



INTENSE
CYCLES · USA

USER MANUAL | SPIDER 275

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, where a crew of talented people work in a Temecula, CA factory, Intense has been a brand built on passion by forward thinkers who, even today, love nothing more than to throw a leg over a sweet bike and head out for a rip. We're so glad you've joined us.

Welcome to Intense, enjoy your experience.

THE SPIDER 275

The Spider 275 is a ripping trail bike in the emerging 275 wheel size. Its VPP suspension technology provides an optimized wheel path and minimal resistance whether you're climbing or mashing pedals on the flats. Drop your post and use up the full 5" of rear wheel travel to clean any technical section of your favorite downhill trail. With Intense Cycles quality, cunning frame design and time tested geometry, the Spider 275 won't disappoint.

REGISTRATION

WWW.INTENSECYCLES.COM/WARRANTY-CARD/



CONTACT CUSTOMER SERVICE

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FRAME FEATURES / SPEC

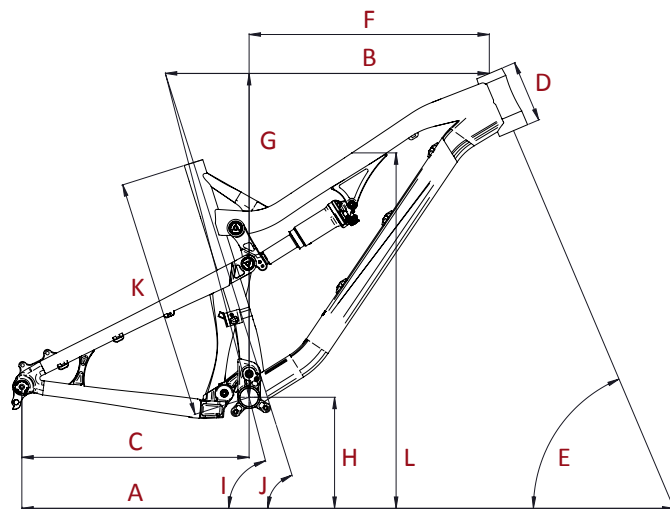
FRAME FEATURES //

- ADJUSTABLE TRAVEL: 4.5" TO 5" (115MM-130MM)
- 27.5" WHEEL SIZE
- INTEGRATED 142 X 12 DROPOUTS
- PATENTED VPP SUSPENSION TECHNOLOGY
- 7.6 LBS. FRAME WEIGHT (MEDIUM NAKED)
- ISCG 05 MOUNTS
- INTERNAL SEAT TUBE CABLE ROUTING FOR DROPPER POSTS
- H2O BOTTLE FITMENT
- FLK - GRD DOWNTUBE AND CHAINSTAY PROTECTION
- TAPERED HEAD TUBE
- DIRECT MOUNT FRONT DERAILLUER
- ANGULAR CONTACT/COLLET BEARING SYSTEM WITH REPLACEABLE GREASE ZERKS

COMPONENT SPEC //

- FORK - 1.5" TAPERED STEER, 130MM TRAVEL, 519MM LOWER LEG LENGTH, 42MM OFFSET
- SHOCK - 200MM X 50.8MM (7.875" X 2"), 22MM X 6MM AND 30MM X 6MM REDUCERS
- FRONT DERAILLUER - DIRECT MOUNT
- SEAT POST - 31.6MM
- HEADSET - CANE CREEK, 40, ALLOY CARTRIDGE (WWW.CANECREEK.COM)
- BOTTOM BRACKET - THREADED 73MM BOTTOM BRACKET
- REAR AXLE - 142 X 12 T/A
- BRAKE MOUNT - INTERNATIONAL STANDARD FOR 160MM ROTOR
- CRANK SET - SINGLE OR DOUBLE RING ONLY

