

INTENSE



2023 //  
TRACER 279  
EXPERT & S

MANUAL

MINION DHP  
2023.05.17  
100% POLYURETHANE  
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Register your bike at:  
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SCAN ME

For Technical assistance:  
 Email [info@intensecycles.com](mailto:info@intensecycles.com) //  
 Phone +1 951-307-9211



## THE INTENSE TRACER

The INTENSE Tracer Enduro bike has been completely redesigned for 2022. A brand new suspension configuration gives you 170mm (6.7") of travel, a 29" front wheel and a 27.5" rear. Through extensive testing and racer feedback we have put together an incredibly balanced bike that is at home in the roughest terrain, fastest sections and the most technical section of any trail. All while maintaining the maneuverability, playfulness and efficiency expected out of any INTENSE bicycle.

#BUILTFORENDURO

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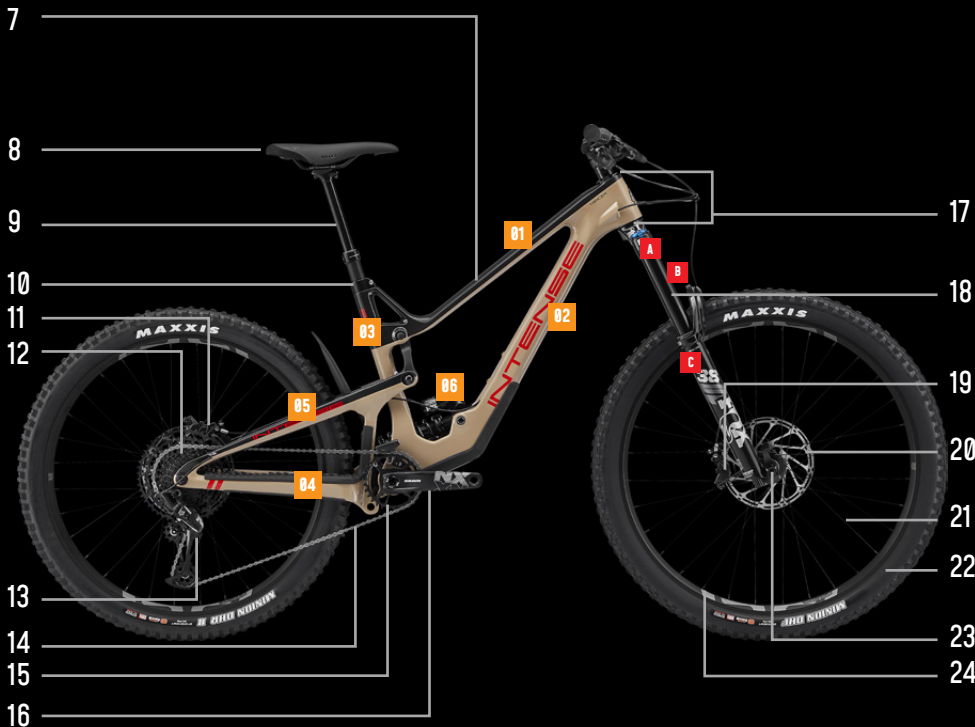


WELCOME TO THE FAMILY

## **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 TRACER

# COMPONENT BREAKDOWN

- 1 Grips**
- 2 Shifter**
- 3 Handlebars**
- 4 Stem**
- 5 Dropper post lever**
- 6 Brake lever**
- 7 Frame**
  - 01 Top tube
  - 02 Down tube
  - 03 Seat tube
  - 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 TRACER
Model Year:	2022-23
Frame Travel:	170mm
Compatible Forks:	170mm
Headset:	zs49/28.6 - ZS56/40
Seat tube Diameter:	31.6mm
BB Shell Width:	73mm, BSA Threaded
Recommended Max Tire Size:	2.6" with a 30mm inner rim width
Brakes:	Disc Brake Hydraulic. Post mount/direct
Max Brake Rotor Size:	203mm (with adapter)
Rear Hub:	148x12mm Through Axle BOOST
Rear Shock Eye-to-Eye:	205mm
Stroke:	65mm
Mounting Bushing Width Front:	Trunnion
Mounting Bushing Width Rear:	30x8 (8mm reducer)



## INTENSE TRACER **SETUP GUIDE**

Your new INTENSE Tracer 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 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 setup, tuning your gears, and much more.

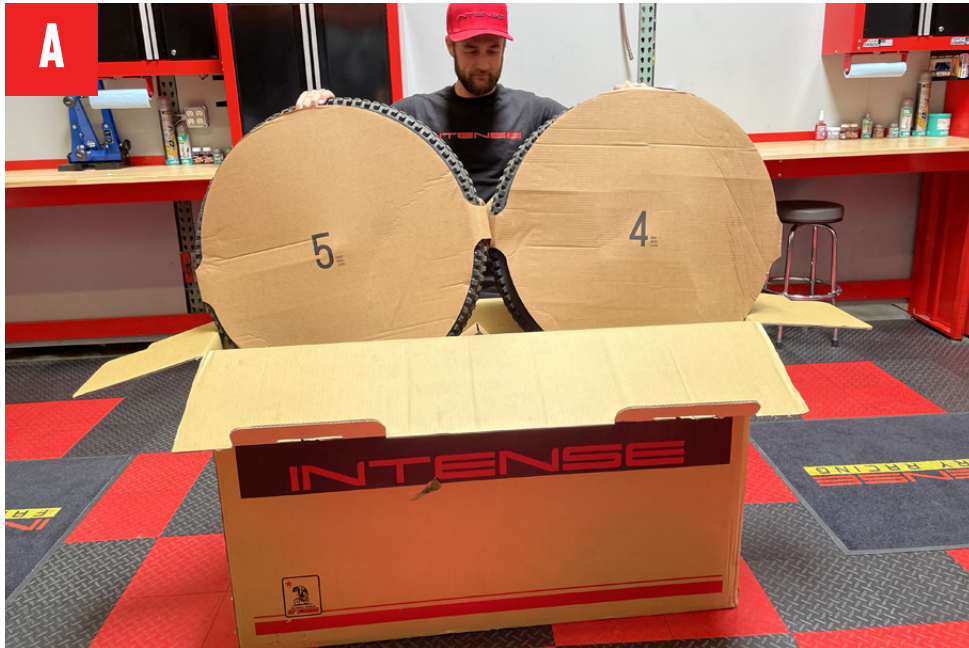
**GO TO [INTENSE.COM/PAGES/TECHVIDEOS](https://www.intense.com/pages/techvideos)**



### **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 an accessory/tool box and the bike itself. Carefully locate the tool box and remove the wheels from the bike box **(A)** and put to one side.

