Seattube	500504	Flak Guard Seattube	1	N/A
37	Flak Guard Downtube Front	500508	Flak Guard Downtube Front	1	N/A
38	Flak Guard Chainstay	500509	Flak Guard Chainstay Clear Protector	1	N/A
39	Flak Guard Chainstay	500517	Flak Guard Chainstay	1	N/A
40	Front Triangle	–	Primer Front Triangle	1	N/A
41	Rear Triangle	–	Primer Rear Triangle	1	N/A
42	Rear Shock	–	(check model) 210 x 50	1	N/A

PRIMER

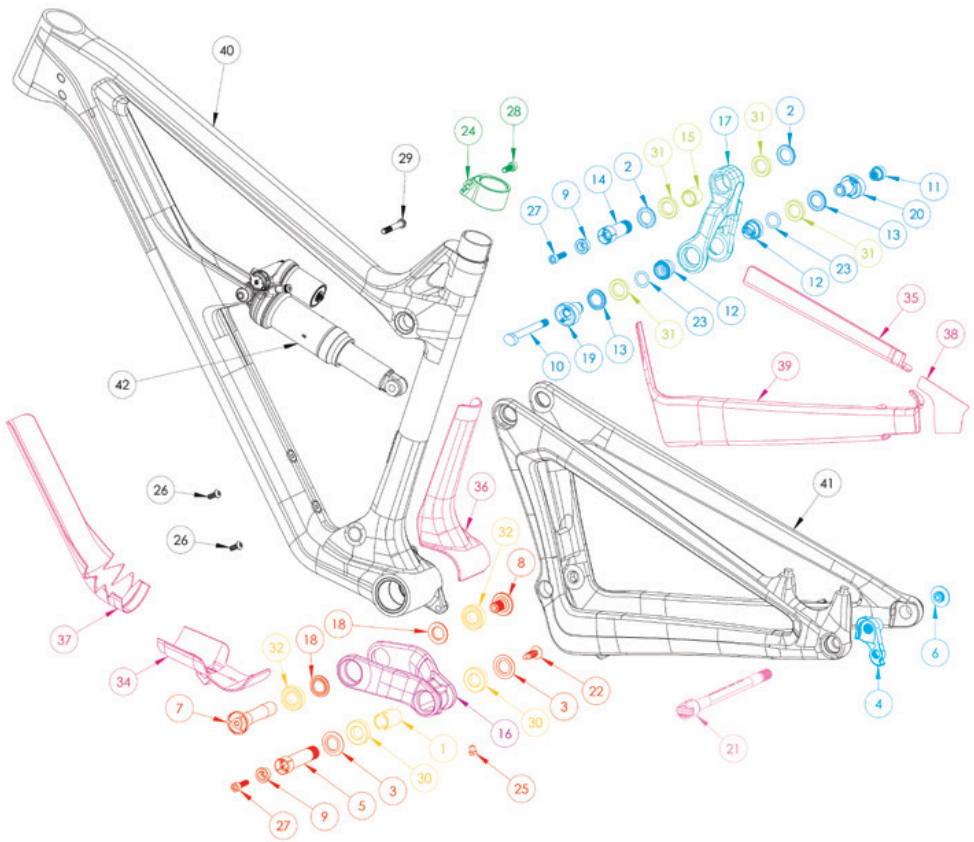
PARTS KITS



	AXLE KIT	**IT150125**	**Axle Kit Rear CNC 148 x 12 Boost With Hidden Lever (updated quick release) Primer 2020-2022**
	21	130899	Axle Rear 148 x 12mm Boost Blk with Hidden Lever
	BEARING KIT LOWER	**IT340193**	**Bearing Rebuild Kit Lower Primer 2020-2022**
	1	130758	Crush Tube Primer Box Link
	30	430007	Bearing 7902-1ZS-MAX
	32	430009	Bearing 6902-LLU-MAX
	BEARING KIT UPPER	**IT150106**	**Bearing Rebuild Kit Upper Primer 2020-2022**
	31	430008	Bearing 6802-2RS-MAX
	15	130847	Crush Tube Top Link Primer
	FLAK GUARD KIT	**IT150026**	**Frame Protection Kit Flak Guard Primer 275 2020-2022**
	34	500501	Flak Guard Primer DT Back Section
	35	500503	Flak Guard Primer Seatstay
	39	500506	Flak Guard Primer 27.5 Chainstay
	36	500507	Flak Guard Primer 27.5 Seattube
	37	500508	Flak Guard Primer DT Front Section
	38	500509	Flak Guard Primer Chainstay Clear
	FLAK GUARD KIT	**IT150030**	**Frame Protection Flak Guard Kit Primer S 2020-2022**
	34	500501	Flak Guard Primer DT Back Section
	35	500503	Flak Guard Primer Seatstay
	36	500504	Flak Guard Primer 29 Seattube
	39	500505	Flak Guard Primer S Chainstay
	37	500508	Flak Guard Primer DT Front Section
	38	500509	Flak Guard Primer Chainstay Clear
	FLAK GUARD KIT	**IT150027**	**Frame Protection Flak Guard Kit Primer 29 2020-2022**
	34	500501	Flak Guard Primer DT Back Section
	39	500502	Flak Guard Primer 29 Chainstay
	35	500503	Flak Guard Primer Seatstay
	36	500504	Flak Guard Primer 29 Seattube
	37	500508	Flak Guard Primer DT Front Section
	38	500509	Flak Guard Primer Chainstay Clear

