

A high-angle, close-up photograph of a mountain bike. The frame is a vibrant red, and the front fork is black with yellow accents. The front wheel features a Maxxis tire with a prominent tread pattern. The bike is set against a solid black background, which makes the red and yellow colors stand out. The lighting is dramatic, highlighting the contours of the frame and the texture of the tire.

INTENSE

2022 //
PRO, EXPERT & FRAME ONLY

MANUAL

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



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



THE INTENSE M29

The M-Series of INTENSE downhill bikes have a history and race heritage that is unrivaled. It is an unbroken chain of evolution, from the original M1 back in 1994 right through to our current offering... the M29. This latest incarnation is the culmination of over 25 years of development, testing, tweaking, honing and perfecting. With 208mm of travel, 29" wheels and flawless downhill geometry the M29 is built for speed in the roughest and most brutal environments.

#ULTIMATEDOWNHILL

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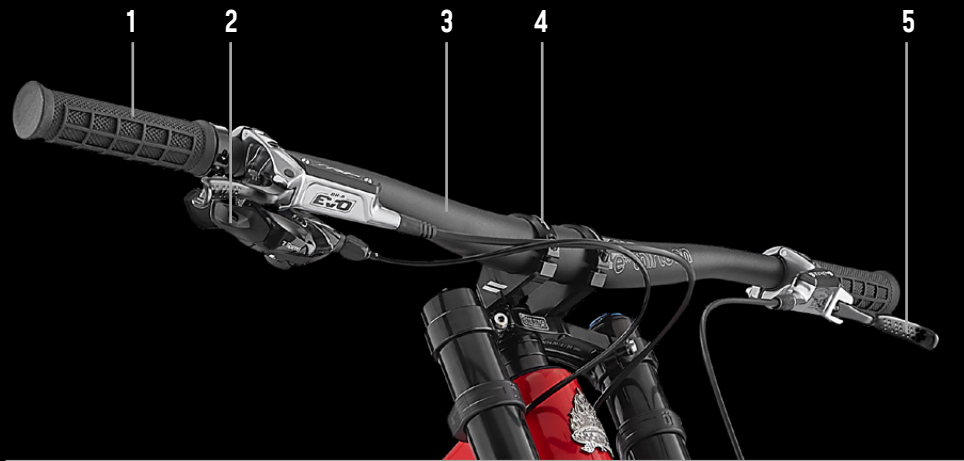


WELCOME TO THE FAMILY

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 M29
**COMPONENT
BREAKDOWN**

- 1 Grips**
- 2 Shifter**
- 3 Handlebars**
- 4 Stem**
- 5 Brake lever**
- 6 Frame**
 - 01 Toptube
 - 02 Downtube
 - 03 Seattube
 - 04 Chainstay
 - 05 Seatstay
 - 06 Rear shock
- 7 Saddle (seat)**
- 8 Seatpost**
- 9 Seatpost clamp**
- 10 Rear brake**
- 11 Cassette**
- 12 Rear derailleur**
- 13 Chain**
- 14 Chainguide**
- 15 Chainring**
- 16 Headset**
- 17 Suspension Fork**
 - A Upper Fork crown
 - B Lower Fork crown
 - C Stanchion
 - D Lower leg
- 18 Front brake**
- 19 Rotor**
- 20 Spoke**
- 21 Tire**
- 22 Thru axle**
- 23 Rim**
- 24 Crankset**

Model:	INTENSE M29
Model Year:	2022
Frame Travel:	208mm
Compatible Fork:	200-203mm
Headtube/Headset:	ZS49/28.6 - ZS56/30
Frame Seattube Dimensions:	31.6mm
BB Shell Width:	83mm, BSA threaded
Recommended Max Tire Size:	2.6"
Brakes:	Disc Brake Hydraulic
Max Brake Rotor Size:	223mm (with adapter)
Rear Hub:	157mm x 12mm through axle (boost)
Rear Shock Eye-to-Eye:	250mm
Stroke:	70mm
Mounting Bushing Width Front:	30mm x 8mm
Mounting Bushing Width Rear:	30mm x 8mm



INTENSE M29
SETUP GUIDE

Your new INTENSE M29 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](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**

The packaging sections are individually numbered to make it easy for you to remove everything in the right order. When you first open your bike box you will find an accessory box and the bike itself. Carefully remove the wheels from the bike box and put to one side.

While the bike is still in the box, loosen the seatpost clamp with a 5mm Allen key and raise the seatpost to allow you to put the bike safely in your stand. Tighten the seatpost clamp to 5Nm. Only use the seatpost to clamp the bike to the stand **(A)**.



