

INTENSE



2022 // SNIPER T  
ELITE // PRO // EXPERT

# MANUAL

Register your bike at:  
[www.intensecycles.com/pages/registerbike](http://www.intensecycles.com/pages/registerbike)



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## THE INTENSE SNIPER T

Whether you're racing cross-country against the world's best on the most demanding tracks, taking on an all day event, or tackling your local trail loop, the Sniper T is the down-country bike for you. With the Sniper T, we have created a pure full-suspension bike to tackle the most demanding XC tracks with a true INTENSE spirit.

#PURESPEEDMACHINE

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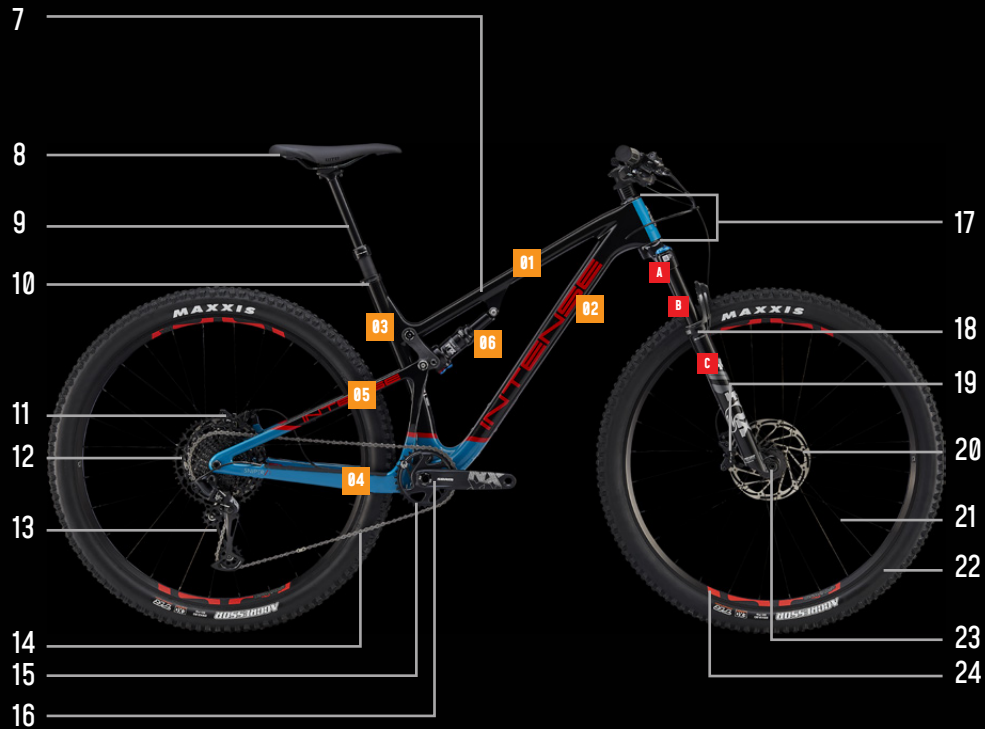


WELCOME TO THE FAMILY

## **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 SNIPER T  
**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 SNIPER T
Model Year:	2022
Compatible Forks:	120mm Travel
Headtube/Headset:	Integrated IS41/28.6, IS52/40
Frame Seattube Dimensions:	ID 31.6mm (ID = Inside Diameter)
Bottom Bracket:	PF92
Recommended Max Tire Size:	2.4"
Brakes:	Direct Post Mount 160mm
Minimum Rotor Size:	160mm
Maximum Rotor Size:	203mm
Rear Hub:	148 x 12mm through axle BOOST
Rear Shock Eye-to-Eye:	165mm
Stroke:	45mm
Mounting Bushing Width Front:	20 x 8mm
Mounting Bushing Width Rear:	Trunnion



## INTENSE SNIPER T **SET-UP GUIDE**

Your new INTENSE Sniper T 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 set-up by a dealer then you can jump to page 28.

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 set-up, tuning your gears, and much more.

**GO TO [INTENSE.COM/PAGES/TECHVIDEOS](https://www.intense.com/pages/techvideos)**



### **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**

When you first open your bike box you will find a Quick Start Guide, accessory box and the bike itself. First, carefully remove the wheels and put to one side **(A)**.

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. 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 the bike stand. Only use the seatpost to clamp the bike to the stand **(B)**.



## STEP 2

**INSTALL  
HANDLEBARS**

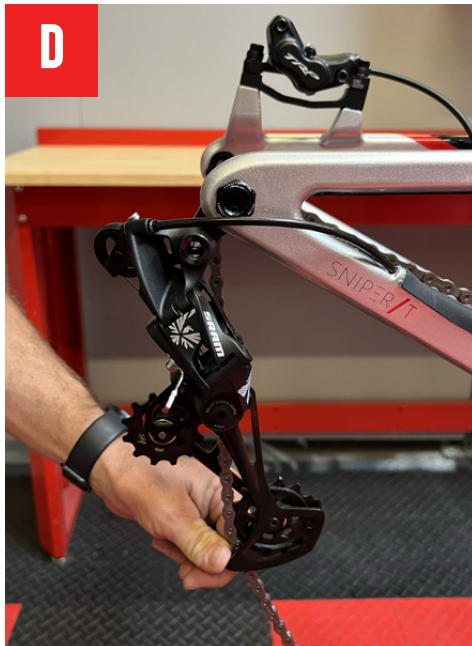
Remove any packaging on the front of the bike, then spin the handlebar stem 180° so that the stem and forks are facing forward (A). Make sure that the forks are the correct way around – the front brake caliper should be on the left (non-drive) side of the bike, with the fork arch facing forward.

