INTENSE

2022-2023 TRACER 29 PRO
2023 TRACER 29 EXPERT

MANUAL

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

SCAN ME

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

TRACER 29 PRO SHOWN

THE INTENSE TRACER

The INTENSE Tracer 29 Enduro bike has been completely redesigned. A brand new suspension configuration gives you 170mm (6.7”) of travel and 29" wheels front/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 maintaintaining the manuverabilty, playfulness and efficency expected out of any INTENSE bicycle.

#BUILTFORENDURO

CONTENTS

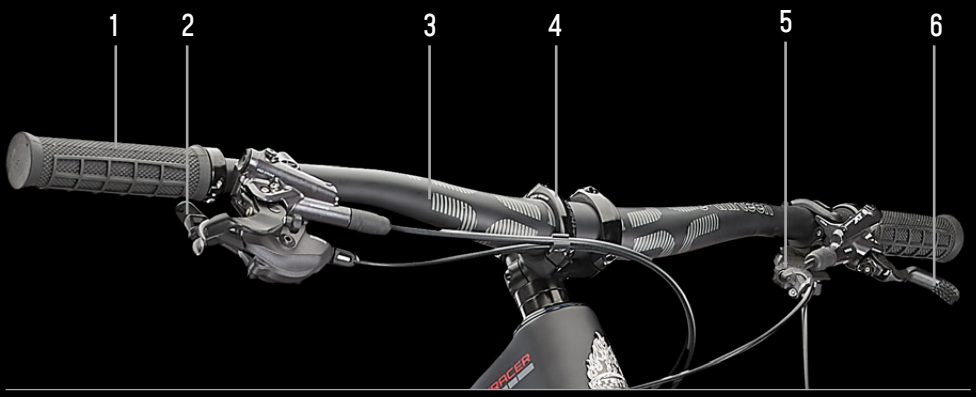

ENDURA
ENDURA
MAXXIS

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.



*TRACER 29 PRO SHOWN

KNOW YOUR TRACER

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 TRACER*
Model Year:	*2022-23*
Frame Travel:	*170mm*
Compatible Forks:	*170mm*
Headset:	*ZS49/28.6 -ZS56/40*
Seattube 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:	*20x8 (8mm reducer)*

*TRACER 29 PRO SHOWN

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 30.

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

GO TO INTENSE.COM/PAGES/TECHVIDEOS

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.

INTENSE +1 951.307.9211

A

B

C

STEP 1

REMOVE WHEELS & PUT BIKE IN STAND

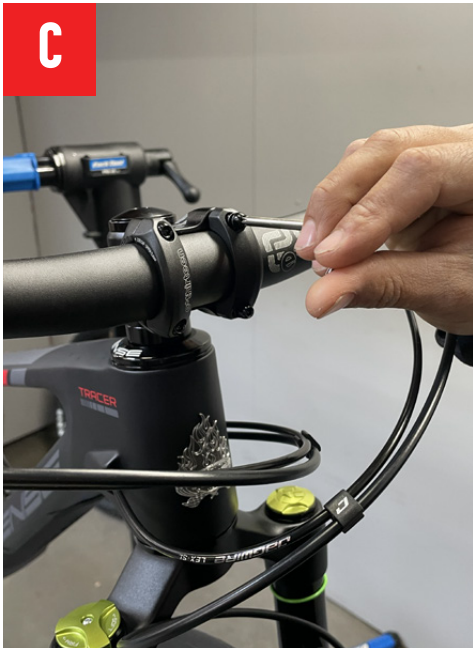
When you first open your bike box you will find an accessory/tool box and the bike itself. Carefully locate the tool box and remove the wheels from the bike box **(A)** and put to one side.

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

A

B

C



D

STEP 2

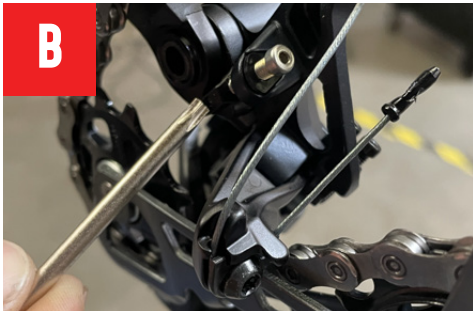
INSTALL HANDLEBARS

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

Using 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)**.


A


B


C


D

STEP 3

INSTALL SHIMANO REAR DERAILLEUR

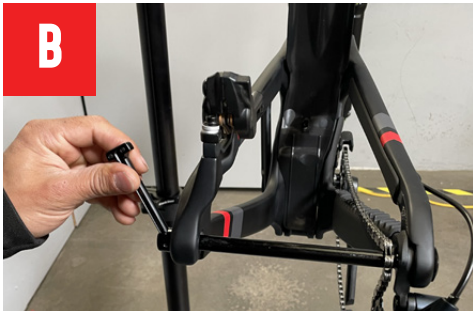
Move to the rear of the bike and cut off any zip-ties or packaging from the rear derailleur and chain. Using a 5mm Allen key, screw the derailleur into the derailleur hanger/frame **(A)**.

At this point be careful that the 'B 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).**

Next push the clutch engagement lever on the derailleur to the off position **(D)**.

A

B

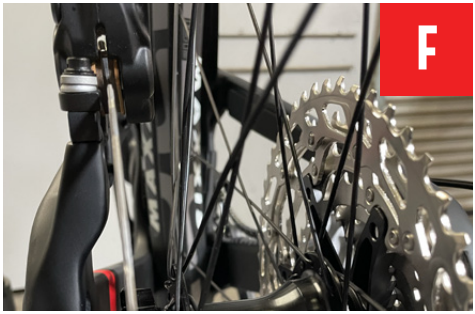


C

D

E

F



STEP 4

INSTALL REAR WHEEL

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

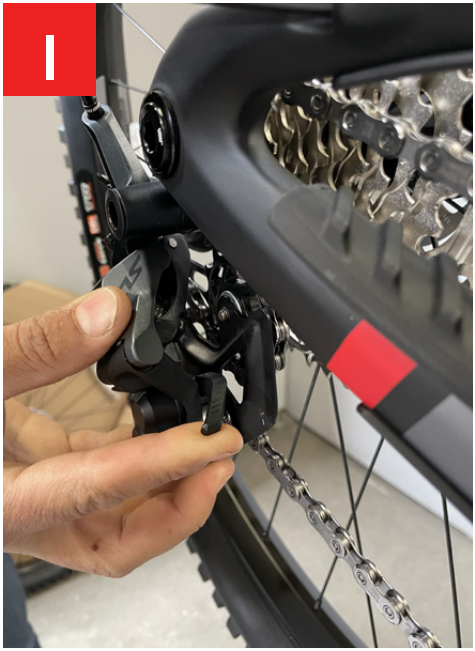
Remove the protective packaging from the wheel including the large black plastic rotor guards **(C)**. Be careful that the metal wheel spacers don't get pulled off by accident. If they do just press them back into position. Be cautious not to touch the brake rotor with your hands or glove. Any grease or oils can contaminate the brakes and reduce the braking performance.