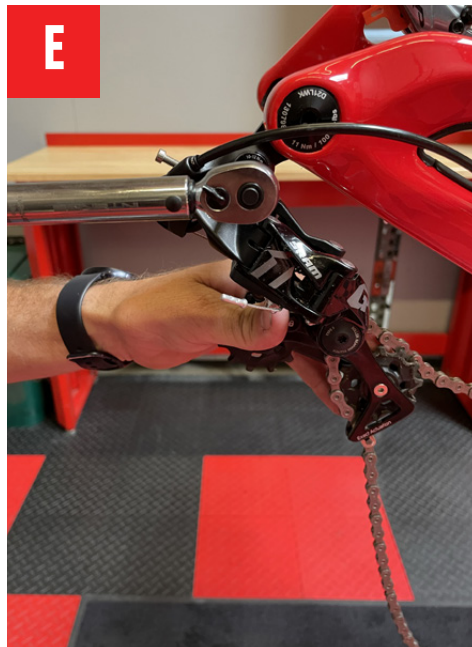
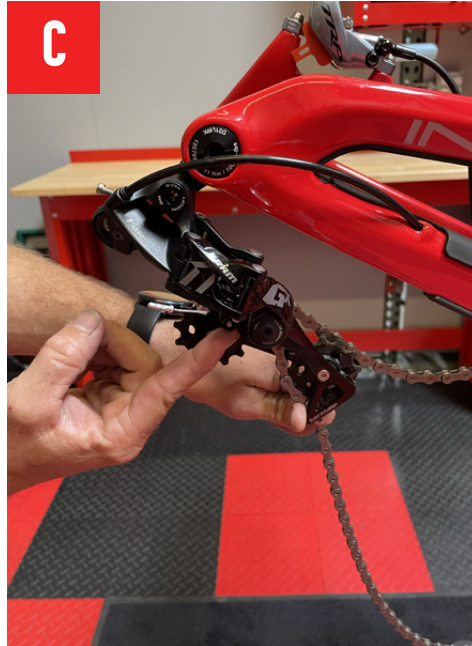
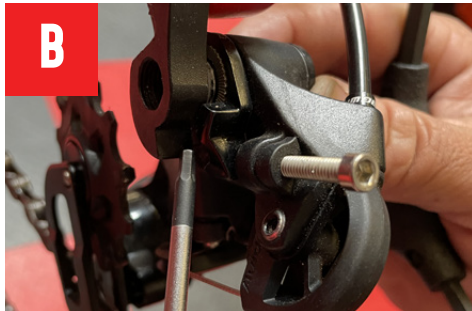
STEP 2

**INSTALL
HANDLEBARS**

Using the 4mm Allen key remove the four bolts from the two handlebar clamps of the stem (A) and put the handlebars in place. Use the guidelines printed on the handlebars to help position them centrally and evenly. Check that the brake hoses and shifter cable have a nice flow and are not kinked or twisted in any way.

Replace the stem handlebar clamps and reinsert the bolts (B), first by hand and then with the 4mm Allen key. Gradually tighten the bolts, making sure that the bars are still positioned correctly and that the space between the faceplate and the main body of the stem is even both above and below the bar.

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



STEP 3

INSTALL SRAM 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 screw' is positioned correctly so that it sits on the flat notch on the hanger (B).

Holding the bottom of the derailleur cage pivot the whole derailleur toward the front of the bike (C). There will be some resistance from the spring, so be careful that it doesn't spring back into position.

When it won't go any further forward, and in a near vertical position, press the small button (D) with a padlock logo printed on it. This is the 'Cage Lock'. Gently release the derailleur cage. The derailleur should now be locked in position, which will make it easier for you to fit the rear wheel. With the torque wrench tighten the main derailleur bolt to 8-9Nm (E).



STEP 4

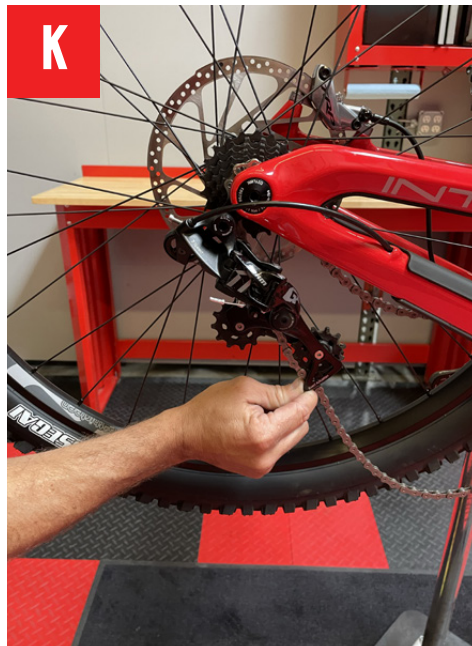
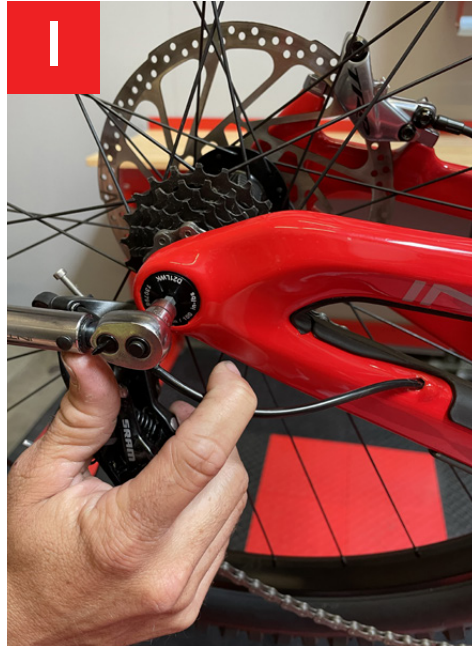
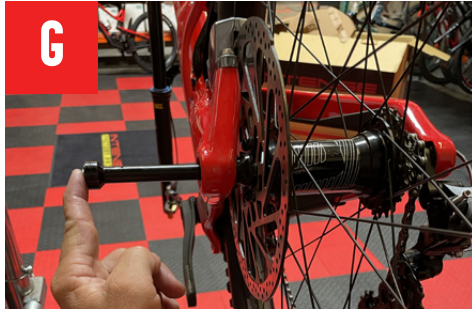
**INSTALL
REAR WHEEL**