GEOMETRY



| | | SMALL | MEDIUM | LARGE | XLARGE |
|---|------------------------------|----------------|----------------|----------------|----------------|
| A | Wheel Base: | 1125 mm/ 44.3" | 1152 mm/ 45.4" | 1178 mm/ 46.4" | 1203 mm/ 47.4" |
| B | Top Tube Length: | 572 mm/ 22.5" | 597 mm/ 23.5" | 622 mm/ 24.5" | 648 mm/ 25.5" |
| C | Chain Stay Length: | 419 mm/ 16.5" | 419 mm/ 16.5" | 419 mm/ 16.5" | 419 mm/ 16.5" |
| D | Head Tube Length: | 102 mm/ 4" | 115 mm/ 4.5" | 127 mm/ 5" | 127 mm/ 5" |
| E | Head Tube Angle: | 67° | 67° | 67° | 67° |
| F | Reach: | 422 mm/ 16.6" | 445 mm/ 17.5" | 467 mm/ 18.4" | 492 mm/ 19.4" |
| G | Stack: | 579 mm/ 22.8" | 591 mm/ 23.25" | 602 mm/ 23.7" | 602 mm/ 23.7" |
| H | BB Height: | 337 mm/ 13.25" | 337 mm/ 13.25" | 337 mm/ 13.25" | 337 mm/ 13.25" |
| I | Seat Tube Angle (Effective): | 75.5° | 75.5° | 75.5° | 75.5° |
| J | Seat Tube Angle (Actual): | 72.5° | 72.5° | 72.5° | 72.5° |
| K | Seat Tube Length: | 375 mm/ 14.75" | 445 mm/ 17.5" | 483 mm/ 19" | 514 mm/ 20.25" |
| L | Standover Height: | 776 mm/ 30.6" | 783 mm/ 30.8" | 790 mm/ 31.1" | 795 mm/ 31.3" |