Position the chain on the smallest cog of the cassette **(D)**. Push the derailleur cage forward and down to create space to get the wheel in position **(E)**. Once the wheel is in place, line up the rotor with the rear brake making sure it slides inside the caliper body between the brake pads and the hub spacers slide into the slots on the frame dropouts **(F)**.

G

H

I



STEP 4 CONTINUED...

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

The last step is to move the clutch engagement lever back to the on position **(I)**.


A


B


C
FOX
ANSE
ENDURO


D


E


F
GRIP

STEP 5

INSTALL FRONT WHEEL

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

PRO 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.

EXPERT BUILD (DVO) →


A


B


C

STEP 5 CONTINUED...

INSTALL FRONT WHEEL

EXPERT BUILD (DVO)

Take the 6mm allen on the 3-way tool to loosen and remove the axle **(A)**. 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 **(B)**. When everything is in the correct place reinsert the front wheel axle **(C)**, tighten, then torque to 7Nm.


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.

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

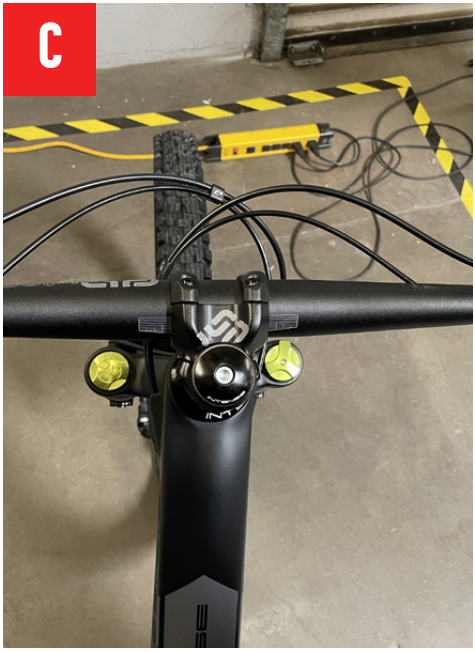
RUN THROUGH THE GEARS

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.

A

B

C



D

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)**.


A
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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 29 EXPERT

The Tracer 29 Expert uses DVO air sprung suspension in the front fork. 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 29 Expert model that measurement should be around 34mm (1.37”). Adjust the pressure in your forks until you reach the correct sag.

FORK, DVO ONYX SC D2 170MM

SUGGESTED STARTING POINTS FOR SETTING UP YOUR FORK

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND DIAL NO. OF CLICKS
120-139 / 54-63	60-65	18-22
140-159 / 64-72	70-75	18-22
160-179 / 73-81	75-80	14-18
180-199 / 82-90	80-85	10-14
200-219 / 91-100	85-90	6-10
220-239 - 101-108	90-95	2-6
240+ / 109+	95-100	2-6

LOW SPEED COMPRESSION DAMPING

The D2 damper comes with a quick range low speed compression adjuster that has 4 clicks of adjustment. Setting "SOFT" is wide open and recommended when descending or riding on technical terrain. When you are climbing, you can switch to "FIRM" to give you the firmest setting and best pedaling platform.

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 green 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 29 PRO

The Tracer 29 Pro uses FOX air sprung suspension in the front fork. 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 29 Pro 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 GRIP2 COMPRESSION ADJUSTERS

High-speed compression adjustment is useful to control fork performance during bigger hits, landings and square-edged bumps. Low-speed compression adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.

To adjust turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown on the chart opposite to your desired setting.

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 13

REAR SUSPENSION SETUP TRACER 29 EXPERT

To achieve the best performance from your DVO Topaz T3 Air rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). Sag should be set to 30% of total shock travel, which is roughly 20mm for the DVO Topaz T3 Shock on the Tracer 29 Expert. You can find this by measuring the distance between the sag indicator o-ring and the rubber air sleeve seal (see opposite).

Adjust the air pressure to attain your proper sag setting by removing the air cap and inflating the shock with a suspension pump. Refer to the chart below for your recommended starting pressure based on your rider weight.

DVO TOPAZ T3 AIR REAR SHOCK
SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

RIDER WEIGHT (LBS/KGS)	AIR PRESSURE (PSI)	REBOUND (FROM FULLY CLOSED)
120-139 / 54-63	140-150	-
140-159 / 64-72	150-165	-
160-179 / 73-81	165-175	-
180-199 / 82-90	175-190	-
200-219 / 91-100	190-210	-
220-239 / 101-108	210-230	-
240+ / 109+	230-250+	-

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 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 Mid mode for undulating terrain and semi-technical climbing and the Firm mode when climbing up smooth gravel roads and tarmac.

The rebound dial can be turned easily by hand.

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.

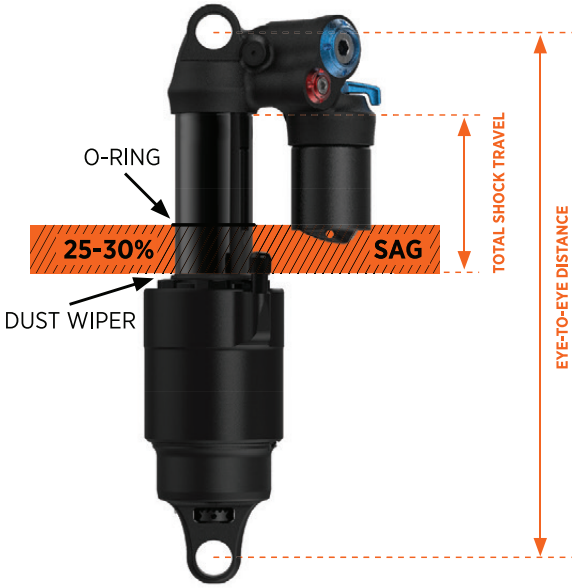
Proper set up and tuning can vary from shock to shock. Please consult the DVO manual included with your bike for complete information about set up, tuning and general maintenance or visit **www.dvosuspension.com**

STEP 13

REAR SUSPENSION SETUP TRACER 29 PRO

To achieve the best performance from your FOX Performance Float X2 rear shock you first need to adjust the air pressure to get the correct sag setting for you. Sag is the amount your suspension compresses under your weight (in riding gear). Sag should be set to 30% of total shock travel, which is 19mm for the Performance Float X2 on the Tracer Pro. You can find this by measuring the distance between the sag indicator O-ring and the rubber dust wiper.

Suggested Sag Measurements	
Travel	**30% sag (Plush)**
65 mm/ 2.50in	19 mm/ 0.75in



Use your own body weight in lbs as a starting point (if you weigh 180lbs, put 180lbs of pressure in the shock as a starting point). When setting sag always turn the compression adjuster fully counterclockwise and set the climb lever to the Open mode (opposite firm). With the air pump attached to the shock valve, slowly cycle your shock (by compressing down on the shock by sitting on the seat and moving up and down 10 times) as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge. Do not exceed maximum air pressure of 300 psi. Add or remove air pressure until you reach your desired sag measurement.