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.

On the non-drive side of the bike loosen the cone spacer bolt using a 5mm Allen key **(B)**. Listen for the cone spacer to pop loose, effectively unlocking the axle from the frame. If it does not pop loose, use the tip of your 5mm Allen key in a gentle downward prying motion and pop the cone spacer out **(C)**. Reinstall the cone spacer and bolt into the axle with 1-2 turns of engagement. Next, using a 5mm Allen key on the drive-side of the bike, loosen the axle in a clockwise direction. Then remove the axle pulling from the non-drive side **(D)**.

With your rear wheel in position, align the chain on the smallest cog of the cassette **(E)**. Your SRAM derailleur will already be in its 'locked' position making it easier for you to install the wheel. Install the rear wheel by carefully lining up the rotor with the rear brake making sure that it slides inside the caliper body between the brake pads **(F)**, and the hub spacers slide into the slots on the frame dropouts.





STEP 4 CONTINUED...

Once everything is lined up and in position, reinsert the axle from the non-drive side of the bike **(G)** and tighten using a 5mm Allen key in a counterclockwise direction **(H)**. Torque to 11Nm **(I)**. On the non drive-side, tighten and torque the cone spacer bolt to 14Nm **(J)**. This will effectively lock the axle into position.

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



STEP 5

**INSTALL
FRONT WHEEL**

Just like the rear 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) (usually orange, yellow or red). At this stage be careful not to pull the front brake lever until the wheel has been installed. Do not touch the brake rotors with your hands or gloves as this may contaminate them.

EXPERT BUILD (DVO)

With a 4mm Allen key loosen the pinch bolts on the front lower legs. Then with a 6mm Allen key in a counterclockwise direction remove the front axle from the non-drive side of the bike.

PRO BUILD (ÖHLINS)

With a 5mm Allen key loosen the pinch bolts on the front lower legs. Then with the same 5mm Allen key in a counterclockwise direction remove the front axle (C) 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 (D). Once everything is aligned reinstall front axle.





E



F

STEP 5 CONTINUED...

EXPERT BUILD (DVO)

Install the front wheel into the dropouts and insert the axle through the dropouts and hub. With a 6mm Allen key, and applying some inward pressure, tighten the axle in a clockwise direction. Torque to 7Nm. Compress the fork a couple of times to ensure that the lower leg has settled into its natural alignment. Then with your 4mm Allen key torque the two pinch bolts to 7Nm.

PRO BUILD (ÖHLINS)

With a 5mm Allen key, and applying some inward pressure, tighten the axle (E) in a clockwise direction. Torque to 7Nm. Compress the fork a couple of times to ensure that the lower leg has settled into its natural alignment. Then with your 5mm Allen key tighten and torque the two lower leg pinch bolts (F) to 7Nm.



STEP 6
**INSTALL
PEDALS**

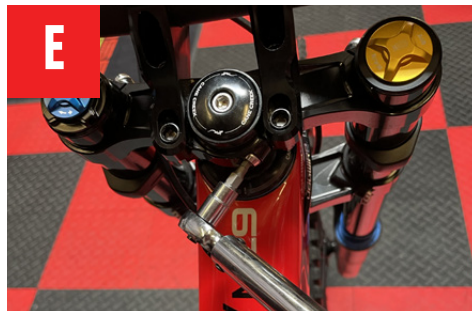
(A) Pedals are somewhat of a personal choice – some people prefer flat pedals, others clipless, and then of course there are all the different brands and designs. So please take note, your bike does not come supplied with pedals, so that you can choose your own. Bicycles have specific left and right 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). The bikes are setup and tuned before packaging, however during the shipping process it is possible for the drivetrain to become slightly out of tune. Minor adjustments may be required. Please check out our **Tech Video** on drivetrain adjustments.





STEP 8

**ADJUST HEADSET
& HANDLEBARS**

If your headset feels a little loose, undo the three pinch bolts on the top crown of your forks with a 4mm Allen key (**A,B,C**). Two of the pinch bolts are located on the forward-facing surface and the third bolt is located on the back side near the steerer tube.

With a 5mm Allen key set the headset preload by gently tightening the top cap bolt by a quarter clockwise turn (2-4Nm) (**D**). Retighten the stem clamp bolts and check the headset again. If the bars don'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 tight go back and tighten the three pinch bolts on the top crown to 7Nm (**E,F**).