Using a 4mm Allen key remove the faceplate of the stem and put the handlebars in place (B). 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 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  
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).

It is important that you locate the 'B Screw' on the derailleur and position it correctly so that it sits on the derailleur hanger notch (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'. While holding the lock button, 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, unscrew using the lever and remove the rear axle. 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.

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

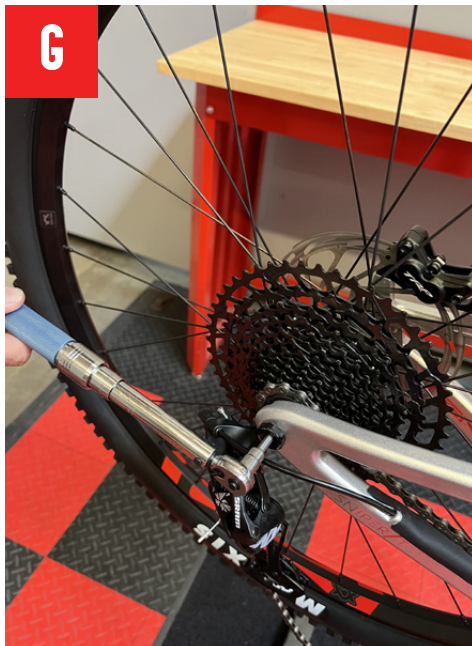




#### STEP 4 CONTINUED...

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 **(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 to 11Nm **(G)**.

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





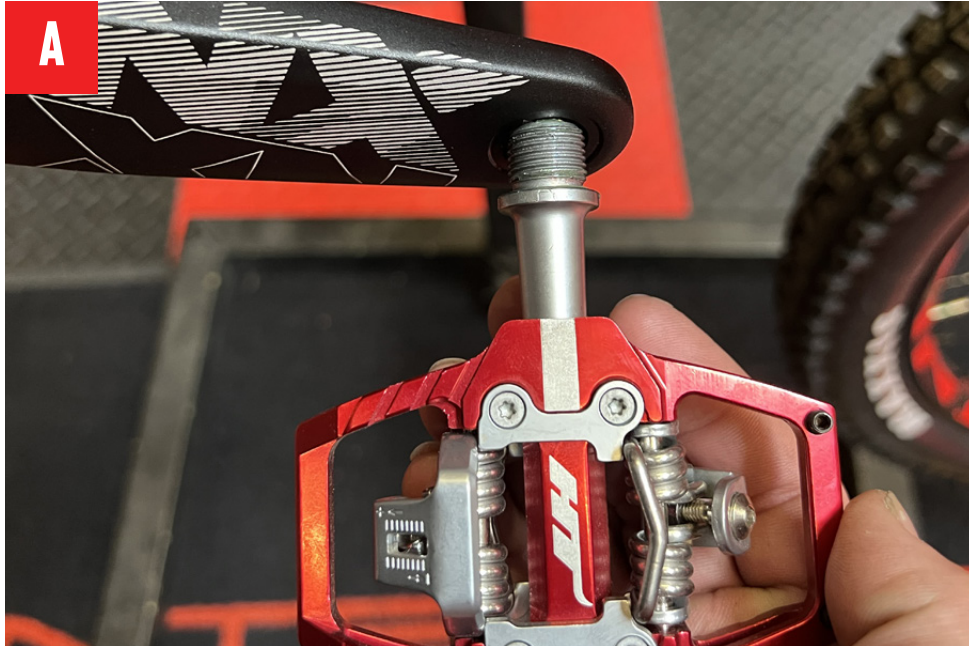


## STEP 5

**INSTALL  
FRONT WHEEL**

Remove all packaging from the wheel (make sure the hub end caps are still in the correct place). Then remove the brake pad spacer (A) (orange, yellow or red) and the front wheel axle from the fork (B).

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 (C). When everything is in the correct place reinsert the front wheel axle and tighten, then clamp it tight using the quick release lever (D). There should be some resistance when the lever is flipped into the vertical position.



A



B

## 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.

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

## STEP 7

**RUN THROUGH  
THE GEARS**

(B) 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). 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). Then gently tighten the top cap bolt 2-4Nm using a 5mm Allen key (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 (C). If the bars are not straight, loosen the two pinch bolts using a 4mm Allen key, take your bike out of the stand, straddle it, then look down and align your handlebars with your front wheel. 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). Torque values are listed on the stem for reference.



A



B

## STEP 9

**ADJUST SADDLE HEIGHT**

Set the height of your saddle (seat) with your seatpost in its fully extended position. Using a 4mm 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 down tube 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.