COMPRESSION ADJUSTMENTS

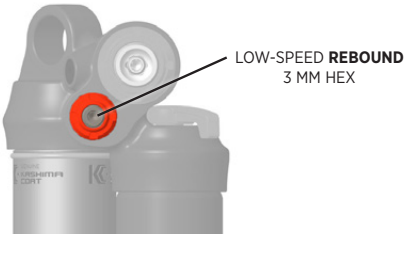
The 2-position lever is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The Open mode utilizes your standard HSC/ LSC, preset high- and low-speed compression settings. The preset high- and low-speed compression adjustments only have an affect on compression damping when the lever is in the OPEN position. The FIRM mode has a very firm low-speed compression setting and is useful for climbing and sprinting.

Low-speed compression (LSC) adjustment is useful to control shock performance under rider weight shifts, G-outs, and other slow inputs.

High-speed compression (HSC) adjustment is useful to control shock performance under bigger hits, landings, and square-edged bumps.

Low-speed rebound (LSR) adjustment is useful to control shock performance under brake bumps, technical climbing, and off-camber cornering, when extra traction is needed.

High-speed rebound (HSR) adjustment is useful to allow the shock to recover from bigger hits and square-edged bumps quickly enough to absorb consecutive hits. The HSR has 8 total clicks of adjustment. When viewing the shock from the end with the HSR adjuster, rotating the HSR adjuster clockwise slows down HSR. Rotating the HSR adjuster counter-clockwise speeds up HSR. The HSR adjuster can be turned with a 2mm hex wrench or other similarly sized tool.



SHOCK: FOX PERFORMANCE ELITE X2 FLOAT AIR SHOCK

SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

AIR PRESSURE (PSI)	LOW SPEED REBOUND	HIGH SPEED REBOUND	LOW SPEED COMPRESSION	HIGH SPEED COMPRESSION
90	16-18	7-8	16-18	7-8
100	15-17	7-8	16-18	7-8
110	14-16	6-7	15-17	7-8
120	13-15	6-7	15-17	7-8
130	12-14	5-6	14-16	6-7
140	11-13	5-6	14-16	6-7
150	10-12	5-6	13-15	6-7
160	9-11	4-5	13-15	6-7
170	8-10	4-5	12-14	5-6
180	7-9	4-5	11-13	5-6
190	7-9	3-4	10-12	5-6
200	6-8	3-4	9-11	4-5
210	6-8	3-4	8-10	4-5
220	5-7	2-3	7-9	4-5
230	4-6	2-3	6-8	4-5
240	3-5	2-3	5-7	3-4
250	2-4	2-3	4-6	3-4
260	2-4	1-2	2-4	3-4
270	1-3	1-2	2-4	3-4
280	1-3	1-2	2-4	2-3
290	1-3	0-1	1-3	2-3
300	1-2	0-1	1-3	2-3

COUNT CLICKS FROM CLOSED: 0 CLICKS = CLOSED

Proper set up and tuning can vary from shock to shock. Please consult the FOX manual included with your bike for complete information about set up, tuning and general maintenance or visit **ridefox.com**

STEP 14

FINAL CHECK

You are almost ready to go riding. Now is a good time to check over your bike to make sure that everything looks correct – all packaging is removed, bolts are all tightened to the correct torques, etc. Most importantly you need to check that both the front and rear brakes are working properly. After your first ride check over your bike again, making sure that all bolts are secure. After that follow the Maintenance Schedule on page 58.

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.

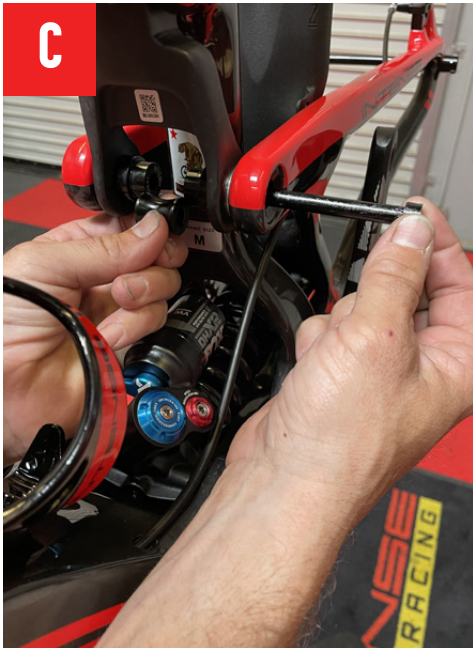
*TRACER 279 SHOWN

GEOMETRY

FLIP CHIP GEOMETRY ADJUSTMENT

The INTENSE Tracer 29 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 29 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.



*TRACER 279 SHOWN

GEOMETRY

FLIP CHIP... CONTINUED

STEP 01

To remove the rear wheel shift the chain into the smallest gear on the cassette. Gently push the clutch engagement lever on your derailleur to the off position and move the Shimano derailleur forward until it is vertical. 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.

*TRACER 279 SHOWN

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)**.

I

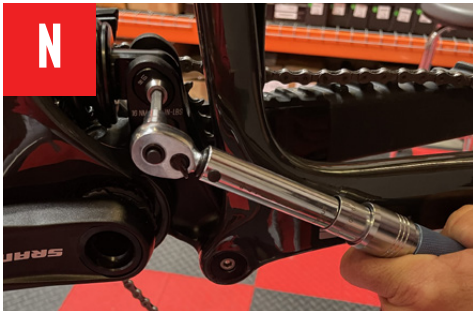
J

K

M

L

N



GEOMETRY

FLIP CHIP... CONTINUED

STEP 06

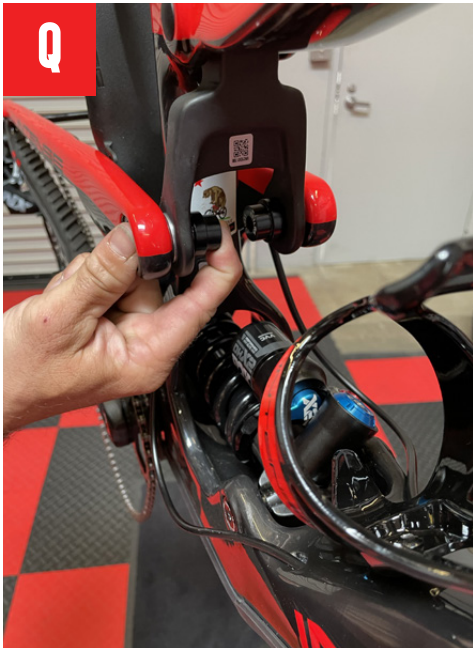
With a 5mm Allen key from the left (non-drive side) side loosen the Rear Shock Bolt **(I)**. Once undone remove the Rear Shock Bolt by sliding it out **(J)**.

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)**.