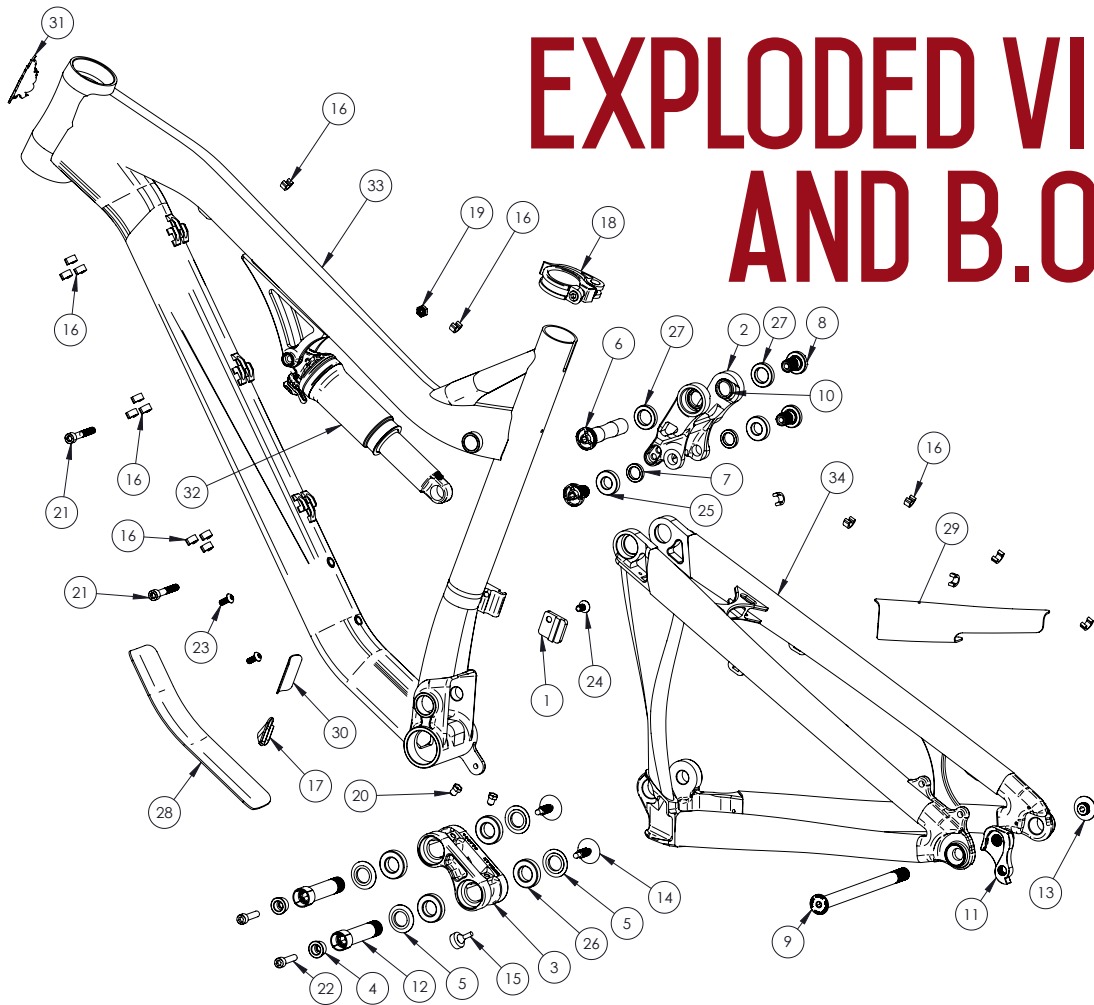
GEOMETRY NOTES

GEOMETRY TAKEN AT TOP OUT WITH 519MM FORK LENGTH AND 42MM FORK OFFSET.

COMPONENT SPEC NOTE

THE SPIDER 275 IS DESIGNED AROUND THE USE OF SINGLE OR DOUBLE CHAIN RING SETS ONLY. USE OF A TRIPLE RING SET WILL NOT ALLOW PROPER CLEARANCE WITH THE FRAME.

EXPLODED VIEW AND B.O.M.



| ITEM NO. | ITEM | PART NUMBER | DESCRIPTION | QTY. | TORQUE SPEC. |
|----------|------------------------|-------------|---------------------------------------|------|-----------------------|
| 1 | Derailleur Mount Cover | 130209 | For Single Chain Ring Setup | 1 | N/A |
| 2 | Top Link | 130216 | Forged Top Link | 1 | N/A |
| 3 | Box Link | 130770 | Forged Lower Link | 1 | N/A |
| 4 | Cone Adjuster | 130777 | Main Pivot Expander Cone | 2 | N/A |
| 5 | Bearing Cap | 130778 | Main Pivot Bearing Cap | 4 | N/A |
| 6 | Axle Upper | 130780 | Top Link Pivot Axle | 1 | 20 Nm / 175 in-lbs |
| 7 | Washer | 130784 | Top Link Pivot Lower Washer | 2 | N/A |
| 8 | Bolt Shoulder | 130785 | Top Link Pivot Bolt | 3 | 20 Nm / 175 in-lbs |
| 9 | Rear Axle | 130786 | 142 x 12mm Wheel Axle Kit | 1 | 11 Nm / 100 in-lbs |
| 10 | Spacer | 130789 | Top Link Pivot Upper Spacer | 2 | N/A |
| 11 | Hanger | 130790 | Forged Derailleur Hanger | 1 | N/A |
| 12 | Bolt Main Pivot | 130791 | Main Pivot 1.5t Expander Bolt Blk | 2 | 7 Nm / 60 in-lbs |
| 13 | Hanger Bolt | 130792 | Derailleur Hanger Bolt | 1 | 11 Nm / 100 in-lbs |
| 14 | Plug | 140004 | Box Link Pivot Plug | 2 | N/A |
| 15 | Bumper | 140006 | Box Link Bumper | 1 | N/A |
| 16 | Plastic Clip | 310001 | Snap-on Cable Guide Single | 17 | N/A |
| 17 | Cable Guide | 310005 | Bolt-on Plastic Cable Guide Single | 1 | N/A |
| 18 | Seat Collar | 346940 | QR 34.9 Blk | 1 | N/A |
| 19 | Shock Bolt Nut | 400009 | M6 x 1.0 x 2mm | 1 | N/A |