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



## STEP 2

**INSTALL  
HANDLEBARS**

Remove any packaging on the front of the bike, then spin the handlebar stem 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 the Torx T25 bit (supplied in your accessory/tool box) 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 faceplates of the stem and reinsert the bolts (C). The stem on your bike is a split face design. When tightening start with the top two bolts and tighten to a zero gap and torque to 5-7Nm. Align the bars to your preferred position, then tighten and torque the bottom bolts to 5-7Nm (D).



## STEP 3

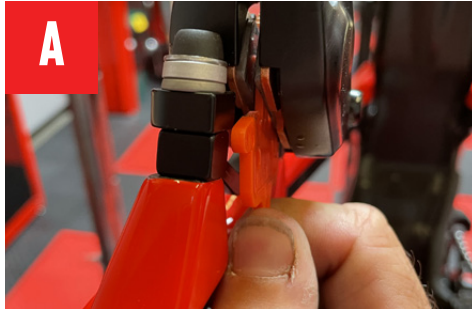
**INSTALL SRAM REAR DERAILEUR**

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 plate' 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).

Gently push the derailleurs lower cage forward, as pictured here (D). Once in this position, depress the button with the lock symbol and hold. Then gently release the derailleurs lower cage until it engages the lock button. (E) This will help to give you more room during the wheel installation step.





## 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 the protective packaging from the 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. Be cautious not to touch the brake rotor with your hands or glove. Any grease or oils can contaminate the brakes and reduce the braking performance.

Position the chain on the smallest cog of the cassette **(D)**. The derailleur will already be in its 'locked' position making it easier for you to install the wheel. Carefully line up the 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 **(G)** the axle to 11Nm, in a counterclockwise direction.

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



## STEP 5

**INSTALL FRONT WHEEL**

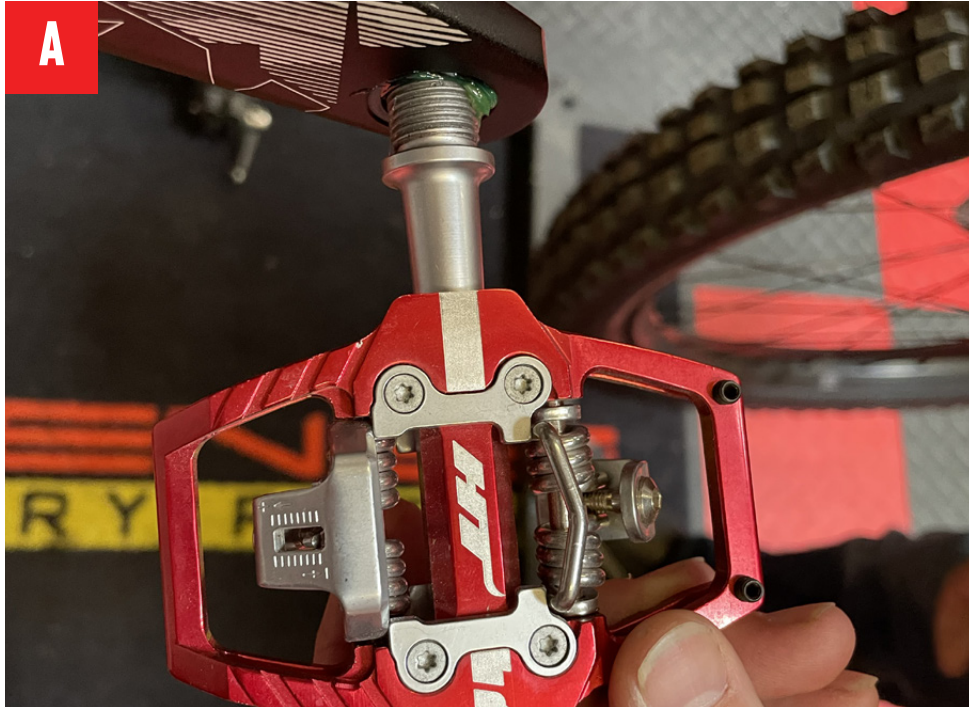
Remove all packaging from the front wheel (A) making sure the hub end caps are still in the correct place and that they haven't been pulled off by accident. If they do come off, just press them back into position. Then remove the brake pad spacer (usually orange, yellow or red) (B). At this stage be careful not to pull the front brake lever until the wheel has been installed. Be cautious not to touch the brake rotor with your hands or glove. Any grease or oils can contaminate the brakes and reduce the braking performance.

*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 (E), tighten, then clamp it tight using the quick release lever. There should be some resistance when the lever is flipped into the vertical position (F). 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 pedals and the left-hand side pedal has an opposite thread on it, meaning that it tightens up in a counterclockwise direction.

## STEP 7

**RUN THROUGH  
THE GEARS**

Now is a good time to run through the gears to check that they are working correctly. To do this turn the cranks so that the wheel begins to spin, then shift through the gears (being careful not to trap anything in the chain) (B). All our 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 the Torx T25 tool **(A)** and then gently tighten the top cap bolt using a 5mm Allen key 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 the Torx T25 tool **(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 5Nm. Do not overtighten this bolt as it may affect the performance of the seatpost. Note: minor saddle height adjustments may be required to dial in your perfect setting to optimize comfort.

## 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** TRACER 279 EXPERT

The Tracer 279 Expert uses FOX air sprung suspension in the front fork and a coil spring on the rear. 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 170mm (6.7") fork that comes on the Tracer 279 Expert model that measurement should be around 34mm (1.37"). Adjust the pressure in your forks until you reach the correct sag.

**FORK: FOX PERFORMANCE 38 FLOAT 170MM**  
**SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK**

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS
120-130 / 54-59	72	14
130-140 / 59-64	76	13
140-150 / 64-68	80	12
150-160 / 68-73	84	11
160-170 / 73-77	89	9
170-180 / 77-82	93	8
180-190 / 82-86	97	7
190-200 / 86-91	102	6
200-210 / 91-95	106	5
210-220 / 95-100	110	4
220-230 / 100-104	114	3
230-240 / 104-109	119	2
240-250 / 109-113	123	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 under the cap 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 pressure requires 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 the tire stays on the ground. If the tire does leave the ground momentarily, slow the rebound down by turning the adjuster clockwise.

STEP 12  
**FRONT SUSPENSION SETUP** TRACER 279 S

The Tracer 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 170mm (6.7") fork that comes on the Tracer S that measurement should be around 34mm (1.37"). 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 38 M.2 170MM**  
**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	70-80	160-170
132-154 / 60-70	80-90	170-180
154-176 / 70-80	90-100	180-190
176-198 / 80-90	100-110	190-200
198-220 / 90-100	110-120	200-210
220-243 / 100-110	120-130	210-220
243-265 / 110-120	130-140	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 DIAL

**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 pressure 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 the tire stays on the ground. If the tire does leave the ground momentarily, slow the rebound down by turning the adjuster clockwise.