*TRACER 279 SHOWN

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

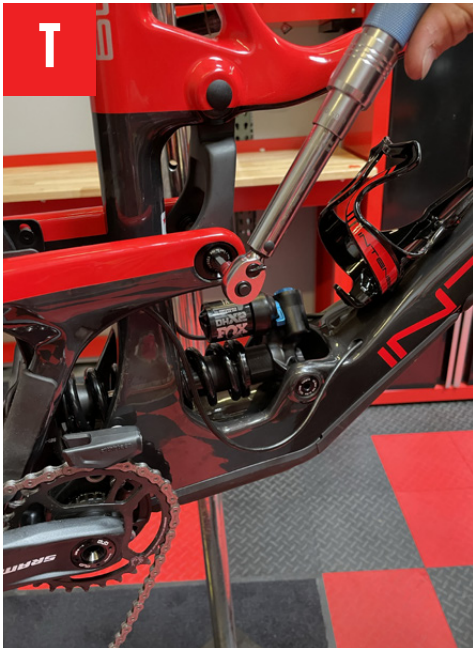
Pivot the Rear Triangle forward, line everything up, and on the left (non-drive side) of the bike insert the off-set D-Lock Reducer **(P)**. This will hold the rear triangle in place. Go to the drive-side of the bike and insert the other D-Lock Shoulder Bolt. It is important that the D-Lock Bolt is inserted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



*TRACER 279 SHOWN

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 specifc terrain or perference, you can just simply repeat this process and reset to the alternate postion. Please note that the change in Flip Chip oreintation 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 54 for further information on how 'Flipping the Chip' affects the geometry of your bike.

*TRACER 279 SHOWN

INTERNAL STORAGE

THE 'CHAD SYSTEM'

Your INTENSE Tracer comes with a 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 29 EXPERT

GEOMETRY CHARTS

SIZE LARGE (HI) SHOWN

HI SETTING

SIZE	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1234MM / 48.7"	1266MM / 49.9"	1294MM / 51"
TOPTUBE LENGTH	589MM / 23.2"	617MM / 24.3"	645MM / 25.4"
CHAINSTAY LENGTH	445MM / 17.5"	445MM / 17.5"	445MM / 17.5"
HEADTUBE LENGTH	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	64.5˚	64.5˚	64.5˚
REACH	455MM / 17.9"	480MM / 18.9"	505MM / 19.9"
STACK	627MM / 24.8"	636MM / 25"	645MM / 25.5"
BB HEIGHT	351MM / 13.8"	351MM / 13.8"	351MM / 13.8"
BB DROP	24.7MM / 1"	24.7MM / 1"	24.7MM / 1"
SEATTUBE ANGLE (EFFECTIVE)	78˚	78˚	78˚
SEATTUBE ANGLE (ACTUAL)	73˚	73˚	73˚
SEATTUBE LENGTH	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	801MM / 31.7"	806MM / 31.8"	811MM / 32"

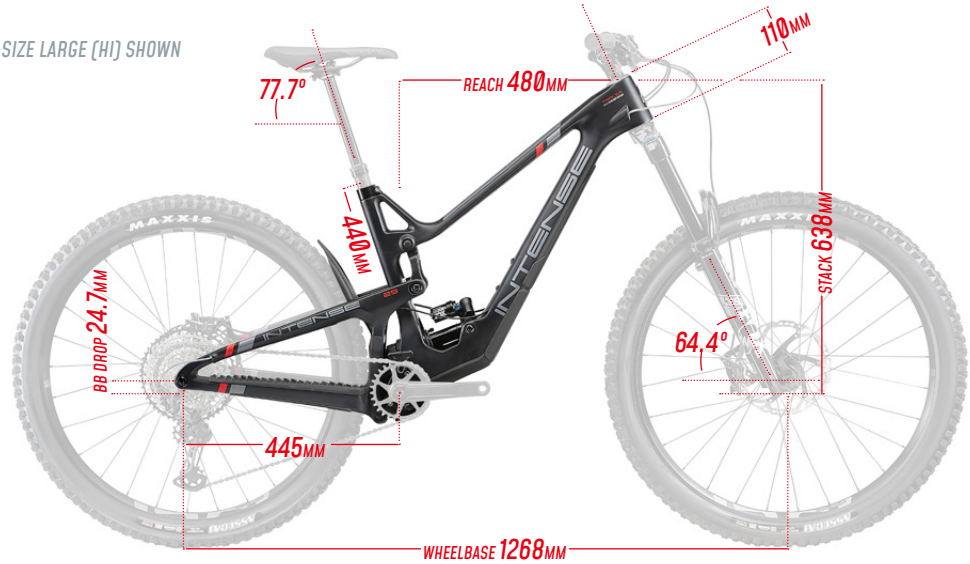
LO SETTING

SIZE	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1237MM / 48.7"	1267MM / 49.9"	1296MM / 51"
TOPTUBE LENGTH	591MM / 23.3"	620MM / 24.4"	647MM / 25.5"
CHAINSTAY LENGTH	447MM / 17.6"	447MM / 17.6"	447MM / 17.6"
HEADTUBE LENGTH	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	64˚	64˚	64˚
REACH	450MM / 17.6"	472MM / 18.6"	497MM / 19.6"
STACK	631MM / 24.9"	642MM / 25.3"	652MM / 25.7"
BB HEIGHT	342MM / 13.5"	342MM / 13.5"	342MM / 13.5"
BB DROP	33MM / 1.4"	33MM / 1.4"	33MM / 1.4"
SEATTUBE ANGLE (EFFECTIVE)	77.5˚	77.5˚	77.5˚
SEATTUBE ANGLE (ACTUAL)	72.5˚	72.5˚	72.5˚
SEATTUBE LENGTH	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	796MM / 31.5"	799MM / 31.6"	803MM / 31.8"

TRACER 29 PRO

GEOMETRY CHARTS

SIZE LARGE (HI) SHOWN



HI SETTING

SIZE	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1239MM / 48.7"	1268MM / 49.9"	1297MM / 51"
TOPTUBE LENGTH	590MM / 23.2"	618MM / 24.3"	647MM / 25.4"
CHAINSTAY LENGTH	445MM / 17.5"	445MM / 17.5"	445MM / 17.5"
HEADTUBE LENGTH	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	64.4˚	64.4˚	64.4˚
REACH	455MM / 17.9"	480MM / 18.9"	505MM / 19.9"
STACK	629MM / 24.8"	638MM / 25"	647MM / 25.5"
BB HEIGHT	351MM / 13.8"	351MM / 13.8"	351MM / 13.8"
BB DROP	24.7MM / 1"	24.7MM / 1"	24.7MM / 1"
SEATTUBE ANGLE (EFFECTIVE)	77.7˚	77.7˚	77.7˚
SEATTUBE ANGLE (ACTUAL)	72.8˚	72.8˚	72.8˚
SEATTUBE LENGTH	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	805MM / 31.7"	809MM / 31.8"	814MM / 32"