| ITEM NO. | ITEM | PART NUMBER | DESCRIPTION | QTY. | TORQUE SPEC. |
|----------|----------------|-------------------|---|------|-----------------------|
| 20 | Zerk Fitting | 401011 | M6 x 1.0 | 2 | 5 Nm / 40 in-lbs |
| 21 | SHCS M6 x 40 | 410002 | Shock Bolt, Socket Head, M6 x 40 | 2 | 7 Nm / 60 in-lbs |
| 22 | SHCS M6 x 22 | 410009 | Cone Adjuster Bolt, Socket Head, M6 x 22 | 2 | 14 Nm / 125 in-lbs |
| 23 | BHCS M5 X 12 | 410010 | Guide Bolt, Button Head, M5 X 12 | 2 | 6 Nm / 54 in-lbs |
| 24 | FHCS M6 x 12 | 410037 | Derailleur Mount Cover, Flat Head, M6 x 12 | 1 | 7 Nm / 60 in-lbs |
| 25 | Bearing 6901 | 430001 | 12 x 24 x 6 2RS Radial Bearing | 2 | N/A |
| 26 | Bearing 7902 | 430007 | 15 x 28 x 7 2RS, MAX Angular Contact Bearing | 4 | N/A |
| 27 | Bearing 6802 | 430008 | 15 x 24 x 5 2RS, MAX Radial Bearing | 2 | N/A |
| 28 | Guard Flack DT | 500230 | Flack Guard Spider 275 Down Tube | 1 | N/A |
| 29 | Guard Flack CS | 500231 | Flack Guard Spider 275 Chain Stay | 1 | N/A |
| 30 | Decal | 500300 | California Bear | 1 | N/A |
| 31 | Head Badge | 500335 | Head Badge Flame Logo | 1 | N/A |
| 32 | Shock | Shock | Rear Shock 7.875 x 2 | 1 | N/A |
| 33 | Front Triangle | Triangle Front | Aluminum, 4 Sizes | 1 | N/A |
| 34 | Rear Triangle | Triangle Rear | Aluminum, 1 Size | 1 | N/A |

ASSEMBLY

PREFACE //

Service and maintenance on an Intense bicycle requires special tools, abilities and knowledge of working on bicycles. It is always recommended to use an authorized Intense dealer for service and maintenance. Always wear eye protection. It is critical to use the proper tools, loctite, grease and torque specs during assembly. Failure to follow these instructions may result in serious bodily injury or death.

TOOLS NEEDED

- HIGH GRADE, WATERPROOF GREASE
(MAXIMA WATERPROOF GREASE
RECOMMENDED)
- BLUE LOCTITE #243
- 5MM HEX WRENCH X2
- 8MM HEX WRENCH

RECOMMENDATION

USE GREASE ON LOWER LINKAGE BOLTS
ONLY. USE LOCTITE ON UPPER LINKAGE
BOLTS, DROPOUT BOLTS AND HANGER BOLT.





1



2



3



4



5



6

CONNECTING TOP LINK TO FRONT TRIANGLE //

A Holding top link (PART#130216) with shock mount pointed forward; hold upper spacer (PART#130789) against inside of bearing race.

B Match upper linkage to pivot point on top tube, making sure that spacers do not fall out (IMAGE #1).

C Using upper pivot axle (PART #130780), insert through non-drive side of top link bearing making sure spacers do not fall out. Then, thread bolt into axle from drive side using 5mm allen wrench (IMAGE #2).

D Holding 5mm allen wrench on non-drive side upper axle, insert torque wrench into bolt on drive side and tighten to 125 in/lb (IMAGE #3).

CONNECTING BOX LINK TO FRONT TRIANGLE //

A Hold bearing cap (#130778) with rounded edge facing outwards against bearings on linkage piece (IMAGE #4). See images and exploded view for linkage orientation. Note that linkage will mount to front triangle pivot point at bumper end.

B Match link to front triangle pivot point and insert main pivot expander bolt with greased threads (#130791) through non-drive side of box link, holding bearing caps in place (IMAGE #5). Use 8mm allen to install bolt (IMAGE #6).