\*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 TRACER 279 EXPERT

First check the spring rate-chart on the bottom of this page to make sure that the spring fitted on your FOX Performance Elite DHX2 Coil shock 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: FOX PERFORMANCE ELITE DHX2 COIL SHOCK SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

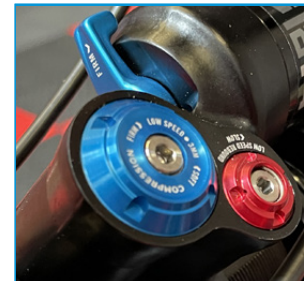
RIDER WEIGHT (LBS/KGS)	COIL SPRING (LBS)	LOW SPEED COMPRESSION	REBOUND (FROM FULLY CLOSED)
100 / 45	250	16	15
110 / 50	250	16	15
120 / 54	350	15	14
130 / 59	350	15	14
140 / 63.5	400	14	13
150 / 68	400	14	13
160 / 73	450	13	12
170 / 77	450	13	12
180 / 82	500	12	10
190 / 86	500	12	10
200 / 91	550	10	9
210 / 95	550	10	9
220 / 100	600	9	8
230 / 104	600	9	8
240 / 109	650	8	7
250 / 113	650	8	7
260 / 118	700	7	6
270 / 122	700	7	6
280 / 127	700	5	4

## SPRING RATES FITTED AS STANDARD FRAME SIZES

SMALL	MEDIUM	LARGE	EXTRA LARGE
350LBS	450LBS	500LBS	550LBS

## 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 205mm. Sag at 30% (of the shock stroke) equates to a 19.5mm reduction in the eye-to-eye measurement. So the correct eye-to-eye measurement for 30% sag on both of these shocks is 185.5mm (205-19.5 = 185.5mm). As a further adjustment you can preload the shock a minimum of 1.5 turns, and a maximum of 5 turns.



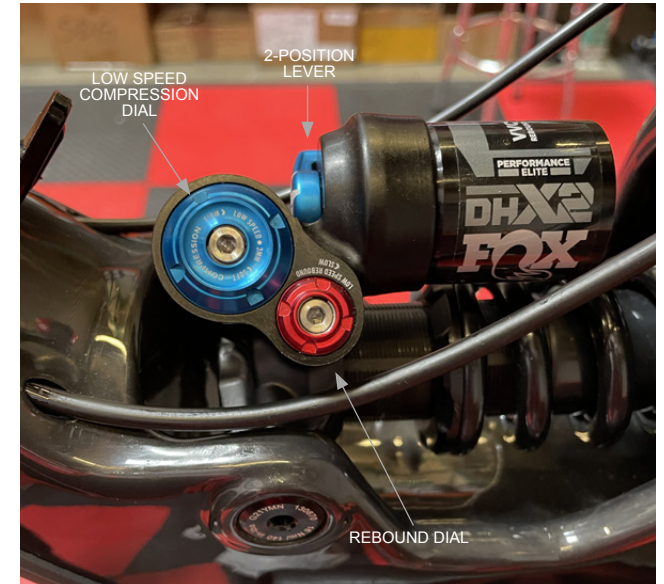
### COMPRESSION ADJUSTMENTS

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. Low speed compression adjustment is accessed through the 3mm allen head adjuster.

The low speed rebound adjustment is accessed through the 3mm allen head adjuster, located in the red dial.

### REBOUND ADJUSTMENTS

To remove rebound damping turn the dial counterclockwise. This will open the rebound valve and increase the shock rebound speed. To add rebound damping turn the dial clockwise. This will close the rebound valve which will slow down the shock rebound speed.



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 TRACER 279 S

First check the spring rate-chart on this page to make sure that the spring fitted on your 170mm (6.7") 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)	LOW SPEED COMPRESSION	REBOUND (FROM FULLY CLOSED)
100 / 45	251	16	7
110 / 50	251	16	7
120 / 54	343	15	7
130 / 59	365	15	6
140 / 63.5	365	14	6
150 / 68	411	14	6
160 / 73	457	13	6
170 / 77	457	13	5
180 / 82	502	12	5
190 / 86	502	12	5
200 / 91	548	10	4
210 / 95	548	10	4
220 / 100	605	9	4
230 / 104	605	9	3
240 / 109	640	8	3
250 / 113	640	8	3
260 / 118	674	7	2
270 / 122	708	7	2
280 / 127	708	5	1

## 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 205mm. Sag at 30% (of the shock stroke) equates to a 19.5mm reduction in the eye-to-eye measurement. So the correct eye-to-eye measurement for 30% sag on both of these shocks is 185.5mm (205-19.5 = 185.5mm). 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 ADJUSTMENTS

To remove rebound damping turn the dial counterclockwise. This will open the rebound valve and increase the shock rebound speed. To add rebound damping turn the dial clockwise. This will close the rebound valve which will slow down the shock rebound speed.



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](http://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 54.

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.



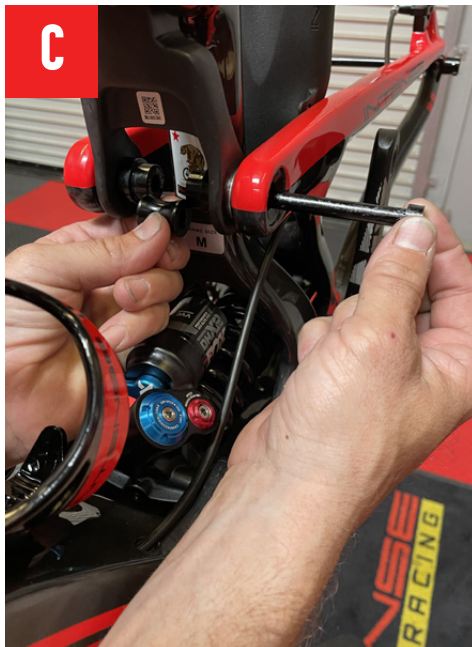
## GEOMETRY

## FLIP CHIP GEOMETRY ADJUSTMENT

The INTENSE Tracer 279 has a 'Flip Chip' feature which allows you to alter the geometry of your bike between two positions. The bike comes from our factory in the HI (High) setting. The HI setting is engineered to perform the best in the roughest and most technical terrain. The LO setting is engineered to perform the best in slightly smoother, high speed trails such as what could be found in many bike parks. The LO setting will slacken the head angle a little, lower the bottom bracket and standover, shorten the reach by 5mm, creating slightly firmer suspension.. 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 for more details.