A



B

STEP 9

ADJUST SADDLE HEIGHT

Saddle height on a downhill bike comes down to personal preference. Adjust your saddle to your preferred height (A), check that it is straight and then tighten the seat clamp with a 5mm Allen key to 5Nm.

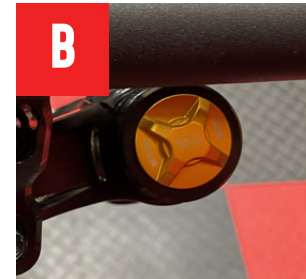
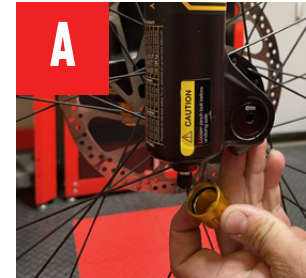
STEP 10

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 (B).

FORK. PRO ÖHLINS DH38 / EXPERT DVO ONYX DC D1
SUGGESTED STARTING POINTS FOR SETTING FORK SAG

RIDER WEIGHT		PRO BUILD ÖHLINS		EXPERT BUILD DVO
(lbs)	(kgs)	PRESSURE (psi)		PRESSURE (psi)
		MAIN CHAMBER	RAMP-UP CHAMBER	
120-130	54-59	80-85	190-205	80-85
130-140	59-64	85-90	190-205	80-85
140-150	64-68	90-95	190-205	85-90
150-160	68-73	95-100	205-230	85-90
160-170	73-77	100-105	205-230	90-95
170-180	77-82	105-110	205-230	90-95
180-190	82-86	110-115	205-230	95-100
190-200	86-91	115-120	205-230	95-100
200-210	91-95	120-125	205-230	100-105
210-220	95-100	125-130	205-230	100-105
220-230	100-104	130-135	225-250	105-110
230-240	104-109	135-140	225-250	105-110
240-250	109-113	140-145	225-250	110-120



It is important to get good base settings for your suspension that you are happy with. It is easy to get confused with all the different variables of settings, so remember to write everything down as you go along. You can take note of air pressure, rebound clicks and any other suspension details.

STEP 11

FRONT SUSPENSION SET UP

Out of the box your fork settings are generally set up for a rider weighing between 130-140lb (59-63.5kg). To adjust the suspension to your weight simply add some air or take some out. Your weight should be calculated when you are in full riding gear (including helmet, and if you regularly use one, your backpack).

ADJUSTING AIR PRESSURE PRO BUILD

(Öhlins): The Öhlins fork on the PRO build has two air adjustments on the right leg, one for the ramp-up chamber and the other for the main air chamber. Using the chart opposite (also to be found on the bottom of the right-hand fork leg) find your weight (in full riding gear) and reference the recommended air pressure for both the main and ramp-up air chambers.

The Schrader valve (car tire type) for the ramp-up chamber can be found on the lower right fork leg (under a gold protective cap) **(A)**, and the main air chamber is on the upper right fork leg (under a gold-colored protective top cap) **(B)**. First set the air pressure in the ramp-up chamber, and then the main chamber. Once set, push down on the forks a few times to equalize the pressure in the system.

ADJUSTING AIR PRESSURE EXPERT BUILD

(DVO): The DVO fork on the EXPERT build has one main air chamber on the left leg. The Schrader valve (car tire type) can be found on the upper left fork leg under a silver protective cap.

Please refer to the air pressure chart opposite for recommended settings.

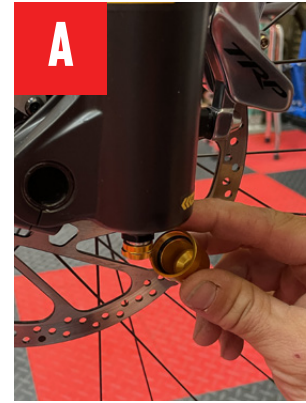
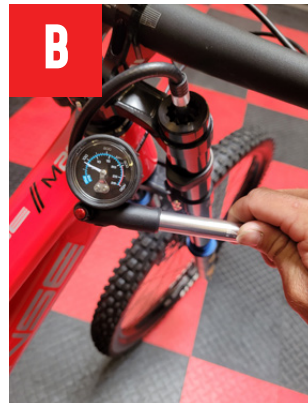
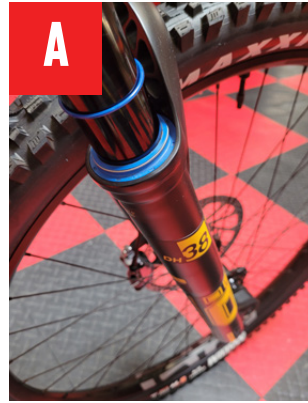
STEP 12
SETTING FORK SAG

You now need to measure the ‘sag’ of the fork. Sag is important as it allows the fork to work properly. With the help of a friend sit on the bike in a normal riding position in full riding gear, pedals level. Bounce up and down on the bike a few times and then gently sit back down. Do not touch the brakes.