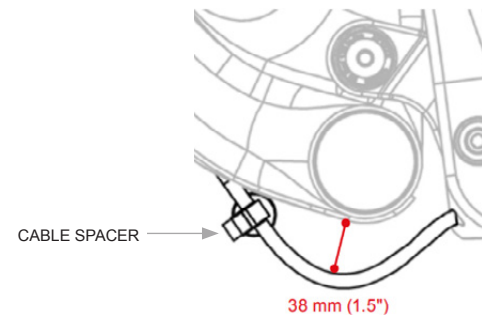




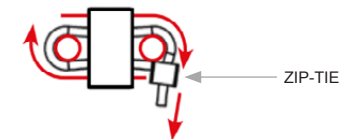
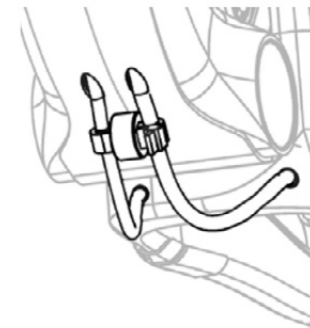
IMPORTANT NOTE:

**SNIPER T CABLE ROUTING**

When installing the rear brake and derailleur cables, it is important to position the cables 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.



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



STEP 12  
**FRONT SUSPENSION SETUP** SNIPER T EXPERT

The Sniper T Expert uses FOX air sprung suspension front and rear, so first you need to set the air pressure. Look at the air pressure chart below 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 120mm (4.7") fork that comes on the Sniper T Expert that measurement should be around 24mm (1"). Adjust the pressure in your forks until you reach the correct sag.

**FORK: FOX PERFORMANCE 34 FLOAT, GRIP DAMPER, 120MM**  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK**

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS
120-130 / 54-59	58	13
130-140 / 59-64	63	12
140-150 / 64-68	68	11
150-160 / 68-73	72	10
160-170 / 73-77	77	9
170-180 / 77-82	82	8
180-190 / 82-86	86	7
190-200 / 86-91	91	6
200-210 / 91-95	96	5
210-220 / 95-100	100	4
220-230 / 100-104	105	3
230-240 / 104-109	110	2
240-250 / 109-113	114	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 INTENSE 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 below.

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** SNIPER T PRO

The Sniper T Pro uses FOX air sprung suspension front and rear, so first you need to set the air pressure. Look at the air pressure chart below 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 120mm (4.7") fork that comes on the Sniper T Pro that measurement should be around 24mm (1"). Adjust the pressure in your forks until you reach the correct sag.

**FORK: FOX PERFORMANCE ELITE 34 FLOAT, FIT4, 120MM**  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK**

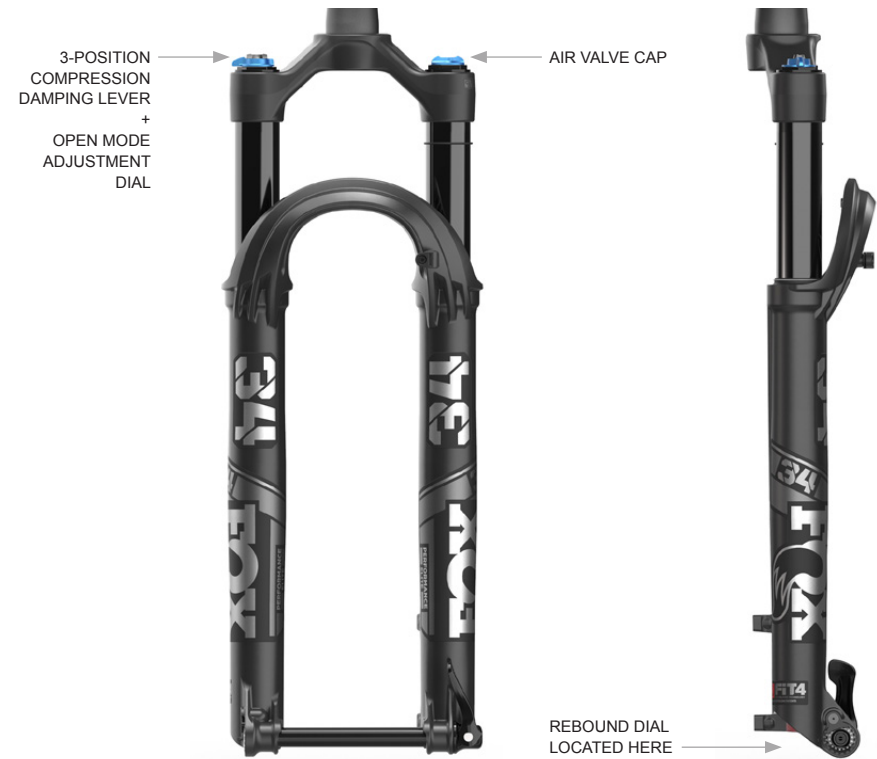
RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS	OPEN MODE ADJUST
120-130 / 54-59	58	12	18
130-140 / 59-64	63	11	18
140-150 / 64-68	68	10	16
150-160 / 68-73	72	9	16
160-170 / 73-77	77	8	14
170-180 / 77-82	82	7	12
180-190 / 82-86	86	6	12
190-200 / 86-91	91	6	10
200-210 / 91-95	96	5	10
210-220 / 95-100	100	4	8
220-230 / 100-104	105	3	6
230-240 / 104-109	110	2	6
240-250 / 109-113	114	1	5



**ADJUSTING FIT4 COMPRESSION DAMPING**

**3-Position Micro Adjust:** The 3-position lever is useful to make on-the-fly adjustments to control fork performance under significant change 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.