The Flip Chip on the INTENSE Tracer 279 is located on the Lower Link of the suspension system where it bolts onto the rear shock. With the bike fully built the Flip Chips are hidden, so in order to gain access to them you will need a 5mm Allen key and a torque wrench. The basic process involves removing the rear wheel, unbolting the Rear Triangle from the Top Link, which will then give you access to the Bottom Link and the Flip Chips.





GEOMETRY  
**FLIP CHIP...  
 CONTINUED**

*STEP 01*

To remove the rear wheel shift the chain into the smallest gear on the cassette. Gently push your SRAM derailleur forward in a counterclockwise direction until it is vertical and then lock it in position using the 'derailleur lock' button. Undo the rear axle and slide it out, then remove the wheel **(A)**.

*STEP 02*

Using a 5mm Allen key on the drive-side of the bike loosen and remove the D-Lock Nut that is located on the Top Link **(B)**. From the left (non-drive side) slide out the D-Lock Bolt and remove the Dogbone Spacer **(C)** from between the two Stepped Reducer Spacers.

*STEP 03*

Remove the two Stepped Reducer Spacers **(D)** – these spacers have internal O-rings holding them in place, they will move once the static friction is broken. →



## GEOMETRY

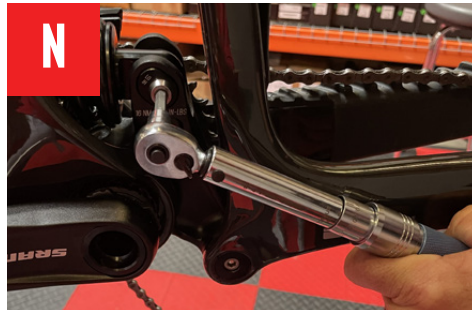
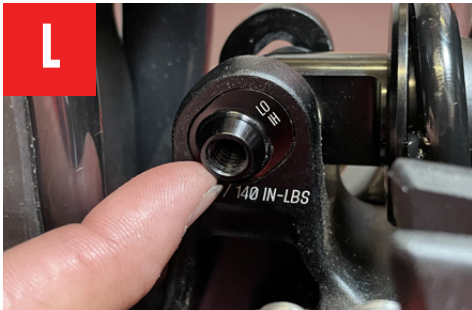
**FLIP CHIP...  
CONTINUED***STEP 04*

Remove the two D-Lock Shoulder Bolts (E) and pull the Top Link forward and carefully remove the silver spacers (F).

*STEP 05*

In order for the Rear Triangle to move more freely pull the rear brake hose and rear derailleur cable through the frame by roughly 50mm/2" (G). This will allow the rear end of the frame to drop down slightly, giving you easy access to the Shock Bolt and Flip Chips (H).





GEOMETRY

**FLIP CHIP...  
CONTINUED**

*STEP 06*

With a 5mm Allen key from the left (non-drive side) side loosen the Rear Shock Bolt (I). Once undone remove the Rear Shock Bolt by sliding it out (J).

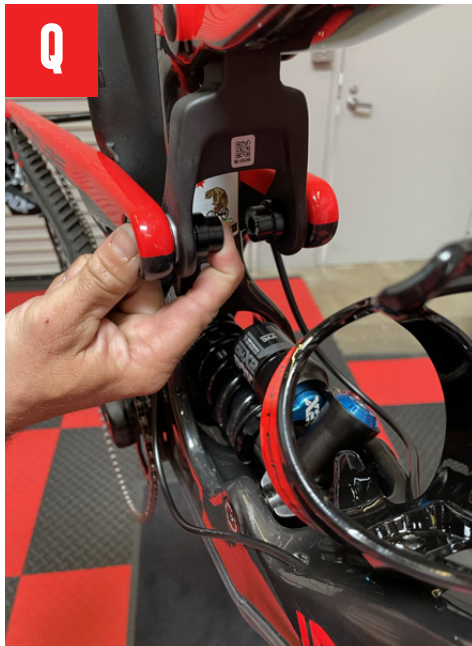
*STEP 07*

Remove your Flip Chips on both sides and flip them (K) around so that they are in the LO setting. Whichever direction you can read the "LO" or "HI" setting is the setting the Flip Chip is in (L). Put a small amount of grease around the Flip Chip, this will help hold it in place.

*STEP 08*

Slide the Shock Bolt back in from the left (non-drive side). Make sure the bolt is lined up with the eyelet in the shock. Use your finger to hold in the drive-side Flip Chip, making sure that it doesn't pop out as you slide the shock bolt through (M). Using a 5mm Allen key tighten to 16Nm (N).





## GEOMETRY

**FLIP CHIP...  
CONTINUED****STEP 9**

Now you need to reattach the Top Link. Make sure that the two Bearing Spacers are still in place (O). If they did dropout you can use a dab of grease here to help hold them in position.

**STEP 10**

Pivot the Rear Triangle forward, line everything up, and on the left (non-drive side) of the bike insert the off-set D-Lock Reducer (P). This will hold the rear triangle in place. Go to the drive-side of the bike and insert the other D-Lock Shoulder Bolt. It is important that the D-Lock Bolt is inserted from the left (non-drive side), so make sure you have the reducers the right way around.

**STEP 11**

Replace the Stepped Reducer Spacers over the D-Lock Shoulder Bolt hardware on the inside of the Top Link (Q).

**STEP 12**

Position the Dogbone Spacer between the Stepped Spacers, making sure it is lined up. From the left (non-drive side) slide the D-Lock Bolt through (R). This bolt will only fit in one way, with the off-set of the D-Lock Bolt facing the rear of the bike.







GEOMETRY

**FLIP CHIP...  
CONTINUED**

STEP 13

Using a 5mm Allen key on the drive-side of the bike screw the D-Lock Nut onto the D-Lock Bolt (S). You'll need to apply a little pressure on the end of the bolt on the left (non-drive side), just so that the bolt doesn't get pushed out. Go slowly with this step, being careful not to cross thread the nut or bolt. Torque to 16Nm (T).

STEP 14

Pull the cables back through the downtube of the frame so that they are neat and tidy (U). Replace the rear wheel and torque the rear axle on the drive-side of the bike to 11Nm (see page 16).

YOU'RE DONE.

Now simply get out and ride your favorite trails. If at any point you want to go back to the HI setting to better suite any specific terrain or preference, you can just simply repeat this process and reset to the alternate position. Please note that the change in Flip Chip orientation may result in a small spring preload adjustment in order to achieve the perfect 30% sag numbers that you had already established in the previous setting.

Please refer to the geometry chart located on page 52 for further information on how 'Flipping the Chip' affects the geometry of your bike.