For the PRO model (Öhlins) on the right fork leg is a blue rubber O-ring (A). On the EXPERT model the rubber O-ring is on the left leg and is green. Get your friend to slide this down until it touches the top of the fork seal. Carefully get off the bike without further compressing the forks (your friend can help here by holding the handlebars so they don’t drop).

When the bike is unweighted, the fork will be fully extended and leave a gap between the fork seal and the O-ring. The distance between these two is your sag measurement. You are looking for approximately 15-25% sag – change 34mm to: 30-50mm for the PRO model and 30.5-50.75mm for the EXPERT model. Use a ruler to measure the gap.

Adjust the air pressure in your forks until you reach the correct sag measurement (B). If you don’t have enough air just pump more in using the shock pump that came with the tool kit. If you have too much air just briefly press the small red button on the shock pump, this will release small amounts of air from the system. Once finished, replace the protective caps.



STEP 13
SETTING FORK REBOUND

The rebound setting on your fork is how quickly your suspension reacts to impacts and returns to its normal position after compression. Your rebound settings can vary depending on the terrain you are riding on, your riding style, etc. A fast rebound setting is good when you need the fork to react quickly over continuous rough ground, but not so good, if for example, you are going off a lot of big drops where the faster rebound may pitch you forward too quickly. As with most things, finding a middle ground is best – not too fast, and not too slow – and then tweaking and refining as you begin to understand how your bike and suspension feels and reacts.

On the PRO (Öhlins) model the rebound adjuster for the fork is a gold dial located underneath a gold protective cap on the bottom of the left leg (A).

For the EXPERT (DVO) model the rebound adjuster for the fork is a silver dial located on the bottom of the right leg.

The rebound adjustment is dependent on your 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 (fully clockwise) until it stops. Then back it out (counterclockwise) to the number of clicks shown in table on page 34.

REBOUND

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

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

FORK: PRO ÖHLINS DH38 / EXPERT DVO ONYX DC D1
SUGGESTED REBOUND SETTINGS

RIDER WEIGHT (lbs)	RIDER WEIGHT (kgs)	PRO BUILD ÖHLINS # of clicks	EXPERT BUILD DVO # of clicks
120-130	54-59	12-16	10-14
130-140	59-64	12-16	10-14
140-150	64-68	8-12	8-12
150-160	68-73	8-12	8-12
160-170	73-77	8-12	6-10
170-180	77-82	8-12	6-10
180-190	82-86	8-12	6-10
190-200	86-91	8-12	6-10
200-210	91-95	8-12	6-10
210-220	95-100	8-12	6-10
220-230	100-104	5-8	4-8
230-240	104-109	5-8	4-8
240-250	109-113	5-8	4-8

(Number of clicks from fully closed. Each click above represents a counterclockwise turning motion)



Above: Ohlins High (black dial) and Low Speed (blue dial) Compression Adjustment.



Above: DVO High Speed (black dial) and Low Speed (green dial) Compression Adjustment.

HIGH AND LOW SPEED COMPRESSION ADJUSTERS

Different models of forks (and rear shocks) have different levels of adjustment that will enable you to fine tune your suspension. We recommend that you refer to each manufacturer's website or instruction manual for full technical details and further information on the specific fork (or rear shock) that you have on your bike.

www.ohlins.com
www.dvosuspension.com

Two of the most common adjustments are High and Low Speed Compression. High and Low do not refer to the speed that you are traveling at, but rather the speed that the fork or shock moves as it reacts to trail obstacles and rider inputs.

Pedaling or weighting the bike through turns are two good examples of where Low Speed Compression adjustment (LSC) can affect the suspension feel. Braking bumps or big drops (where the suspension moves quickly through its travel) are good examples of where High Speed Compression (HSC) adjustment can help. The more compression damping you have the firmer the suspension will feel, offering more support.

STEP 14

REAR SUSPENSION SET UP

First check the spring rate-chart on this page to make sure that the spring fitted on your M29 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.

SPRING RATES AS STANDARD

PRO MODEL: Öhlins TTX22M COIL EXPERT MODEL: DVO JADE COIL
 457 (M) 502 (L) 548 (XL) 450 (M) 500 (L) 550 (XL)

Frame travel: 208mm. Shock stroke: 70mm (2.76"). Shock eye-to-eye: 250mm.
 Shock sag: 35% when sitting on the bike.
 Shock preload: Min-1.5 turns / Max-5 turns.