PRIMER

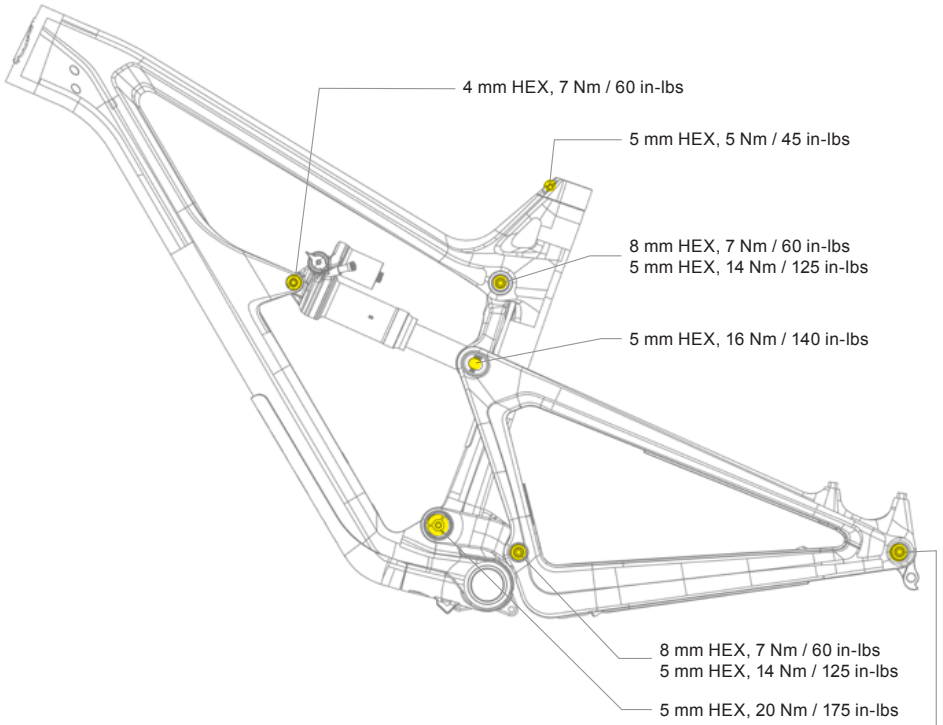
PARTS KITS CONTINUED...



HANGER KIT	**IT340177**	**Derailleur Hanger Kit Used With Locking Axle**
		All Models 2017-2022
4	130790	Derailleur Hanger 2015 & Up Blk TW
6	130798	Bolt F/Derailleur Hanger Blk TW
HARDWARE KIT LOWER	**IT150025**	**Link Kit Lower Hardware Titanium Primer 2020-2022**
3	IT130778	Cap Bearing Blk TW
5	IT130791	Bolt Main Pivot 1.5t Expander Blk TW
7	IT130800	Axle Lower Pivot Blk TW
8	IT130806	Bolt Shoulder Fine Thread Blk Lower
9	IT130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
18	130860	Pivot Axle Spacer Tracer
22	140038	Plug Trim 15mm YF
25	401011	Zerk Fitting M6 x 1.0 x 7
27	410032	Bolt SHCS M6 x P1.0 x 22L Titanium
HARDWARE KIT UPPER	**IT150024**	**Link Kit Upper Hardware Primer 2020-2022**
2	130765	Cap Bearing 24mm OD S275C Blk
9	130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
10	130813	Bolt D-Lock
11	130814	Nut Drive Side SS
12	130821	Spacer Reducer F/Ring Groove
13	130835	Cap Bearing
14	130842	Collet Bolt Top Link
19	130900	Flip Chip RT D-Lock Reducer Primer
20	130901	Flip Chip Drive Side RT Reducer Primer
23	140044	Ring Oh 13.8 x 2.4mm
27	410032	Bolt SHCS M6 x P1.0 x 22L Titanium
29	410050	Bolt SHCS M6 x 40 Titanium S275C SL
LINK KIT LOWER	**IT150035**	**Link Kit Lower Complete Forged Primer 2020-2022**
16 (30,32)	130858 B	Link Lower Primer w/ Bearings Blk
LINK KIT UPPER	**IT150034**	**Link Kit Upper Complete Carbon Primer 2020-2022**
17 (31,15)	130859-B	Link Upper Carbon Primer w/ Bearings
SEAT COLLAR	**IT340210**	**Seat Collar Bolted 36.1 Primer 2020-2022**
24	340342	Seat Collar Bolted
28	410048	Bolt SHCS M6 x 16 SS

TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper 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. In addition to this chart, torque values are laser etched onto corresponding hardware for your reference.



Derailleur Cap: 6 mm HEX, 11 Nm / 100 in-lbs
Axle (drive side): 5 mm HEX, 11 Nm / 100 in-lbs
M6 x 22 Bolt (non-drive side): 5 mm HEX, 14 Nm / 125 in-lbs

NOTE

Torque specifications are the same for **Primer 275, 29 and 29 S** model.

INTENSE

2022 //
PRIMER 275
PRIMER 29
PRIMER 29 S

MANUAL