7



8



9



10



11

CONNECTING REAR TRIANGLE TO BOX LINK //

A Follow previous steps to connect rear triangle to box link (IMAGES #7-9).

CONNECTING REAR TRIANGLE TO TOP LINK //

A Insert shoulder bolts (#130785) through seat stay bearings. Hold lower top link washer (#130784) against inside race of seat stay bearing, on top of shoulder bolt threads (IMAGE #10).

B Match shoulder bolts to lower top link threads and tighten shoulder bolts to 175 in/lb, making sure that each washer is in place between bearing and linkage (IMAGE #11).



12

INSTALLING REAR SHOCK //

A Using rear shock, match forward end to forward shock mount and install M6x40mm bolt (#410002) through drive side of frame (IMAGE #12). Do not tighten.

B Match rear end of shock to desired travel setting on upper linkage and install M6x40mm bolt (#410002) through non-drive side of linkage.

C Tighten both M6x40mm (#410002) shock bolts in small increments until you reach approximately 60 in/lb.

ADJUSTABLE TRAVEL NOTE

THE TOP LINK OF THE SPIDER 275 FEATURES DUAL MOUNTING POSITIONS. THE UPPER SHOCK MOUNTING HOLE ON TOP LINK IS FOR LONG TRAVEL. THE LOWER HOLE IS FOR SHORT TRAVEL. FOR MORE INFORMATION SEE THE SET UP GUIDE ON PAGE 14.



13

INSTALLING ADJUSTER CONES AND FINAL ASSEMBLY //

A Torque main pivot bolt to 60 in/lb using 8mm allen head (IMAGE #13).



14



15

B Grease and insert cone adjuster (#130777) into head of main pivot expander bolt (#103130) with M6x22mm bolt (#410009) inserted through cone adjuster (IMAGE #14 & 15).



INSTALLING ADJUSTER CONES AND FINAL ASSEMBLY (CON'T) //

A Tighten M6x22mm bolt (#410009) with 5mm allen and torque to 125 in/lb (IMAGE #16).

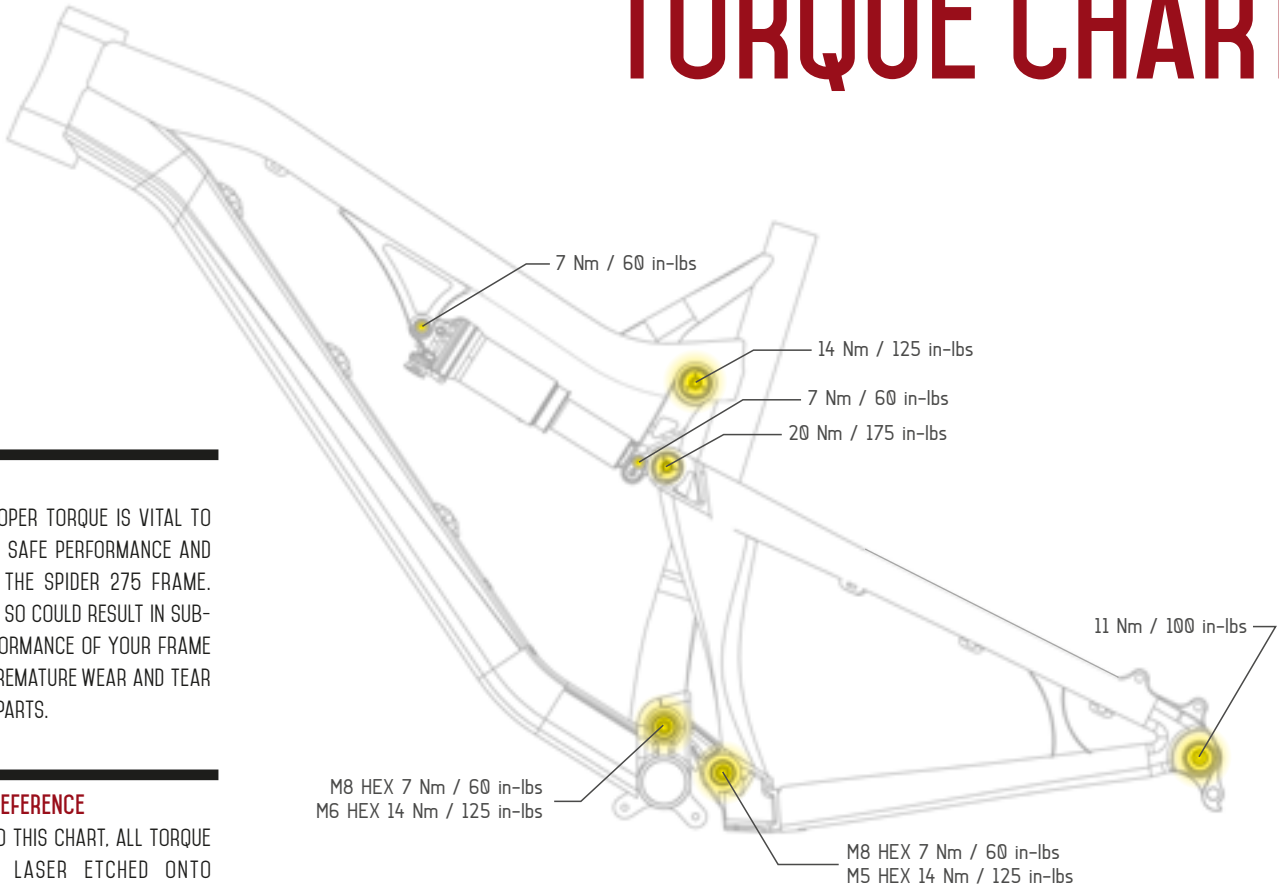
B Torque shoulder bolts to 175 in/lb (IMAGE #17). Note: Complete this step once main pivot bolts, expander cones and rear shock are all installed.