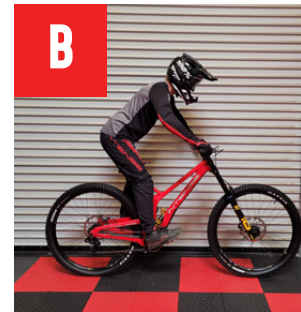
SHOCK: PRO ÖHLINS TTX22M COIL, EXPERT DVO JADE COIL
SUGGESTED STARTING POINTS FOR SETTING UP YOUR SHOCK

RIDER WEIGHT		SPRING RATE		REBOUND CLICKS		LSC		HSC	
(lbs)	(kgs)	PRO Öhlins	EXPERT DVO	PRO / EXPERT		P	E	P	E
100	45	251	250	7	11	16	14	-	12
110	50	251	250	7	10	16	14	-	12
120	54	343	350	7	9	15	13	-	11
130	59	365	350	6	9	15	13	-	11
140	63.5	365	400	6	8	14	12	-	10
150	68	411	400	6	8	14	12	-	10
160	73	457	450	6	7	13	11	-	9
170	77	502	450	5	7	13	11	-	9
180	82	502	500	5	6	12	10	-	8
190	86	548	500	5	6	12	10	-	8
200	91	548	550	4	5	10	9	-	7
210	95	605	550	4	5	10	9	-	7
220	100	605	600	4	4	9	8	-	6
230	104	640	600	3	3	9	8	-	6
240	109	640	650	3	2	8	7	-	5
250	113	674	650	3	1	8	7	-	5

(Rebound: Clicks out from fully closed. Low speed and high speed refers to compression)

STEP 15

SETTING SHOCK SAG



Just as you did with your forks you now need to set the sag on your rear shock. The optimal sag on your rear shock is 35% of the piston's movement inside the shock body (stroke) for both the Öhlins equipped PRO model and the DVO on the EXPERT. The distance between the two shock mounting bolts (eye-to-eye) without a rider on the bike is 250mm for both shocks. Sag at 35% (of the piston) equates to a 24.5mm reduction in the eye-to-eye measurement. So the correct eye-to-eye measurement for 35% sag on both of these shocks is 225.5mm (250-24.5 = 225.5mm).

With the help of a friend, sit in a normal riding position in full riding gear on the bike, pedals level (A). Bounce up and down on the bike a few times (B) and then gently sit back down. While still sitting on the bike, and with the shock slightly compressed (sag), measure the length of the shock (eye-to-eye) and record that number. To check the amount of sag just minus the original number from the new measurement, that will be your sag measurement. If the eye-to-eye measurement is 225.5mm that will give you a sag measurement of 24.5mm, which gives you the exact 35% sag rate you are looking for.

While adjusting your rear shock sag, keep in mind that you must keep your total turns of spring preload at a minimum of 1.5 turns and a maximum of 5 turns. If your sag number is higher than 35%, increase the spring preload by turning the preload collar clockwise (2-5 turns) (C). If your sag number is lower than 35%, decrease the spring preload by turning the preload collar counterclockwise (minimum of two turns from base). Check the sag measurement again and adjust as necessary. If you cannot get the correct sag you will need the next corresponding spring rate to get your sag dialed in.



STEP 16

SETTING SHOCK REBOUND

Just like for your fork, the rebound setting on your rear shock is how quickly it reacts to impacts and returns to its normal position after compression. Your rebound settings can vary depending on the terrain you are riding on, your riding style, etc. As with most things, finding a middle ground is best – not too fast, and not too slow – and then tweaking and refining as you begin to understand your bike and suspension feel. On the PRO (Öhlins) model the rebound adjuster for the rear shock is a gold dial (A), and for the EXPERT (DVO) model it is a green dial (B), both are located on the bottom of the shock by the end of the coil.



HIGH AND LOW SPEED COMPRESSION ADJUSTERS

As previously mentioned regarding your fork's suspension settings, different models of rear shocks have different levels of adjustment that will enable you to fine tune your suspension. We recommend that you refer to each manufacturer's website for full technical details and further info on the specific shock that you have on your bike.

www.ohlins.com
www.dvosuspension.com



Two of the most common adjustments are High and Low Speed Compression. High and Low do not refer to the speed that you are traveling at, but rather the speed that the shock moves as it reacts to trail obstacles and rider inputs.

Pedaling or weighting the bike through turns are two good examples of where Low Speed Compression adjustment (LSC) can affect the suspension feel. Braking bumps or big drops (where the suspension moves quickly through its travel) are good examples of where High Speed Compression (HSC) adjustment can help. The more compression damping you have the firmer the suspension will feel, offering more support.



On the Öhlins equipped PRO model the black dial (C) is high speed compression and blue one is low speed compression (D). For DVO equipped EXPERT models the compression is adjusted by a black dial on the top of the shock reservoir (E).

⚠ WARNING 2019-2022 INTENSE M29 frame is not compatible with MY21-22 FOX DHX2 COIL and FOX FLOAT X2 rear shock due to space constraints within the frame and new shock shape.