INTERNAL STORAGE  
**THE 'CHAD SYSTEM'**

Your INTENSE Tracer comes with a cool storage feature called the 'CHAD System', named after the late Chad Peterson, our former Product Manager, who developed the concept. Accessed via a small hatch door on the lower part of the bike's downtube, you can use this space to store anything: a jacket, tools, spares, food, etc. We have designed a unique tube bag that attaches inside of the access door with velcro.

To access the storage space simply pull down on the snap lock with one or two fingers in the direction away from the bottom bracket and toward the front of the bike (A). This will release the catch and the hatch door will hinge and pivot open (B), and then come away. To fix the door back in position simply insert the hinge back into the slot (C) and then push shut (D). You will hear a noise as the snap lock locates and clicks into place.

TRACER  
**GEOMETRY  
 CHARTS**

SIZE LARGE (HI) SHOWN



**HI SETTING**

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1193MM / 47"	1228MM / 48.3"	1257MM / 49.5"	1286MM / 51"
TOPTUBE LENGTH	557MM / 22"	589MM / 23.2"	617MM / 24.3"	644MM / 25.4"
CHAINSTAY LENGTH	437MM / 17.2"	437MM / 17.2"	437MM / 17.2"	437MM / 17.2"
HEADTUBE LENGTH	90MM / 3.54"	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	64.5°	64.5°	64.5°	64.5°
REACH	425MM / 16.7"	455MM / 17.9"	480MM / 18.9"	505MM / 19.9"
STACK	618MM / 24.3"	627MM / 24.7"	636MM / 25"	645MM / 25.4"
BB HEIGHT	349MM / 13.75"	349MM / 13.75"	349MM / 13.75"	349MM / 13.75"
BB DROP	5MM / 0.2"	5MM / 0.2"	5MM / 0.2"	5MM / 0.2"
SEATTUBE ANGLE (EFFECTIVE)	77.9°	77.9°	77.9°	77.9°
SEATTUBE ANGLE (ACTUAL)	72.9°	72.9°	72.9°	72.9°
SEATTUBE LENGTH	385MM / 15.2"	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	803MM / 31.6"	807MM / 31.8"	807MM / 31.8"	807MM / 31.8"

**LO SETTING**

SIZE	SMALL	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1195MM / 47"	1229MM / 48.4"	1258MM / 49.5"	1287MM / 51"
TOPTUBE LENGTH	559MM / 22.1"	591MM / 23.3"	619MM / 24.4"	646MM / 25.5"
CHAINSTAY LENGTH	439MM / 17.3"	439MM / 17.3"	439MM / 17.3"	439MM / 17.3"
HEADTUBE LENGTH	90MM / 3.54"	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	64.0°	64.0°	64.0°	64.0°
REACH	420MM / 16.5"	450MM / 17.7"	475MM / 18.7"	500MM / 19.7"
STACK	622MM / 24.5"	631MM / 24.9"	640MM / 25.2"	649MM / 25.6"
BB HEIGHT	342MM / 13.5"	342MM / 13.5"	342MM / 13.5"	342MM / 13.5"
BB DROP	12MM / 0.5"	12MM / 0.5"	12MM / 0.5"	12MM / 0.5"
SEATTUBE ANGLE (EFFECTIVE)	77.4°	77.4°	77.4°	77.4°
SEATTUBE ANGLE (ACTUAL)	72.4°	72.4°	72.4°	72.4°
SEATTUBE LENGTH	385MM / 15.2"	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	798MM / 31.2"	802MM / 31.6"	802MM / 31.6"	802MM / 31.6"

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.

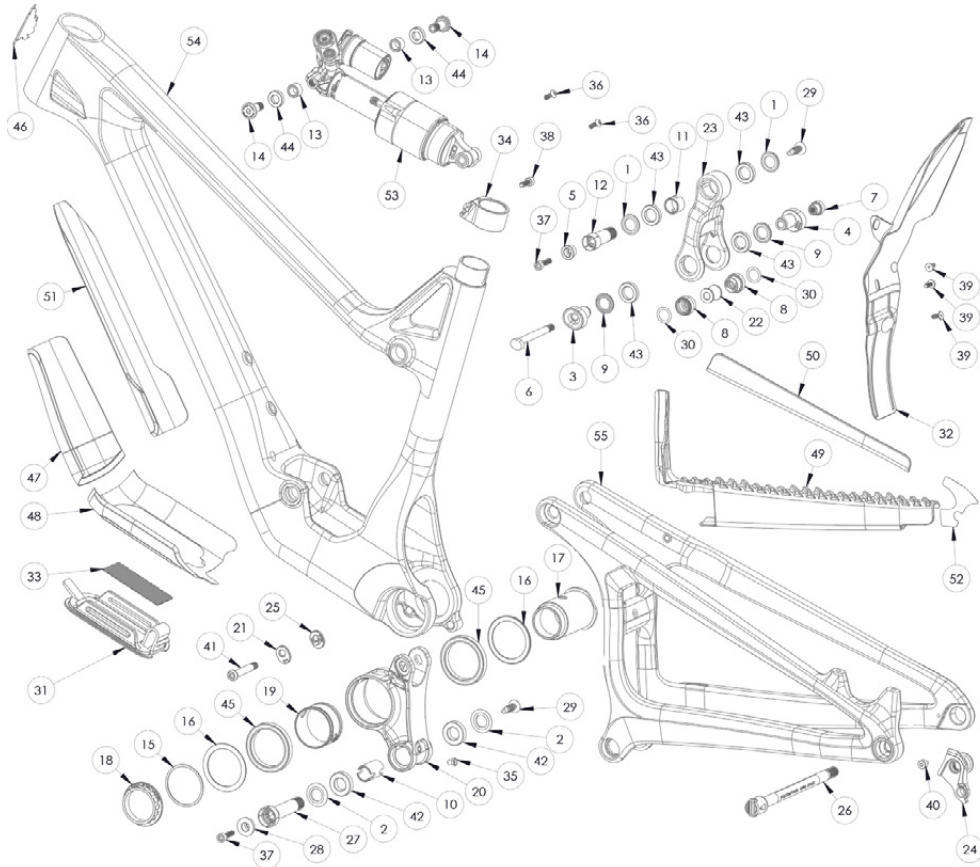
	ACTION	EVERY RIDE	500	2000	4000
			MILES OR 1 MTH	MILES OR 6 MTHS	MILES OR 1 YR
<b>TIRES</b>	CHECK AIR PRESSURE, INSPECT TREAD AND SIDEWALLS FOR TEARS AND PUNCTURES	X			
<b>CHAIN</b>	BRUSH OFF AND LUBRICATE	X			
<b>BRAKES</b>	SQUEEZE BRAKES AND CONFIRM FUNCTION	X			
<b>GENERAL</b>	CLEAN COMPLETE BIKE OF MUD AND DEBRIS	X			
<b>HEADSET</b>	CHECK ADJUSTMENT		X		
<b>LOWER 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 seatpost, BB and headset bearing contact areas with the carbon.
- Never ream or face a carbon frame.
- Be sure to follow all recommended torque settings.
- Use only genuine replacement parts for safety-critical components.