LO SETTING

SIZE	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1238MM / 48.7"	1267MM / 49.9"	1297MM / 51"
TOPTUBE LENGTH	592MM / 23.3"	620MM / 24.4"	647MM / 25.5"
CHAINSTAY LENGTH	447MM / 17.6"	447MM / 17.6"	447MM / 17.6"
HEADTUBE LENGTH	100MM / 3.94"	110MM / 4.33"	120MM / 4.72"
HEADTUBE ANGLE	63.7˚	63.7˚	63.7˚
REACH	447MM / 17.6"	472MM / 18.6"	498MM / 19.6"
STACK	633MM / 24.9"	643MM / 25.3"	651MM / 25.7"
BB HEIGHT	341MM / 13.4"	342MM / 13.5"	341MM / 13.4"
BB DROP	34.2MM / 1.4"	34.2MM / 1.4"	34.2MM / 1.4"
SEATTUBE ANGLE (EFFECTIVE)	77˚	77˚	77˚
SEATTUBE ANGLE (ACTUAL)	72.1˚	72.1˚	72.1˚
SEATTUBE LENGTH	418MM / 16.5"	440MM / 17.3"	465MM / 18.3"
STANDOVER HEIGHT	799MM / 31.5"	802MM / 31.6"	806MM / 31.8"

MAINTENANCE SCHEDULE

You have purchased a high-performance bicycle which requires a certain level of service and maintenance to sustain the level of performance your frame was designed around. Proper care will also ensure the bike is safe to ride at all levels. It is important to read and understand the carbon care information as well as follow the maintenance schedule and inspect your bicycle before each ride. These will not only help to limit or avoid costly repairs but will also help to avoid injury due to service neglect and component failure.

	ACTION	EVERY RIDE	500 MILES OR 1 MTH	2000 MILES OR 6 MTHS	4000 MILES OR 1 YR
TIRES	CHECK AIR PRESSURE, INSPECT TREAD AND SIDEWALLS FOR TEARS AND PUNCTURES	X			
CHAIN	BRUSH OFF AND LUBRICATE	X			
BRAKES	SQUEEZE BRAKES AND CONFIRM FUNCTION	X			
GENERAL	CLEAN COMPLETE BIKE OF MUD AND DEBRIS	X			
HEADSET	CHECK ADJUSTMENT		X		
LOWER LINK	ADD GREASE THRU ZERK FITTINGS		X		
FRAME PIVOTS	CHECK TORQUES		X		
SPOKES	INSPECT FOR DAMAGE, CHECK TENSION		X		
SHOCK & FORK	CHECK AIR PRESSURE, INSPECT FOR LEAKS		X		
DERAILLEUR	CABLES INSPECT AND LUBE			X	
SEATPOST	CLEAN AND REGREASE INTERFACE WITH FRAME			X	
FRAME PIVOTS	REMOVE PIVOT BOLTS, CHECK BEARINGS FOR PITTING AND WEAR			X	
HEADSET	DISASSEMBLE STEM, HEADSET AND FORK. CHECK BEARINGS FOR PITTING AND WEAR			X	
HUBS	PULL WHEELS OFF, CHECK HUB BEARINGS FOR PITTING AND WEAR			X	
BOTTOM BRACKET (BB)	REMOVE CRANKARMS AND CHECK BB BEARINGS FOR PITTING AND WEAR			X	
BRAKES	REPLACE BRAKE PADS			X	
CHAIN	INSPECT FOR DAMAGE AND CHECK FOR STRETCHING			X	
GENERAL	COMPLETE TUNE-UP				X

MAINTENANCE

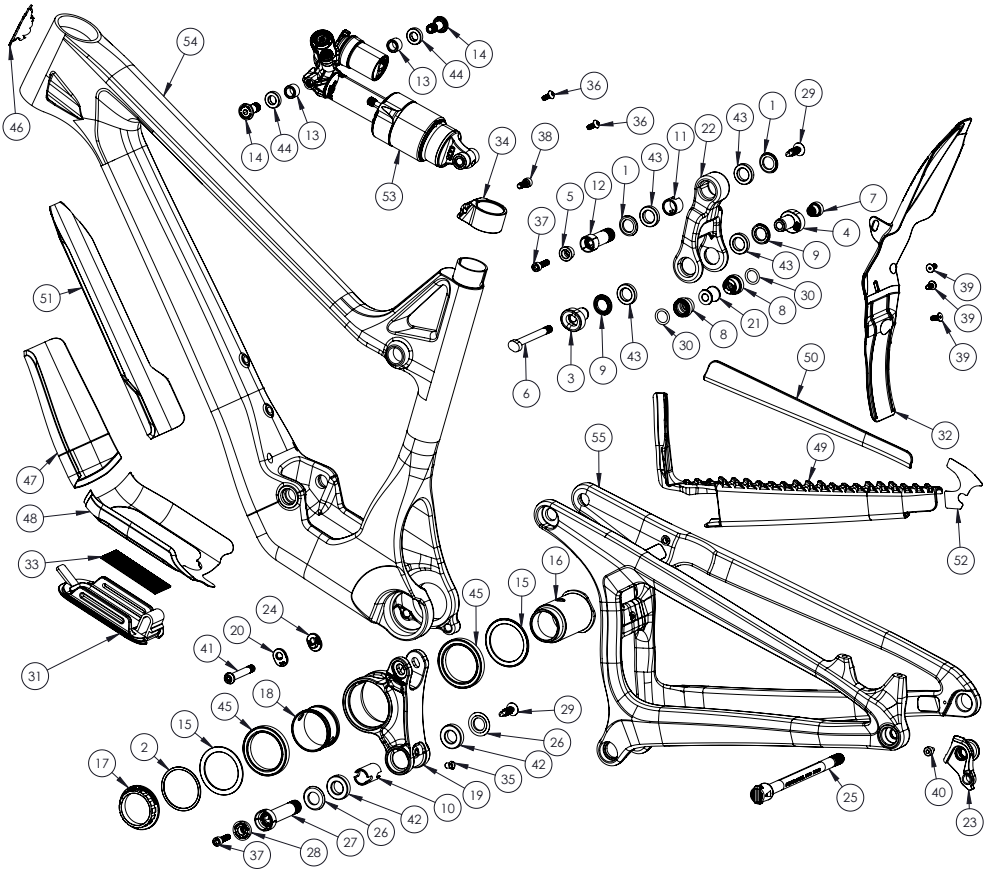
CARBON CARE

INTENSE employs advanced composite techniques and material in our frames which do require a certain level of care and maintenance to ensure a safe experience at the high level of performance each frame is designed around. Not following these guidelines will decrease the level of performance and possibly cause injury or death.

- Use a soft cloth with warm soapy water to clean the carbon surfaces. Do not use high pressure washers, abrasive cloths or cleaner.
- Be sure all frame surfaces in contact with cables are protected. Cable housing rubbing on carbon can wear over time.
- Be sure brake levers, handlebar ends and the fork crown do not contact the frame at full rotation.
- Never clamp any part of a carbon frame in a bike stand or car rack.
- Always inspect your frame if you experience any chain suck.
- Always inspect your frame in full after a crash to be sure there is no damage. Look for cracks, dents or loose fibers. If you discover damage in any degree it's best to have your frame inspected by a qualified INTENSE, LLC dealer. Any direct impact to the frame can cause serious structural damage.
- Use high-grade waterproof grease on seatpost, BB and headset bearing contact areas with the carbon.
- Never ream or face a carbon frame.
- Be sure to follow all recommended torque settings.
- Use only genuine replacement parts for safety-critical components.