INSTALLING DERAILLEUR HANGER //

A Grease outer edges of derailleur hanger (#130790) and add loctite #243 to threads of hanger bolt (#130792).

B Insert hanger (#130790) into frame opening on drive side and match with hanger bolt (#130792), threading bolt into hanger. Torque to 100 in/lb (IMAGE #18-20).

TORQUE CHART



TORQUE

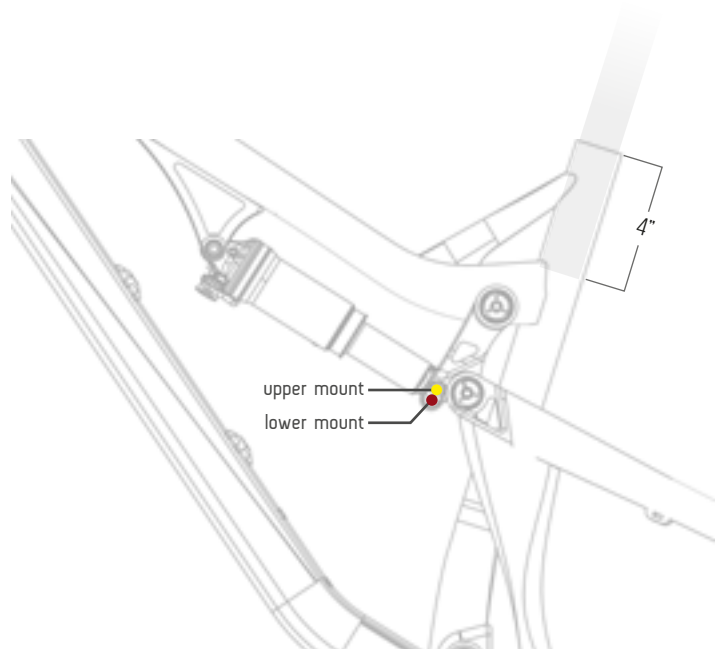
ACHIEVING PROPER TORQUE IS VITAL TO ENSURING THE SAFE PERFORMANCE AND FUNCTION OF THE SPIDER 275 FRAME. FAILURE TO DO SO COULD RESULT IN SUB-OPTIMAL PERFORMANCE OF YOUR FRAME AS WELL AS PREMATURE WEAR AND TEAR OF INDIVIDUAL PARTS.