**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 below.

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** SNIPER T ELITE

The Sniper T Elite uses FOX air sprung suspension front and rear, so first you need to set the air pressure. Look at the air pressure chart below 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 120mm (4.7") fork that comes on the Sniper T Elite that measurement should be around 24mm (1"). Adjust the pressure in your forks until you reach the correct sag.

**FORK: FORK, FOX PERFORMANCE 34 FACTORY FLOAT, KASHIMA, FIT4, 120MM**  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK**

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS	OPEN MODE ADJUST
120-130 / 54-59	58	12	18
130-140 / 59-64	63	11	18
140-150 / 64-68	68	10	16
150-160 / 68-73	72	9	16
160-170 / 73-77	77	8	14
170-180 / 77-82	82	7	12
180-190 / 82-86	86	6	12
190-200 / 86-91	91	6	10
200-210 / 91-95	96	5	10
210-220 / 95-100	100	4	8
220-230 / 100-104	105	3	6
230-240 / 104-109	110	2	6
240-250 / 109-113	114	1	5



**ADJUSTING FIT4 COMPRESSION DAMPING**

**3-Position Micro Adjust:** The 3-position lever is useful to make on-the-fly adjustments to control fork performance under significant change 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.



**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 below.

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** SNIPER T EXPERT & PRO

Use the chart below to calculate the air pressure required for your weight. Sag for the rear shock should be 30%. The measurement should be approximately 13.5mm (0.5") between the black O-ring and the shock body.

EXPERT SHOCK: FOX PERFORMANCE FLOAT DPS. 165MM X 45MM  
 PRO SHOCK: FOX PERFORMANCE ELITE FLOAT DPS. 165MM X 45MM  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK**

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND (CLICKS OUT FROM FULLY CLOSED)
100LBS / 45KGS	105	11
110LBS / 50KGS	115	10
120LBS / 54KGS	130	9
130LBS / 59KGS	140	9
140LBS / 63.5KGS	150	9
150LBS / 68KGS	160	8
160LBS / 73KGS	170	8
170LBS / 77KGS	180	8
180LBS / 82KGS	190	7
190LBS / 86KGS	200	7
200LBS / 91KGS	210	7
210LBS / 95KGS	220	6
220LBS / 100KGS	230	6
230LBS / 104KGS	240	5
240LBS / 109KGS	250	5
250LBS / 113KGS	260	4



**COMPRESSION ADJUSTMENTS**

The 3-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, the Medium mode for steep climbs where traction is paramount, and the Firm mode for climbing on smooth terrain or hard surfaces.

FOX PERFORMANCE ELITE FLOAT DPS (PRO MODEL) PICTURED



**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](http://ridefox.com)

STEP 13  
**REAR SUSPENSION SETUP** SNIPER T ELITE

Use the chart below to calculate the air pressure required for your weight. Sag for the rear shock should be 30%. The measurement should be approximately 13.5mm (0.5") between the black O-ring and the shock body.

**SHOCK: FOX FACTORY KASHIMA FLOAT DPS, 165MM X 45MM**  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK**

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND (CLICKS OUT FROM FULLY CLOSED)
100LBS / 45KGS	105	11
110LBS / 50KGS	115	10
120LBS / 54KGS	130	9
130LBS / 59KGS	140	9
140LBS / 63.5KGS	150	9
150LBS / 68KGS	160	8
160LBS / 73KGS	170	8
170LBS / 77KGS	180	8
180LBS / 82KGS	190	7
190LBS / 86KGS	200	7
200LBS / 91KGS	210	7
210LBS / 95KGS	220	6
220LBS / 100KGS	230	6
230LBS / 104KGS	240	5
240LBS / 109KGS	250	5
250LBS / 113KGS	260	4



**COMPRESSION ADJUSTMENTS**

The 3-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, the Medium mode for steep climbs where traction is paramount, and the Firm mode for climbing on smooth terrain or hard surfaces.



**REBOUND**

**Open**  
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 Least amount of rebound damping. The shock rebounds fastest.

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 (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](http://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 43.

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.

**COMPONENT SPEC NOTE**

The Sniper T is designed around the use of a single chain ring only. Use of a double or triple ringset will not allow proper clearance of the frame.