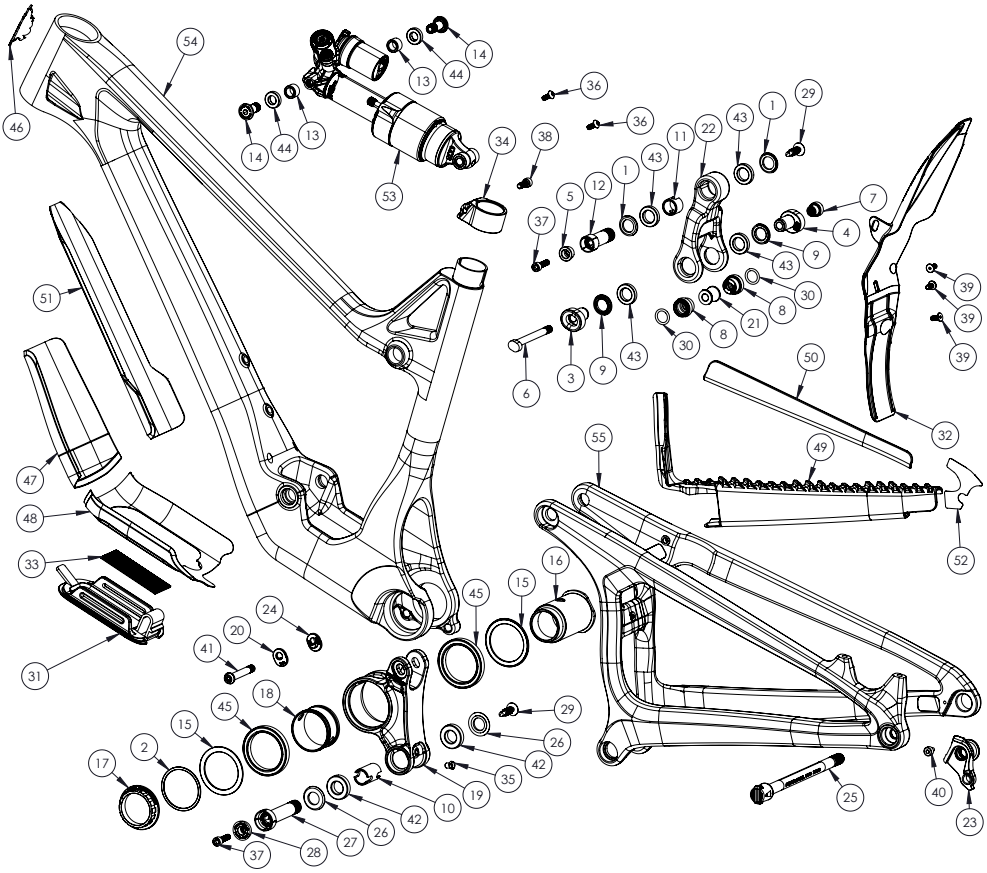
TRACER 29

PARTS LISTING



	ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
1	Bearing Cap 24mm OD	130765	Cap Bearing Blk	2	N/A
2	Spacer End Cap/Frame	130801	Spacer 1 mm Frame/ End Cap Tracer	1	N/A
3	D-Lock Reducer	130803	Tracer RT D-Lock Reducer	1	N/A
4	D-Lock Reducer	130805	Tracer Drive Side RT Reducer	1	N/A
5	Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	1	N/A
6	Shock Shoulder Bolt Left	130813	Tracer RT D-Lock Bolt	1	16 Nm / 140 in-lbs
7	Drive Side RT Nut	130814	Tracer Drive Side RT Nut	1	16 Nm / 140 in-lbs
8	Tracer 29 Spacer	130821	Tracer 29 Spacer with O-ring groove	2	N/A
9	Cap Bearing Silver Tracer	130835	Cap Bearing Silver Tracer	2	N/A
10	Crush Tube Tracer	130839	Crush Tube 15 mm ID Lower Link Tracer	1	N/A
11	Crush Tube Tracer	130847	Crush Tube Top Link Tracer	1	N/A
12	Collet Bolt Top Link	130863	Collet Bolt Top Link/ Front Triangle, Tracer	1	7 Nm / 60 in-lbs
13	Spacer Trunnion Mount	130869	Spacer 10mm Length, Trunnion Mount Tracer	2	N/A
14	Trunnion Bolt	130870	Bolt Shoulder 22.6 mm length, Trunnion	2	16 Nm / 140 in-lbs
15	Bearing Spacer/ Shield	130889	Bearing Spacer and Shield	2	N/A
16	Bottom Bracket Shell	130890	Bottom Bracket Shell Tracer	1	20 Nm / 175 in-lbs
17	BB Shell End Cap	130891	Bottom Bracket Shell End Cap Tracer	1	20 Nm / 175 in-lbs
18	Bearing Tube Tracer	130892	Bearing Tube Lower Link Tracer	1	N/A
19	Lower Link	130893	Lower Link Tracer and 29	1	N/A
20	Flip Chip	130894	Lower Link Flip Chip Tracer 29	1	N/A
21	Top Link Spacer	130895	Top Link Spacer, Tracer 29	1	N/A
22	Top Link Tracer	130896	Top Link, Carbon Tracer	1	N/A
23	Derailleur Hanger	130897	UDH Universal Derailleur Hanger	1	25 Nm / 221 in-lb
24	Flip Chip	130898	Lower Link M8 x 1.25 Thread, Flip Chip, Tracer 29	1	16 Nm / 140 in-lbs
25	Rear Axle	130899	M12 x P1.0 x 172mm(148 x 12mm) QR491, Wheel Axle Kit, TW	1	11 Nm / 100 in-lbs
26	Bearing Cap	130917	Cap Bearing, Force Dist., Blk	2	N/A
27	Bolt Main Pivot	130918	Collet Bolt, 23.9 mm OD, 1.5t Impv Expander	1	7 Nm / 60 in-lbs
28	Cone Adjuster	130919	Cone Adjuster, 22.5 mm OD, Blk	1	N/A
29	Push Rivet	140038	Push Rivet SR-0817BK	2	N/A
30	O-Ring	140044	Tracer O-Ring 13.8 mm ID x 2.4 mm Width	2	N/A
31	DT Door	140070	DT Door Tracer	1	N/A
32	Rear Fender	140071	Rear Fender Tracer 29	1	N/A
33	Hook Velcro	170000	Hook Velcro, Tracer Door	1	N/A
34	Tracer Seat Clamp	340342	Tracer Carbon Seat Clamp	1	N/A
35	Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5 Nm / 45 in-lbs
36	BHCS M5 x 12	410010	Bolt BHCS, Button Head, M5 x 12	2	2 Nm / 18 in-lbs
37	SHCS M6 x 22	410032	SHCS, Socket Head, M6 x 22 Titanium	2	14 Nm / 125 in-lbs
38	SHCS M6 x 16	410048	SHCS, Socket Head, M6 x 16	1	5 Nm / 45 in-lbs