ADDITIONAL REFERENCE

IN ADDITION TO THIS CHART, ALL TORQUE VALUES ARE LASER ETCHED ONTO CORRESPONDING HARDWARE FOR YOUR REFERENCE.



SET UP



SEATPOST

MAKE SURE TO INSERT SEAT POST AT LEAST 4" INTO THE MAIN FRAME. ANYTHING LESS THAN THIS AMOUNT COULD CAUSE DAMAGE TO THE FRAME OR EVEN FAILURE.

ADJUSTABLE TRAVEL

- UPPER MOUNT: 130MM
- LOWER MOUNT: 115MM

SHOCK SETUP

ROCK SHOX MONARCH RT3 200X50MM



SET UP AND TUNE

PROPER SET UP AND TUNING CAN VARY FROM SHOCK TO SHOCK. PLEASE CONSULT THE ROCKSHOX MANUAL INCLUDED WITH YOUR BIKE FOR COMPLETE INFORMATION ABOUT SET UP, TUNING AND GENERAL MAINTENANCE OR VISIT WWW.SRAM.COM/ROCKSHOX/PRODUCTS

| TRAVEL | 115 MM | | 130 MM | |
|-----------------------|---------------------------------|----------------------|--------------|----------------------|
| SHOCK STROKE | 50 mm | | | |
| SHOCK SAG | 30% when sitting on the bike | | | |
| FORK SAG | 25-30% when sitting on the bike | | | |
| SHOCK | Rock Shox Monarch RT3 200x50mm | | | |
| RIDER WEIGHT(LBS/KGS) | SPRING (PSI) | REBOUND (clicks out) | SPRING (PSI) | REBOUND (clicks out) |
| 100 LBS/ 45 KGS | 92 | 2 to 3 | 99 | 2 to 3 |
| 110 LBS/ 50 KGS | 98 | | 107 | |
| 120 LBS/ 54 KGS | 104 | | 114 | |
| 130 LBS/ 59 KGS | 110 | | 122 | |
| 140 LBS/ 63.5 KGS | 116 | 3 to 4 | 129 | 3 to 4 |
| 150 lbs / 68 kgs | 122 | | 137 | |
| 160 lbs / 72.57 kgs | 128 | | 145 | |
| 170 lbs / 77.11 kgs | 133 | | 152 | |
| 180 lbs / 81.65 kgs | 139 | | 160 | |
| 190 lbs / 86.18 kgs | 145 | | 167 | |
| 200 lbs / 90.72 kgs | 151 | | 175 | |
| 210 lbs / 95.25 kgs | 157 | | 182 | |
| 220 lbs / 99.79 kgs | 163 | 190 | 5 to 6 | |
| 230 lbs / 104.33 kgs | 169 | 197 | | |
| 240 lbs / 108.86 kgs | 174 | 205 | | |
| 250 lbs / 113.40 kgs | 180 | 212 | | |
| 260 lbs / 117.93 kgs | 186 | 220 | | |
| 270 lbs / 122.50 kgs | 192 | 227 | | |
| 280 lbs / 127.00 kgs | 198 | 235 | | |
| 290 lbs / 131.54 kgs | 204 | 242 | 5 to 6 | |
| 300 lbs / 136.08 kgs | 210 | 250 | | |

SHOCK SETUP

X-FUSION 02 RL 200X50MM



SET UP AND TUNE

PROPER SET UP AND TUNING CAN VARY FROM SHOCK TO SHOCK. PLEASE CONSULT THE X-FUSION MANUAL INCLUDED WITH YOUR BIKE FOR COMPLETE INFORMATION ABOUT SET UP, TUNING AND GENERAL MAINTENANCE OR VISIT WWW.XFUSIONSHOX.COM