**WARNING**

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

SNIPER T  
**GEOMETRY CHARTS**

SNIPER T // SIZE LARGE SHOWN



SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1143MM / 45"	1169MM / 46"	1196MM / 47"	1222MM / 48"
TOPTUBE LENGTH	589MM / 23.1"	614MM / 24.1"	640MM / 25.2"	665MM / 26.1"
CHAINSTAY LENGTH	439MM / 17.3"	439MM / 17.3"	439MM / 17.3"	439MM / 17.3"
HEADTUBE LENGTH	90MM / 3.54"	95MM / 3.7"	105MM / 4.13"	115MM / 4.5"
HEADTUBE ANGLE	66.4°	66.4°	66.4°	66.4°
REACH	409MM / 16.2"	433MM / 17.1"	457MM / 18.0"	479MM / 18.9"
STACK	578MM / 22.7"	583MM / 22.9"	593MM / 23.3"	602MM / 23.7"
BB HEIGHT	339 MM / 13.3"	339MM / 13.3"	339MM / 13.3"	339MM / 13.0"
BB DROP	30MM / 1.17"	30MM / 1.17"	30MM / 1.17"	30MM / 1.17"
SEATTUBE ANGLE (EFFECTIVE)	72.8°	72.8°	72.8°	72.8°
SEATTUBE LENGTH	406MM / 16"	437MM / 17.2"	488MM / 19.2"	538MM / 21.2"
STANDOVER HEIGHT	779MM / 30.7"	781MM / 30.76"	786MM / 31"	791MM / 31.2"
FORK AXLE TO CROWN	527.1MM / 20.75"	527.1MM / 20.75"	527.1MM / 20.75"	527.1MM / 20.75"
FORK OFFSET	51MM / 2.01"	51MM / 2.01"	51MM / 2.01"	51MM / 2.01"
FRONT CENTER	704MM / 27.7"	730MM / 28.7"	757MM / 29.8"	783MM / 31"

GEOMETRY TAKEN AT TOP OUT WITH 530.2MM AXLE TO CROWN LENGTH AND 51MM FORK OFFSET

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
<b>TIRES</b>	CHECK AIR PRESSURE, INSPECT TREAD AND SIDEWALLS FOR TEARS AND PUNCTURES	X			
<b>CHAIN</b>	BRUSH OFF AND LUBRICATE	X			
<b>BRAKES</b>	SQUEEZE BRAKES AND CONFIRM FUNCTION	X			
<b>GENERAL</b>	CLEAN COMPLETE BIKE OF MUD AND DEBRIS	X			
<b>HEADSET</b>	CHECK ADJUSTMENT		X		
<b>BOX LINK</b>	ADD GREASE THRU ZERK FITTINGS		X		
<b>FRAME PIVOTS</b>	CHECK TORQUES		X		
<b>SPOKES</b>	INSPECT FOR DAMAGE, CHECK TENSION		X		
<b>SHOCK &amp; FORK</b>	CHECK AIR PRESSURE, INSPECT FOR LEAKS		X		
<b>DERAILLEUR</b>	CABLES INSPECT AND LUBE			X	
<b>SEATPOST</b>	CLEAN AND REGREASE INTERFACE WITH FRAME			X	
<b>FRAME PIVOTS</b>	REMOVE PIVOT BOLTS, CHECK BEARINGS FOR PITTING AND WEAR			X	
<b>HEADSET</b>	DISASSEMBLE STEM, HEADSET AND FORK. CHECK BEARINGS FOR PITTING AND WEAR			X	
<b>HUBS</b>	PULL WHEELS OFF, CHECK HUB BEARINGS FOR PITTING AND WEAR			X	
<b>BOTTOM BRACKET (BB)</b>	REMOVE CRANKARMS AND CHECK BB BEARINGS FOR PITTING AND WEAR			X	
<b>BRAKES</b>	REPLACE BRAKE PADS			X	
<b>CHAIN</b>	INSPECT FOR DAMAGE AND CHECK FOR STRETCHING			X	
<b>GENERAL</b>	COMPLETE TUNE-UP				X