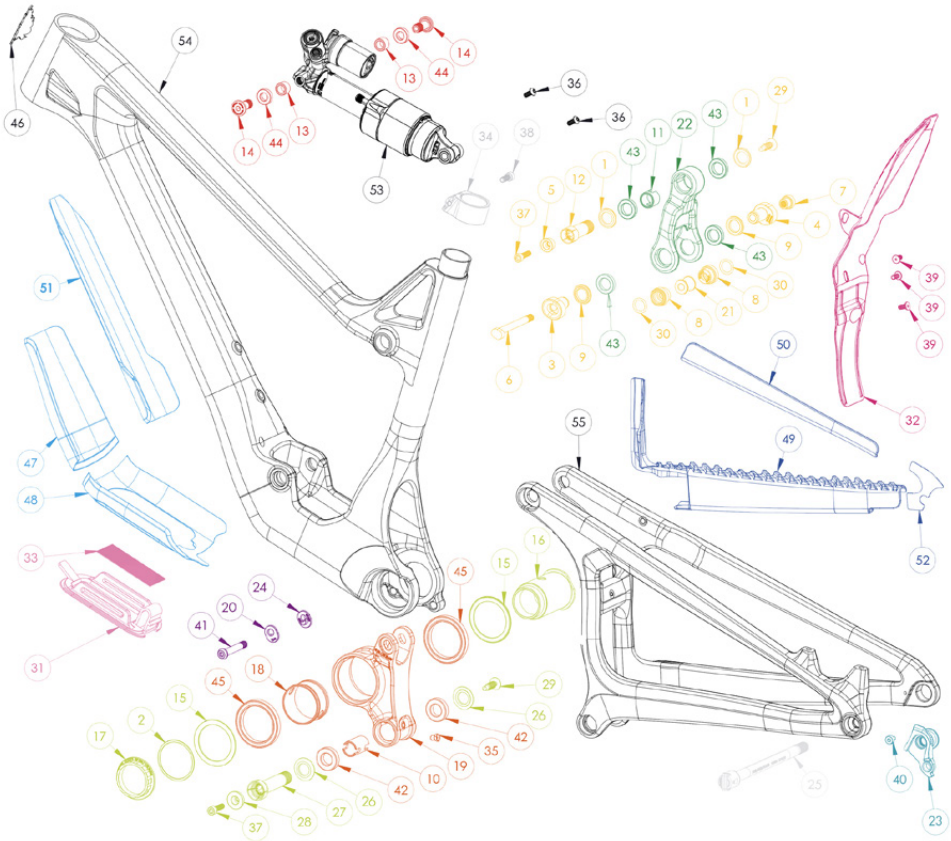
PARTS LISTING CONT.



	ITEM	PART No.	DESCRIPTION	QTY.	TORQUE SPEC.
39	Low Profile M5 X 11	410068	Low Profile Head Screw, M5 x 11 2.5 Hex, Black	3	Fender Screws 1 Nm / 9 in-lbs Skidplate Screws 2 Nm / 18 in-lbs
40	Hanger Hardware	410070	Hanger Stop, M4 x 8 x 10mm OD, Tracer 29	1	2 Nm / 18 in-lbs
41	Rear Shock Bolt	410071	Bolt SHCS, M8 x 51, Rear Shock Bolt, Tracer	1	16 Nm / 140 in-lbs
42	Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
43	Bearing 6802	430008	Bearing 6802 LLU MAX	4	N/A
44	Bearing 6800	430011	Bearing 6800 LLU MAX	2	N/A
45	Bearing 6809	430012	Bearing 6809 LLU MAX, 45 mm ID x 58 mm OD x 7 mm Width,Tracer	2	N/A
46	Head Badge	500335	Head Badge Flame Logo	1	N/A
47	DT Protector	500512	DT Protector Front Tracer	1	N/A
48	DT Protector	500513	DT Protector Tracer	1	N/A
49	Guard Flak CS	500515	Flak Guard Chainstay Tracer	1	N/A
50	Flak Guard Ststy	500516	Flak Guard Seatstay, Tracer	1	N/A
51	Shuttle Guard Protector	500520	Downtube Shuttle Guard Protector, Tracer	1	N/A
52	Flak Guard CS	500529	Flak Guard Tracer Chainstay Clear Protector	1	N/A
53	Rear Shock		Rear Shock 205 x 65	1	N/A
54	Front Triangle		Tracer 29 Front Triangle	1	N/A
55	Rear Triangle		Tracer 29 Rear Triangle	1	N/A