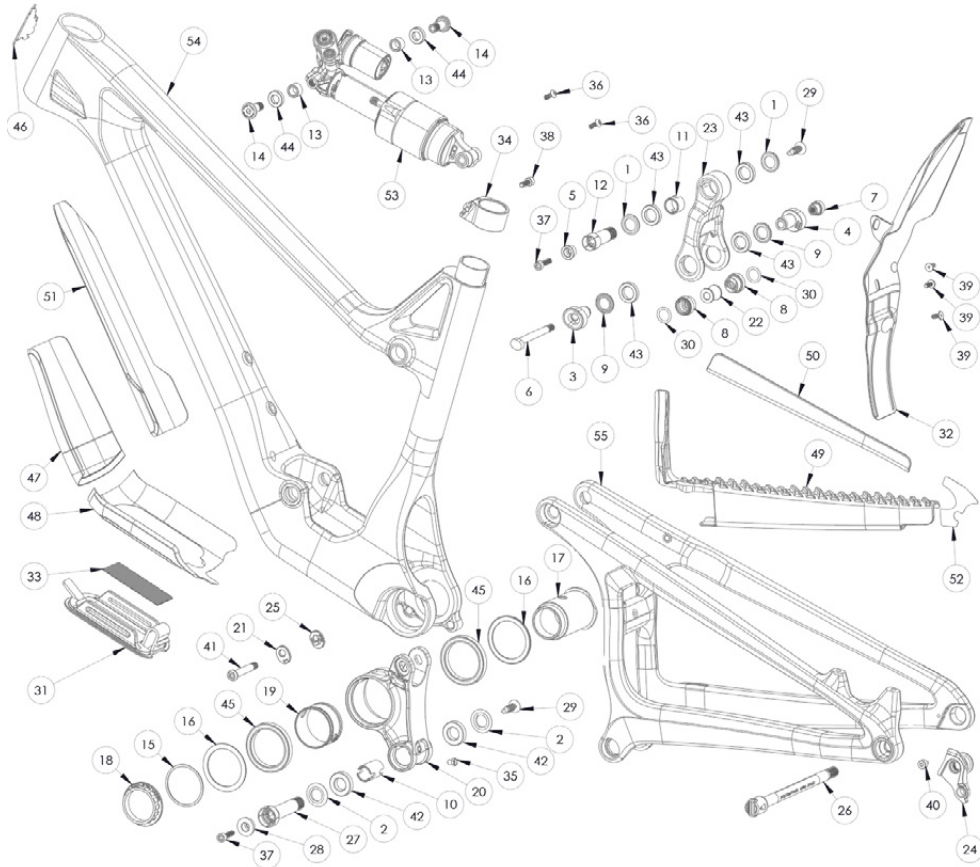
TRACER 279  
**PARTS LISTING**



ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	130765	Cap Bearing Blk	2	N/A
2	130778	Cap Bearing Blk	2	N/A
3	130803	Tracer RT D-Lock Reducer	1	N/A
4	130805	Tracer Drive-Side RT Reducer	1	N/A
5	130807	Spacer Cone Adjuster Blk, 8.3mm Height	1	N/A
6	130813	Tracer RT D-Lock Bolt	1	16Nm / 140in-lbs
7	130814	Tracer Drive-Side RT Nut	1	16Nm / 140in-lbs
8	130821	Tracer 279 Spacer with O-ring groove	2	N/A
9	130835	Cap Bearing Silver Tracer	2	N/A
10	130839	Crush Tube 15mm ID Lower Link Tracer	1	N/A
11	130847	Crush Tube Top Link Tracer	1	N/A
12	130863	Collet Bolt Top Link/ Front Triangle, Tracer	1	7Nm / 60in-lbs
13	130869	Spacer 10mm Length, Trunnion Mount Tracer	2	N/A
14	130870	Bolt Shoulder 22.6mm length, Trunnion Shock	1	16Nm / 140in-lbs
15	130847	Spacer 1mm Frame/ End Cap M29	1	N/A
16	130889	Bearing Spacer and Shield	2	N/A
17	130890	Bottom Bracket Shell Tracer 279	1	20Nm / 175in-lbs
18	130891	Bottom Bracket Shell End Cap Tracer 279	1	20Nm / 175in-lbs
19	130892	Bearing Tube Lower Link Tracer 279	1	N/A
20	130893	Lower Link Tracer 279	1	N/A
21	130894	Lower Link Flip Chip Tracer 279	1	N/A
22	130895	Top Link Spacer, Tracer 279	1	N/A
23	130896	Top Link, Carbon Tracer 279	1	N/A
24	130897	UDH Universal Derailleur Hanger, GW P/N 411H0300001	1	25Nm / 221in-lbs
25	130898	Lower Link M8 x 1.25 Thread, Flip Chip, Tracer 279	1	16Nm / 140in-lbs
26	130899	M12 x P1.0 x 172mm (148 x 12mm) QR491, Wheel Axle Kit, TW	1	11Nm / 100in-lbs
27	130902	Collet Bolt, 23.9mm OD, 1.5t Expander, Blk	1	7Nm / 60in-lbs
28	130903	Cone Adjuster, 21mm OD, Blk	1	N/A
29	140038	Push Rivet SR-0817BK	2	N/A
30	140044	Tracer O-Ring 13.8mm ID x 2.4mm Width	2	N/A
31	140070	DT Door Tracer 279	1	N/A
32	140071	Rear Fender Tracer 279	1	N/A
33	170000	Hook Velcro, Tracer Door	1	N/A
34	340342	Tracer Carbon Seat Clamp	1	N/A
35	401011	Zerk Fitting M6 x 1.0	1	5Nm / 45in-lbs
36	410010	BHCS, Button Head, M5 X 12	2	2Nm / 18in-lbs
37	410032	SHCS, Socket Head, M6 x 22 Titanium	2	14Nm / 125in-lbs
38	410048	SHCS, Socket Head, M6 x 18	1	5Nm / 45in-lbs
39	410068	Low Profile Head Screw, M5 x 11, 2.5 Hex, Black	3	Fender 1Nm / 9in-lbs Skidplate 2Nm / 18in-lbs