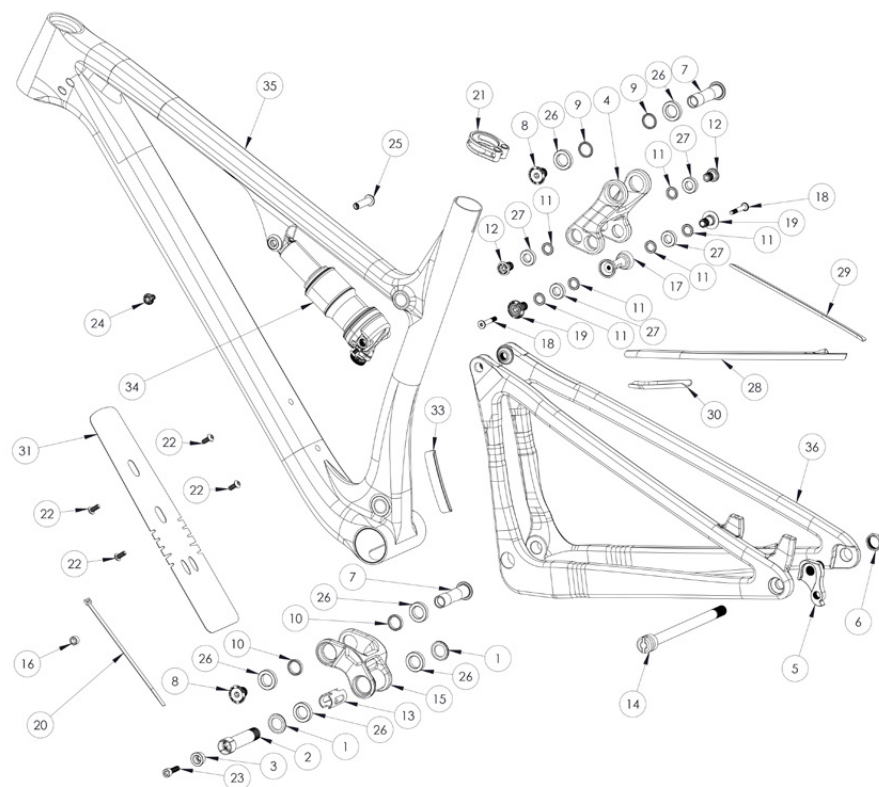
## MAINTENANCE

**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 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.

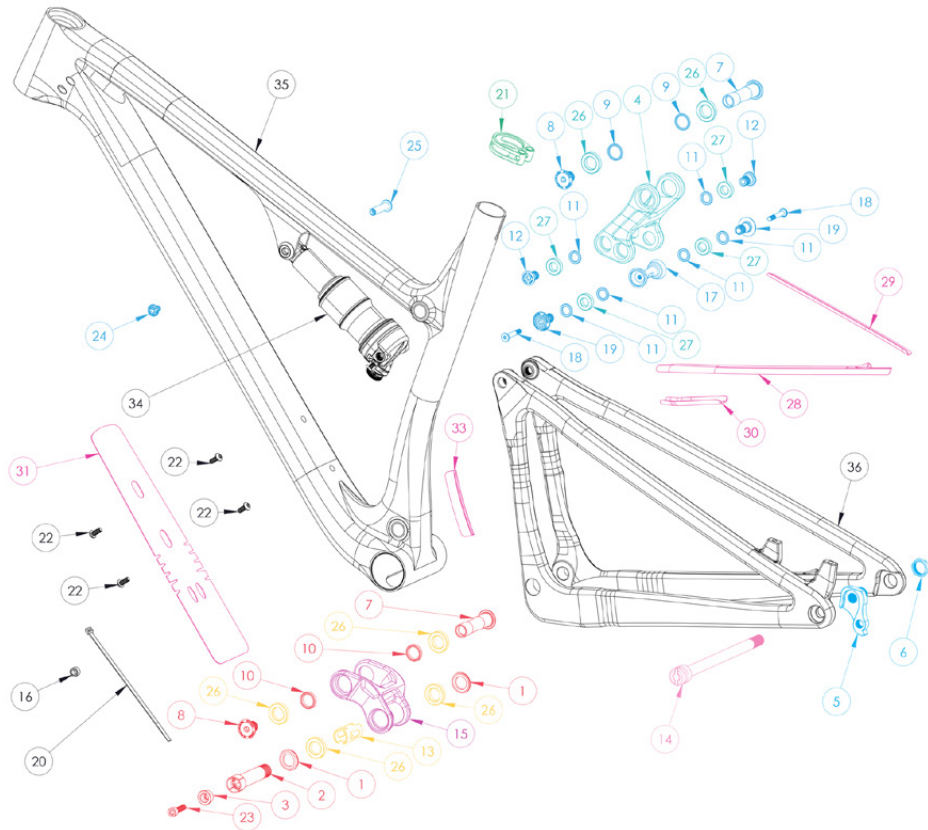
SNIPER T  
**PARTS  
 LISTING**



ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	30765	Bearing Cap 24mm OD 1 Cap Bearing Blk	2	N/A
2	130791	Bolt Main Pivot Bolt Main Pivot 1.5t Expander Blk	1	7 Nm / 60 in-lbs
3	30807	Cone Adjuster 1 Spacer Cone Adjuster Blk, 8.3mm Height	1	N/A
4	130823	Injection Top Link Link Top Sniper Injection Blk	1	N/A
5	130826	Hanger Hanger Derailleur Forged Blk Sniper	1	N/A
6	130827	RD Hanger Nut Nut Derailleur Hanger Blk Sniper	1	11 Nm / 100 in-lbs
7	130828	Axle Upper Axle Pivot Sniper	2	16 Nm / 140 in-lbs
8	130829	Bolt Shoulder Bolt Shoulder Sniper	2	16 Nm / 140 in-lbs
9	130830	Spacer Spacer Upper Axle Sniper 19 mm OD 15mm ID 2.5mm	2	N/A
10	130831	Spacer Lower Link Spacer Lower Axle 19mm OD x 15mm ID x 4mm Sniper	2	N/A
11	130832	Spacer RT/Top Link Spacer Upper Axle 15mm OD x 10mm ID x 2.5mm Sniper	6	N/A
12	130833	Trunnion Bolt Bolt Shoulder Trunnion Rear Shock	2	16 Nm / 140 in-lbs
13	130845	Crush Tube Crush Tube SNIPER Lower Link	1	N/A
14	130846	Rear Axle Axle Rear 148 x 12mm w/ Hidden Lever	1	11 Nm / 100 in-lbs
15	130854	MAG Forged Lower Link Link Lower MAG Keronite Raw Finish	1	N/A
16	130856	Cable Spacer Cable Spacer, Lower Cable Guide, Blk	1	N/A
17	130874	Crossbrace Crossbrace M5 x 0.8 Thread Sniper Rear	1	N/A
18	130875	Low Profile M5 X 32 Low Profile Screw, M5 x 32, T25 Torx, Crossbrace Sniper	2	4 Nm / 36 in-lbs
19	130877	Clevis Bolt Bolt Shoulder RT Clevis Sniper	2	16 Nm / 140 in-lbs
20	140053	Zip Tie Zip Tie, Lower Cable Guide	1	N/A
21	340343	SNIPER Seat Clamp SNIPER Seat Clamp	1	4 Nm / 35.5 in-lbs
22	410010	BHCS M5 X 12 BHCS, Button Head, M5 X 12	4	2 Nm / 18 in-lbs
23	410032	SHCS M6 x 22 SHCS, Socket Head, M6 x 22 Titanium	1	14 Nm / 125 in-lbs
24	410066	Shock Shoulder Bolt Left Shock Bolt SNIPER, M6 Thread, 7075-T6	1	7 Nm / 60 in-lbs
25	410067	Shock Shoulder Bolt Right Bolt Shock 8mm OD x 31mm Long Female 7075-T6	1	7 Nm / 60 in-lbs
26	430008	Bearing 6802 Bearing 6802 LLU MAX	6	N/A
27	430011	Bearing 6800 Bearing 6800 LLU MAX	4	N/A
28	500294	Guard Flak CS Flak Guard Sniper Chainstay Top	1	N/A
29	500295	Guard Flak Ststy Flak Guard Sniper Seatstay	1	N/A
30	500296	Guard Flak CS Flak Guard Sniper Chainstay Bottom	1	N/A
31	500297	Guard Flak DT Flak Guard Sniper Downtube	1	N/A
32	500335	Head Badge Head Badge Flame Logo	1	N/A
33	500510	Guard Flak Strut Flak Guard Sniper Trail Driveside Strut	1	N/A
34		Rear Shock 165 x 45 Trail	1	N/A
35		Front Triangle Sniper Front Triangle	1	N/A
36		Trail Rear Triangle Sniper Trail RT	1	N/A