STEP 17

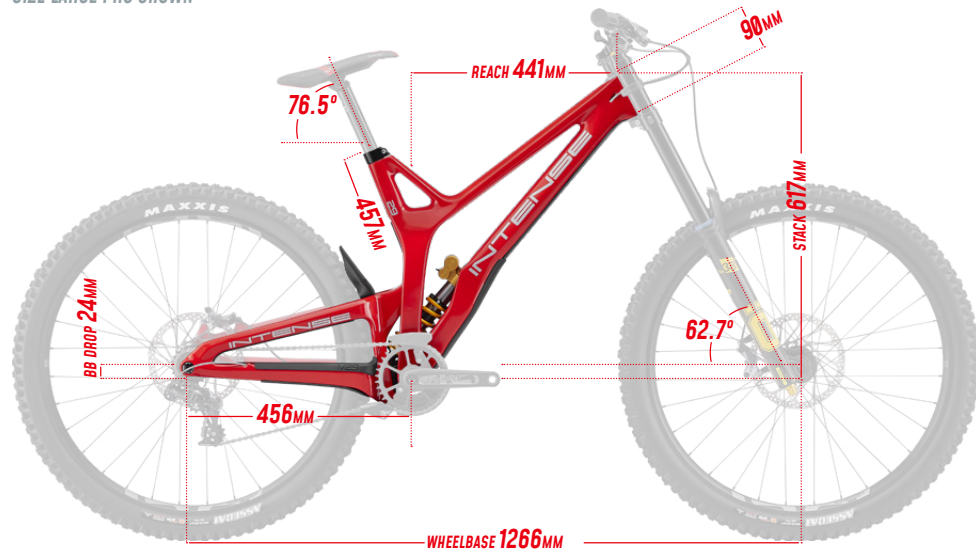
FINAL CHECK

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 44.

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GEOMETRY CHARTS

SIZE LARGE PRO SHOWN



SIZE	MEDIUM	LARGE	EXTRA LARGE
WHEELBASE	1251MM / 49.3"	1266MM / 49.8"	1307MM / 51.5"
TOPTUBE LENGTH	574MM / 22.6"	589MM / 23.2"	629MM / 24.8"
CHAINSTAY LENGTH	456MM / 17.95"	456MM / 17.95"	456MM / 17.95"
HEADTUBE LENGTH	90MM / 3.54"	90MM / 3.54"	115MM / 4.53"
HEADTUBE ANGLE	62.7°	62.7°	62.7°
REACH	426MM / 16.8"	441MM / 17.4"	471MM / 18.5"
STACK	617MM / 24.3"	617MM / 24.3"	639MM / 25.2"
BB HEIGHT	353MM / 13.9"	353MM / 13.9"	353MM / 13.9"
BB DROP	24MM / 0.95"	24MM / 0.95"	24MM / 0.95"
SEATTUBE ANGLE (EFFECTIVE)	76.5°	76.5°	76.5°
SEATTUBE LENGTH	457MM / 18"	457MM / 18"	457MM / 18"
STANDOVER HEIGHT	815MM / 32.1"	815MM / 32.1"	826MM / 32.5"
AXLE TO CROWN HEIGHT	602MM / 23.7"	602MM / 23.7"	602MM / 23.7"



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

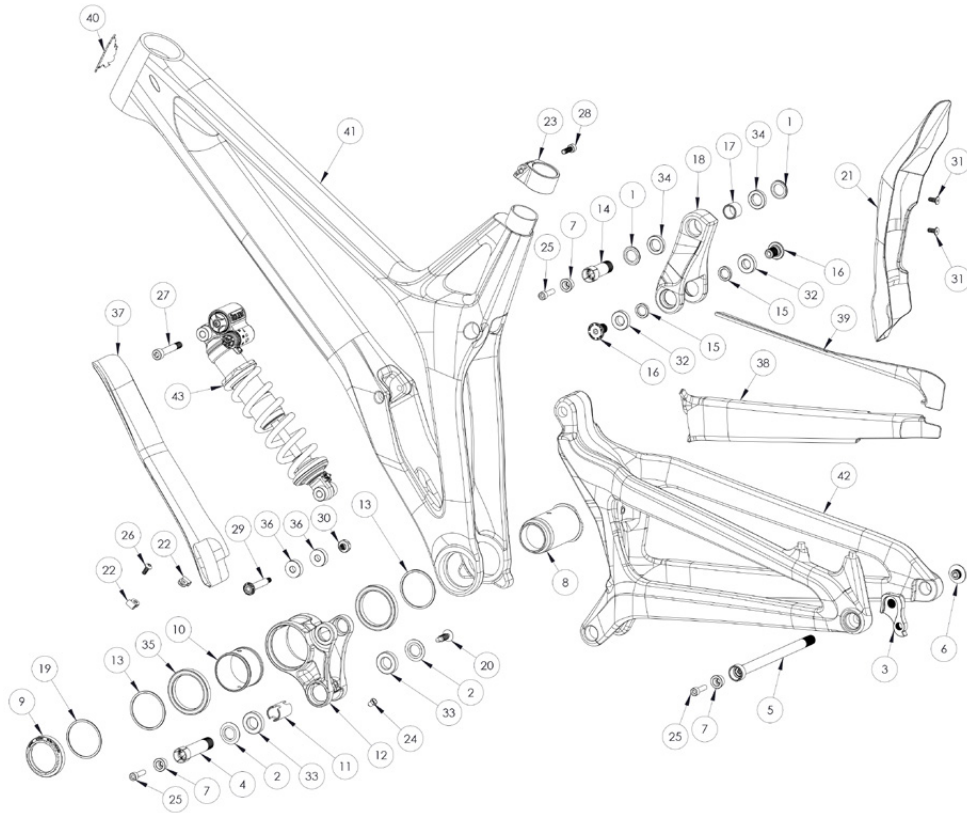
MAINTENANCE
**CARBON
 CARE**

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.