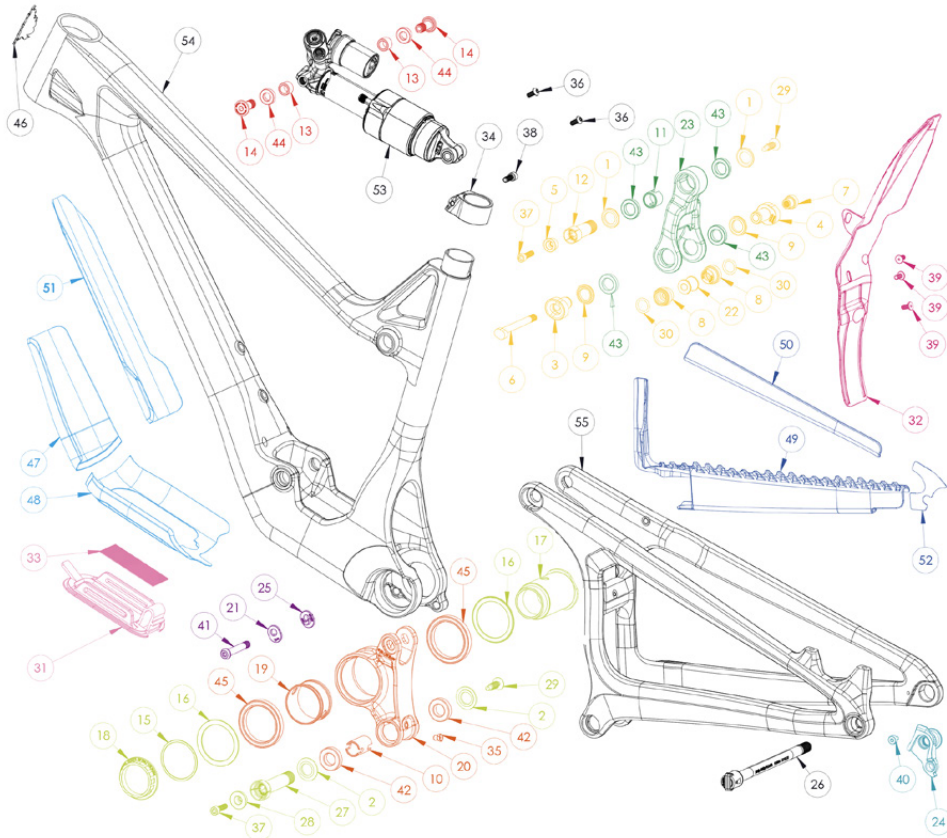
TRACER 279

**PARTS LISTING CONT.**



ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
40	410070	Hanger Stop, M4 x 8 x 10mm OD	1	2Nm / 18in-lbs
41	410071	Bolt SHCS, M8 x 51, Rear Shock Bolt	1	16Nm / 140in-lbs
42	430007	Bearing 7902-1ZS-MAX	2	N/A
43	430008	Bearing 6802 LLU MAX	4	N/A
44	430011	Bearing 6800 LLU MAX	2	N/A
45	430012	Bearing 6809 LLU MAX 45mm ID x 58mm OD x 7mm Width	2	N/A
46	500335	Head Badge Flame Logo	1	N/A
47	500512	Downtube Protector Front Tracer 279	1	N/A
48	500513	Downtube Protector Tracer 279	1	N/A
49	500515	Flak Guard Chainstay Tracer 279	1	N/A
50	500516	Flak Guard Seatstay, Tracer 279	1	N/A
51	500520	Downtube Shuttle Guard Protector Tracer 279	1	N/A
52	500529	Flak Guard Tracer 279 Chainstay Clear Protector	1	N/A
53	N/A	Rear Shock 205 x 65	1	N/A
54	N/A	Tracer 279 Medium (Size Specific) Front	1	N/A
55	N/A	Tracer 279 Rear	1	N/A

TRACER 279  
PARTS KITS



**DOWNTUBE DOOR**

- 31
- 33

**IT150144**

- 140070
- 170000

**Tracer Downtube Door**  
Downtube Door Tracer  
Hook Velcro

**TOP LINK HARDWARE KIT**

- 6
- 3
- 9
- 30
- 8
- 22
- 4
- 7
- 37
- 5
- 12
- 1
- 29

**IT150134**

- 130813
- 130803
- 130835
- 140044
- 130821
- 130895
- 130805
- 130814
- 410032
- 130807
- 130863
- 130765
- 140038

**Top Link Hardware Kit Tracer**  
Tracer RT D-Lock bolt  
Tracer RT D-Lock Reducer  
Cap Bearing Silver  
O-Ring  
Spacer with O-ring Groove  
Top Link Spacer  
D-Lock Reducer  
Drive-Side RT Nut  
SHCS M6 X 22  
Spacer Cone Adjuster 8.3mm Height  
Collet Bolt Top Link  
Cap Bearing Black  
Push Rivet SR-0817

**BOTTOM LINK HARDWARE KIT**

- 37
- 28
- 27
- 2
- 29
- 18
- 15
- 16
- 17

**IT150135**

- 410032
- 130903
- 130902
- 130778
- 140038
- 130891
- 130876
- 130889
- 130890

**Bottom Link Hardware Kit Tracer**  
SHCS, Socket Head M6 x 22 Titanium  
Cone Adjuster, 21mm OD Black  
Collet Bolt, 23.9mm OD 1.5t Expander Black  
Cap Bearing Black  
Push Rivet SR-0817  
Bottom Bracket Shell End Cap  
Spacer 1mm Frame End Cap  
Bearing Spacer and Shield  
Bottom Bracket Shell