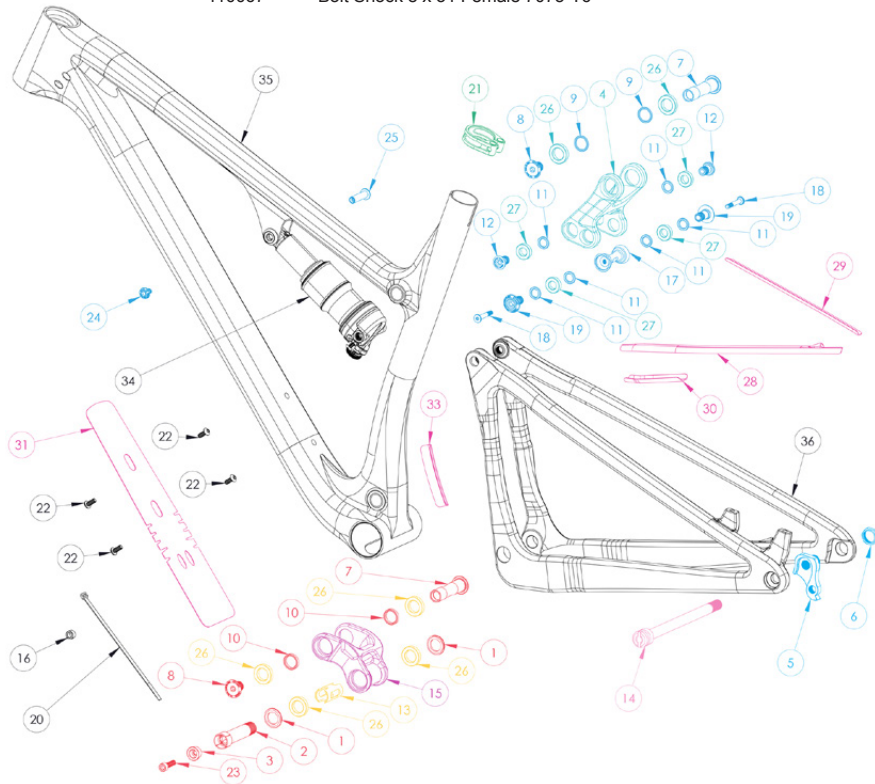
SNIPER T  
PARTS KITS



<b>AXLE KIT</b>	<b>IT150125</b>	<b>Axle Kit Rear CNC 148 x 12 Boost With Hidden Lever (updated quick release) Sniper 2019-2022</b>
14	130899	Axle Rear 148 x 12mm Boost Blk with Hidden Lever
<b>BEARING KIT LOWER</b>	<b>IT150002</b>	<b>Bearing Rebuild Kit Lower Sniper 2019-2022</b>
13	130845	Crush Tube Sniper Lower Link
26	430008	Bearing 6802-2RS-MAX
<b>CROSSBRACE</b>	<b>IT150036</b>	<b>Link Kit Upper Crossbrace Sniper 2019-2022</b>
17	130884	Crossbrace M5 x 0.8 Sniper Rear
18	130875	SS SNIPER Crossbrace Fastener Low Profile M5 x 32 T25 Torx
19	130877	Bolt Shoulder RT Clevis Sniper Blk
<b>FLAK GUARD KIT</b>	<b>IT150001</b>	<b>Frame Protection Kit Flak Guard Sniper SM/MD Only 2019-2022</b>
28	500294TW	Flak Guard Sniper Chainstay Top
29	500295TW	Flak Guard Sniper Seatstay
30	500296TW	Flak Guard Sniper Chainstay Bottom
31	500297-1	Flak Guard Sniper Downtube SM/MD
<b>FLAK GUARD KIT</b>	<b>IT150127</b>	<b>Frame Protection Kit Flak Guard Sniper LG/XL Only 2019-2022</b>
28	500294	Flak Guard Sniper Chainstay Top
29	500295	Flak Guard Sniper Seatstay
30	500296	Flak Guard Sniper Chainstay Bottom
31 + 33	500297	Flak Guard Sniper Downtube + Trail driveside strut
<b>HANGER KIT</b>	<b>IT340230</b>	<b>Derailleur Hanger Kit Sniper 2019-2022</b>
5	130826	Hanger Derailleur Forged Blk Sniper
6	130827	Nut Derailleur Hanger Blk Sniper
<b>HARDWARE KIT LOWER</b>	<b>IT150007</b>	<b>Link Kit Lower Hardware Stainless Sniper 2019-2022</b>