TRACER 29

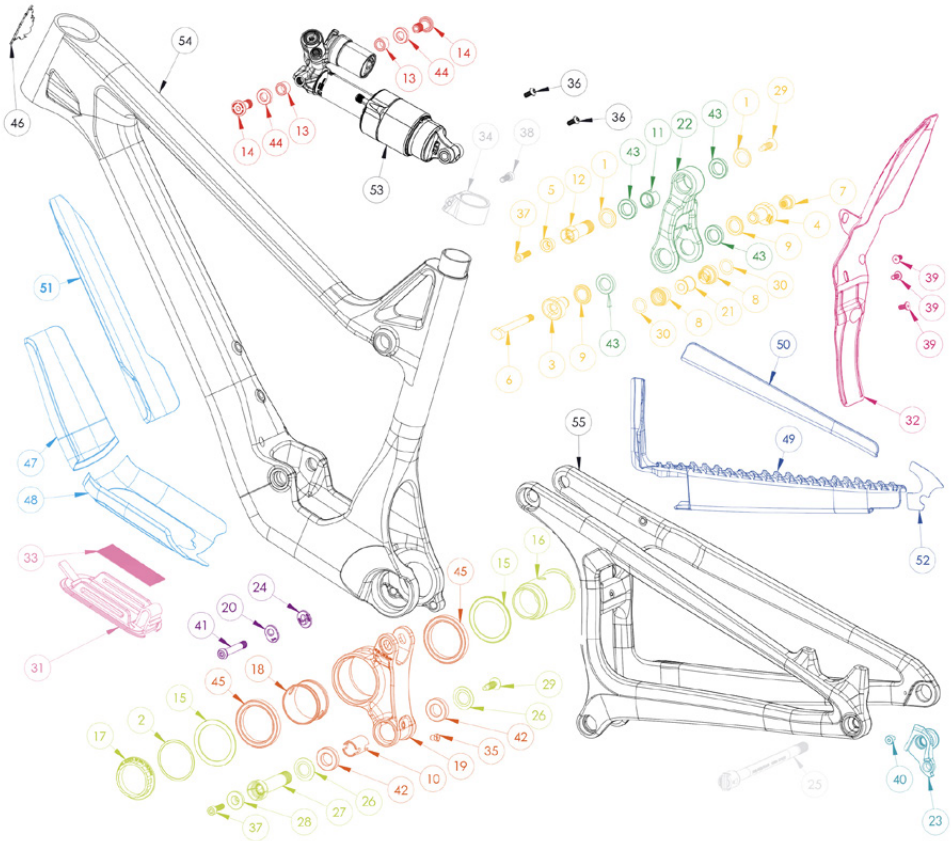
PARTS KITS



DOWNTUBE DOOR	**IT150144**	**Tracer Downtube Door**
31	140070	Downtube Door Tracer
33	170000	Hook Velcro
TOP LINK HARDWARE KIT	**IT150134**	**Top Link Hardware Kit Tracer**
6	130813	Tracer RT D-Lock bolt
3	130803	Tracr RT D-Lock Reducer
9	130835	Cap Bearing Silver
30	140044	O-Ring
8	130821	Spacer with O-ring Groove
21	130895	Top Link Spacer
4	130805	D-Lock Reducer
7	130814	Drive-Side RT Nut
37	410032	SHCS M6 X 22
5	130807	Spacer Cone Adjuster 8.3mm Height
12	130863	Collet Bolt Top Link
1	130765	Cap Bearing Black
29	140038	Push Rivet SR-0817
BOTTOM LINK HARDWARE KIT	**IT150135**	**Bottom Link Hardware Kit Tracer**
37	410032	SHCS, Socket Head M6 x 22 Titanium
28	130919	Cone Adjuster, 22.5mm OD Black
27	130918	Collet Bolt, 23.9mm OD 1.5t Expander Black
26	130917	Cap Bearing Force Dist. Blk
29	140038	Push Rivet SR-0817
17	130891	Bottom Bracket Shell End Cap
2	130801	Spacer 1mm Frame End Cap
15	130889	Bearing Spacer and Shield
16	130890	Bottom Bracket Shell
REAR FENDER KIT	**IT150136**	**Rear Fender Kit Tracer**
32	140071	Rear Fender
39	410068	Low Profile Head Screw, M5 x 11, 2.5 Hex, Black
SEAT COLLAR KIT	**IT134210**	**SEAT COLLAR KIT**
34	340342	Tracer Seat Clamp
38	140048	SHCS Socket Head, M6 x 16
REAR AXLE KIT	**IT150125**	**REAR AXLE KIT**
25	130899	Rear Axle 148mm x 12mm

TRACER 279

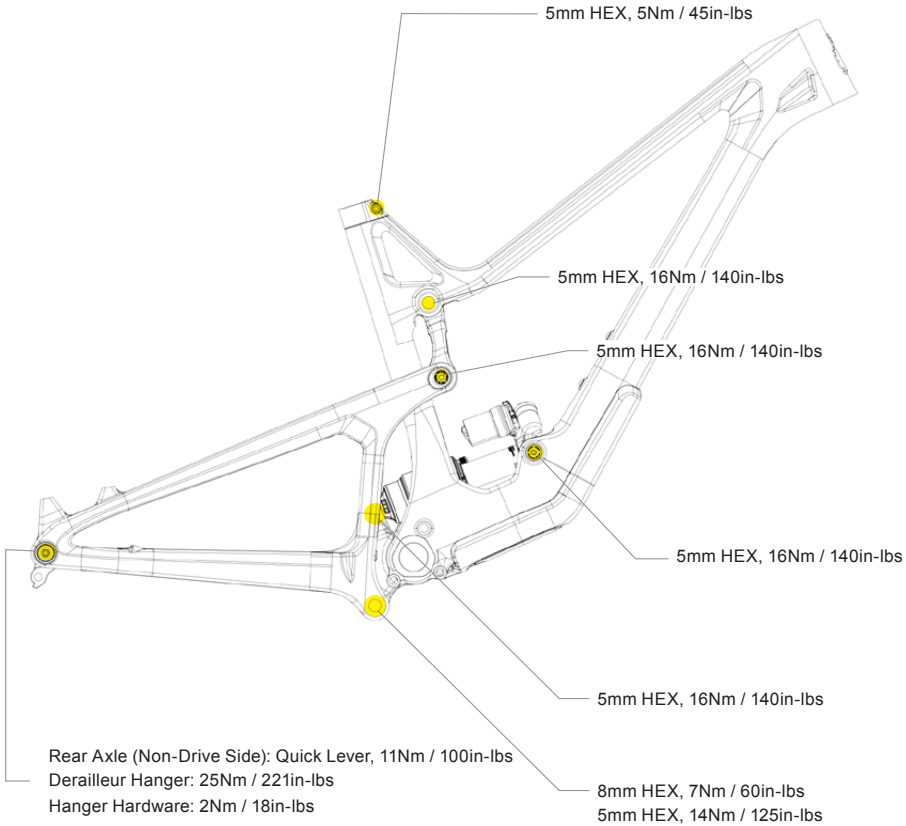
PARTS KITS



FLAK GUARD KIT FRONT	**IT150137**	**Flak Guard Kit Front Tracer**
47	500512	Downtube Protector Front
48	500513	Downtube Protector
51	500520	Downtube Shuttle Guard Protector
FLAK GUARD KIT REAR	**IT150138**	**Flak Guard Kit Rear Tracer**
49	500515	Flak Guard Chainstay
50	500516	Flak Guard Seatstay
52	500529	Flak Guard Chainstay Clear Protector
UPPER SHOCK MOUNT HARDWARE KIT	**IT150139**	**Upper Shock Trunion Mount Hardware Kit**
14	130870	Bolt Shoulder 22.6mm Length, Trunnion Shock
13	130869	Spacer 10mm Length, Trunnion Mount
44	430011	Bearing 6800 LLU MAX
LOWER SHOCK MOUNT HARDWARE KIT	**IT150140**	**Lower Shock Mount Hardware Kit**
41	410071	Bolt SHCS, M8 x 51, Rear Shock Bolt
20	130894	Lower Link Flip Chip
24	130898	Lower Link M8 x 1.25 Thread, Flip Chip
DERAILLEUR HANGER KIT	**IT150141**	**INTENSE Universal Derailleur Hanger (UDH) Kit**
23	130897	Universal Derailleur Hanger (UDH)
40	410070	Hanger Stop, M4 x 8 x 10mm OD
TOP LINK KIT	**IT150142**	**Top Link Kit Tracer**
22	130896	Top Link Carbon
11	130847	Crush Tube Top Link
43	430008	Bearing 6802 LLU MAX
BOTTOM LINK KIT	**IT150143**	**Bottom Link Kit Tracer**
19	130893	Lower Link
35	401011	Zerk Fitting M6 x 1.0
45	430012	Bearing 6809 LLU MAX
18	130892	Bearing Tube Lower Link
10	130839	Crush Tube 15mm ID Lower Link
42	430007	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.

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2022-2023
TRACER 29 PRO
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TRACER 29 EXPERT

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