| TRAVEL | 115 MM | | 130 MM | |
|-----------------------|---------------------------------|----------------------|--------------|----------------------|
| SHOCK STROKE | 50 mm | | | |
| SHOCK SAG | 30% when sitting on the bike | | | |
| FORK SAG | 25-30% when sitting on the bike | | | |
| SHOCK | X-Fusion 02 RL 200x50mm | | | |
| RIDER WEIGHT(LBS/KGS) | SPRING (PSI) | REBOUND (clicks out) | SPRING (PSI) | REBOUND (clicks out) |
| 100 LBS/ 45 KGS | 42 | 2 to 3 | 54 | 2 to 3 |
| 110 LBS/ 50 KGS | 50 | | 63 | |
| 120 LBS/ 54 KGS | 58 | | 71 | |
| 130 LBS/ 59 KGS | 66 | | 80 | |
| 140 LBS/ 63.5 KGS | 74 | | 89 | |
| 150 lbs / 68 kgs | 82 | 4 to 5 | 97 | 4 to 5 |
| 160 lbs / 72.57 kgs | 90 | | 106 | |
| 170 lbs / 77.11 kgs | 98 | | 114 | |
| 180 lbs / 81.65 kgs | 106 | | 123 | |
| 190 lbs / 86.18 kgs | 113 | | 131 | |
| 200 lbs / 90.72 kgs | 121 | | 140 | |
| 210 lbs / 95.25 kgs | 129 | | 148 | |
| 220 lbs / 99.79 kgs | 137 | | 157 | |
| 230 lbs / 140.33 kgs | 145 | 6 to 7 | 165 | 6 to 7 |
| 240 lbs / 108.86 kgs | 153 | | 174 | |
| 250 lbs / 113.40 kgs | 161 | | 182 | |
| 260 lbs / 117.93 kgs | 169 | | 191 | |
| 270 lbs / 122.50 kgs | 177 | | 199 | |
| 280 lbs / 127.00 kgs | 184 | | 208 | |
| 290 lbs / 131.54 kgs | 192 | | 217 | |
| 300 lbs / 136.08 kgs | 200 | | 225 | |



MAINTENANCE

GENERAL SERVICE AND CARE //

You have purchased a high performance bicycle which requires a certain level of service and maintenance to sustain the level of performance your frame was designed around. Proper care will ensure the bike is safe to ride at all levels. It is important to 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.



MAINTENANCE SCHEDULE *

| | ACTION | EVERY RIDE | 500 MILES OR 1 MONTH | 2000 MILES OR 6 MONTHS | 4000 MILES OR 1 YEAR |
|------------------|---|------------|----------------------|-------------------------|----------------------|
| TIRES | Check air pressure, inspect tread and sidewalls for tears and punctures | X | | | |
| CHAIN | Brush off and lubricate | X | | | |
| BRAKES | Squeeze brakes and confirm function | X | | | |
| GENERAL | Clean complete bike of mud and debris | | X | | |
| HEADSET | Check adjustment | | X | | |
| BOX LINK | Add grease thru zerk fittings | | X | | |
| FRAME PIVOTS | Check torques | | X | | |
| SPOKES | Inspect for damage, check tension | | X | | |
| SHOCK AND FORK | Check air pressure, inspect for leaks | | X | | |
| DERAILEUR CABLES | Inspect and lube | | | X | |
| SEATPOST | Clean and regrease interface with frame | | | X | |
| FRAME PIVOTS | Remove pivot bolts, check bearings for pitting and wear | | | X | |
| HEADSET | Disassemble stem, headset and fork. Check bearings for pitting and wear | | | X | |
| HUBS | Pull wheels off, check hub bearings for pitting and wear | | | X | |
| BOTTOM BRACKET | Remove crank arms and check BB bearings for pitting and wear | | | X | |
| BRAKES | Replace brake pads | | | X | |
| CHAIN | Inspect for damage and check for stretching | | | X | |
| GENERAL | Complete Tune-Up | | | | X |
| SHOCK AND FORK | Overhaul | | | See MFG Recommendations | |

* THE ABOVE MAINTENANCE SCHEDULE IS ONLY A GUIDELINE. REFER TO COMPONENT MANUFACTURER FOR SPECIFIC INSTRUCTION ON MAINTAINING THEIR PARTS.

W W W . I N T E N S E C Y C L E S . C O M

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