1	130765	Cap Bearing 24mm OD S275C Blk
2	130791	Bolt Main Pivot 1.5t Expander Blk TW
3	130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
7	130828	Axle Pivot Sniper
8	130829	Bolt Shoulder Sniper
10	130831	Spacer Lower Axle 19 x OD x 15 x ID 4 Sniper
--	140038	Plug Trim 15mm YF
23	410009	Bolt SHCS M6 x 22
<b>LINK KIT LOWER</b>	<b>IT340243</b>	<b>Link Kit Lower Complete Forged Sniper 2019-2022</b>
15 (13,26)	130825 B	Link Box Forged Alloy Blk Sniper w/ Bearings

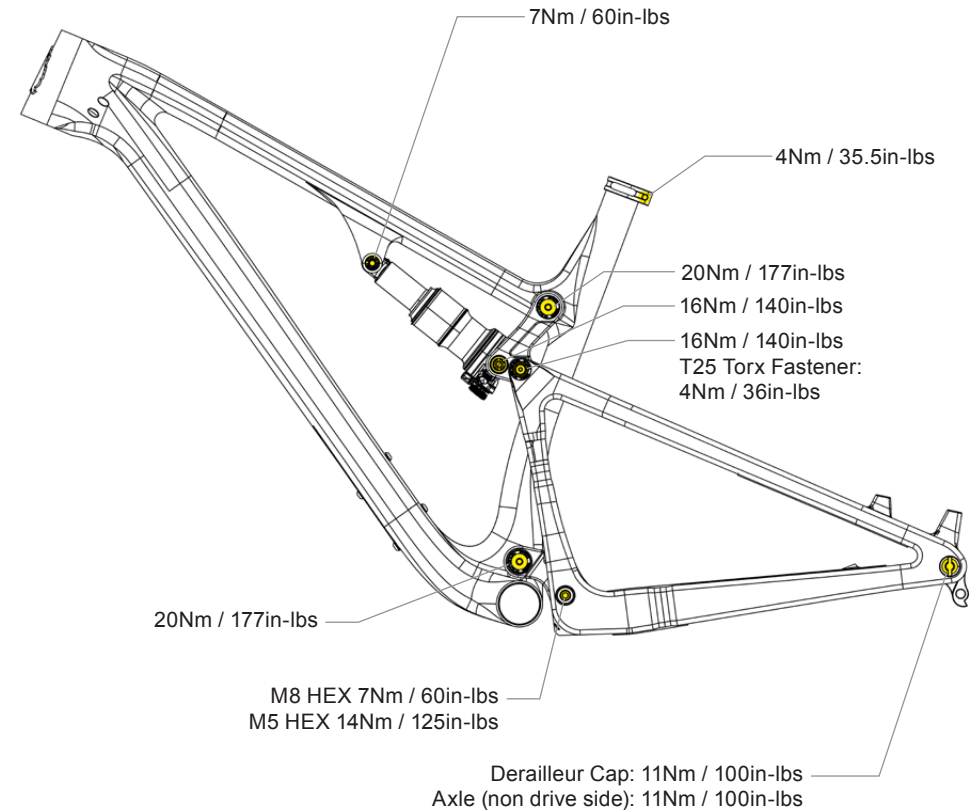
# PARTS KITS CONTINUED...

<b>LINK KIT UPPER</b>	<b>IT340233</b>	<b>Link Kit Upper Complete Carbon Sniper 2019-2022</b>
4 (26,27)	IT340233	Link Upper Carbon Blk Sniper w/ Bearings
<b>SEAT COLLAR</b>	<b>IT340343</b>	<b>Seat Collar Bolted 36.1 Sniper 2019-2022</b>
21	IT340343	Seat Collar Sniper Blk
<b>HARDWARE KIT UPPER</b>	<b>IT150004</b>	<b>Link Kit Upper Hardware Stainless Sniper 2019-2022</b>
7	130828	Axle Pivot Sniper
8	130829	Bolt Shoulder Sniper
9	130830	Spacer Upper Axle 19 x OD x 15 x ID 2.5 Sniper
11	130832	Spacer Upper Axle 15 x OD x 10 x ID 2.5 Sniper
12	130833	Bolt Shoulder Trunnion Rear Shock Sniper
19	130877	Bolt Shoulder RT Clevis Sniper Blk
18	410066	Bolt Shock C29 M6 7075-T6
25	410067	Bolt Shock 8 x 31 Female 7075-T6



# TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the SNIPER T 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.





INTENSE



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MANUAL