**REAR FENDER KIT**

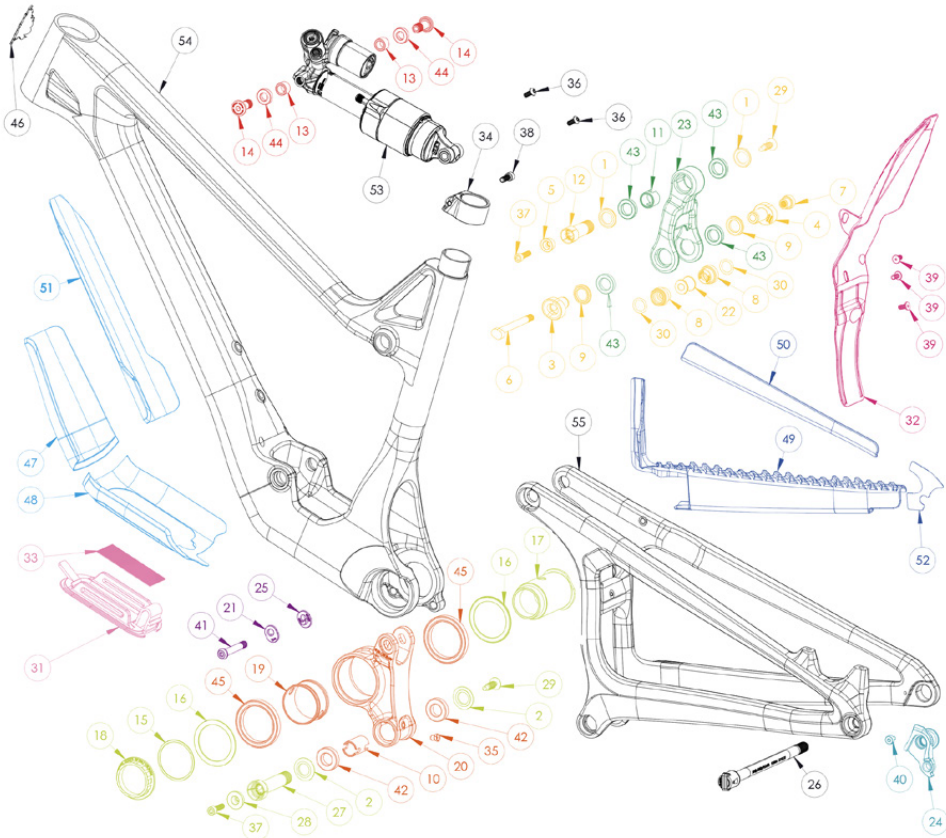
- 32
- 39

**IT150136**

- 140071
- 410068

**Rear Fender Kit Tracer**  
Rear Fender  
Low Profile Head Screw, M5 x 11, 2.5 Hex, Black

TRACER 279  
**PARTS KITS**



**FLAK GUARD KIT FRONT**

- 47
- 48
- 51

IT340177

- 500512
- 500513
- 500520

**Flak Guard Kit Front Tracer**

- Downtube Protector Front
- Downtube Protector
- Downtube Shuttle Guard Protector

**FLAK GUARD KIT REAR**

- 49
- 50
- 52

IT150138

- 500515
- 500516
- 500529

**Flak Guard Kit Rear Tracer**

- Flak Guard Chainstay
- Flak Guard Seatstay
- Flak Guard Chainstay Clear Protector

**UPPER SHOCK MOUNT  
HARDWARE KIT**

- 14
- 13
- 44

IT150139

- 130870
- 130869
- 430011

**Upper Shock Trunion Mount Hardware Kit**

- Bolt Shoulder 22.6mm Length, Trunion Shock
- Spacer 10mm Length, Trunion Mount
- Bearing 6800 LLU MAX

**LOWER SHOCK MOUNT  
HARDWARE KIT**

- 41
- 21
- 25

IT150140

- 410071
- 130894
- 130898

**Lower Shock Mount Hardware Kit**

- Bolt SHCS, M8 x 51, Rear Shock Bolt
- Lower Link Flip Chip
- Lower Link M8 x 1.25 Thread, Flip Chip

**DERAILLEUR HANGER KIT**

- 24
- 40

IT150141

- 130897
- 410070

**INTENSE Universal Derailleur Hanger (UDH) Kit**

- Universal Derailleur Hanger (UDH)
- Hanger Stop, M4 x 8 x 10mm OD

**TOP LINK KIT**

- 23
- 11
- 43

IT150142

- 130896
- 130847
- 430008

**Top Link Kit Tracer**

- Top Link Carbon
- Crush Tube Top Link
- Bearing 6802 LLU MAX

**BOTTOM LINK KIT**

- 20
- 35
- 45
- 19
- 10
- 42

IT150143

- 130893
- 401011
- 430012
- 130892
- 130839
- 430007

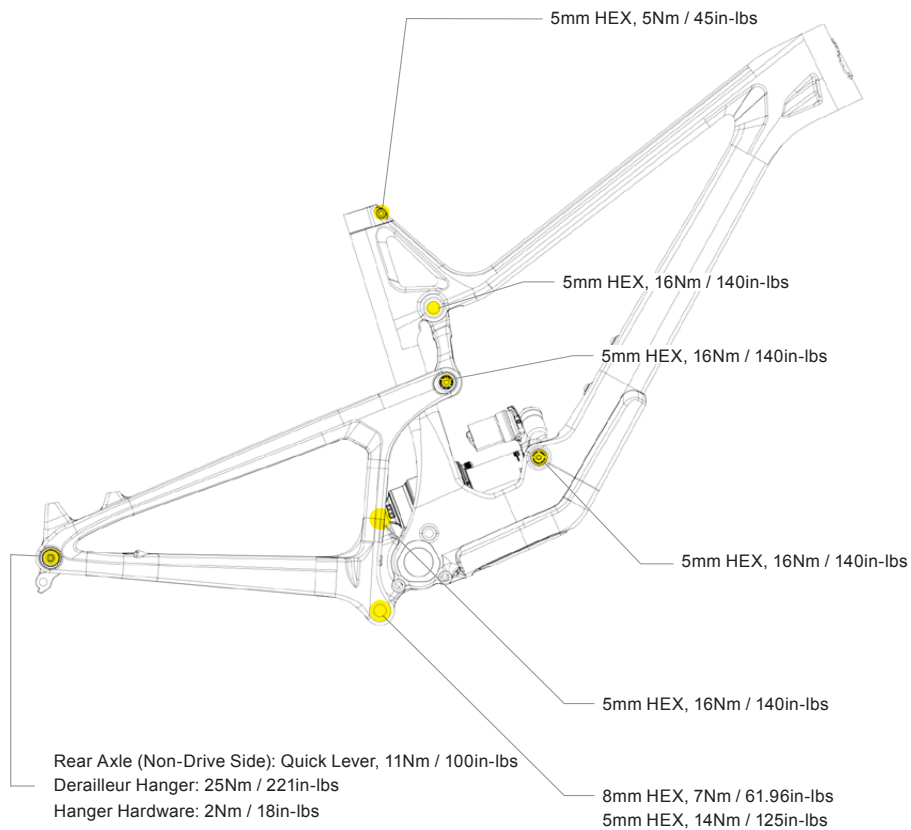
**Bottom Link Kit Tracer**

- Lower Link
- Zerk Fitting M6 x 1.0
- Bearing 6809 LLU MAX
- Bearing Tube Lower Link
- Crush Tube 15mm ID Lower Link
- Bearing 7902-1ZS-MAX



# TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the Tracer 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

TRACER

842815-001

2023 //  
TRACER 279  
EXPERT & S

MANUAL