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PARTS LISTING

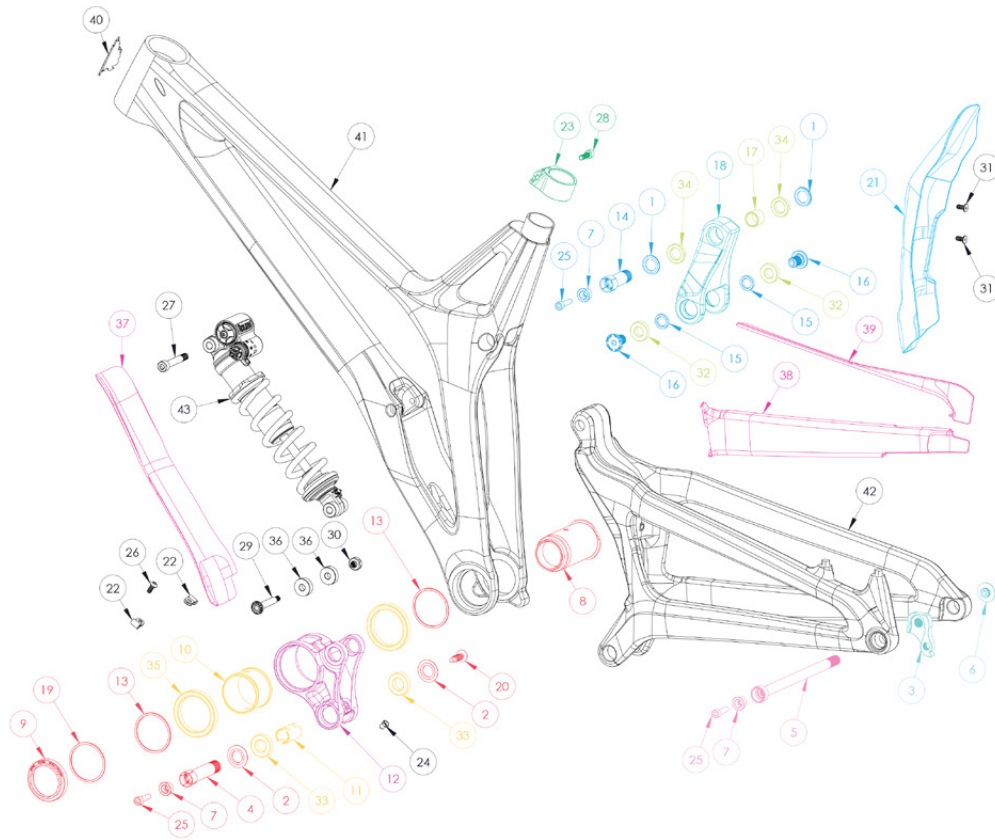


1	Bearing Cap 24mm OD	130765	Cap Bearing Blk	2	N/A
2	Bearing Cap	130778	Cap Bearing Blk	2	N/A
3	Hanger	130790	Hanger Derailleur Forged Blk	1	N/A
4	Bolt Main Pivot	130791	Bolt Main Pivot 1.5t Expander Blk	1	7 Nm / 60 in-lbs
5	Rear Axle	130794	Axle Rear 157 x 12 M16 Blk	1	11 Nm / 100 in-lbs
6	Hanger Bolt	130798	RD, Hanger Bolt	1	11 Nm / 100 in-lbs
7	Cone Adjuster	130807	Spacer Cone Adjuster Blk, 8.3 mm Height	3	N/A
8	Bottom Bracket Shell	130836	Bottom Bracket Shell M29	1	16 Nm / 140 in-lbs
9	BB Shell End Cap	130837	Bottom Bracket Shell End Cap M29	1	16 Nm / 140 in-lbs

10	Crush Tube 45 mm ID	130838	Crush Tube 45 mm ID Lower Link M29	1	N/A
11	Crush Tube M29	130839	Crush Tube 15 mm ID Lower Link M29	1	N/A
12	Lower Link	130840	Forged Lower Link, M29	1	N/A
13	Spacer Lower Link (BB)	130841	Spacer Lower Link (BB) M29	2	N/A
14	Collet Bolt Top Link	130842	Collet Bolt Top Link M29	1	7 Nm / 60 in-lbs
15	Spacer RT/ Top Link	130843	Spacer Shoulder Bolt M29	2	N/A
16	Shoulder Bolt	130844	Shoulder Bolt Fine Thread M29 Blk	2	20 Nm / 175 in-lbs
17	Crush Tube M29	130847	Crush Tube Top Link M29	1	N/A
18	M29 Top Link	130861	M29 Top Link, Carbon	1	N/A
19	Spacer End Cap / Frame	130876	Spacer 1 mm Frame/ End Cap M29	1	N/A
20	Plug Trim	140038	Plug Trim 15mm	1	N/A
21	Rear Fender	140047	M29 Rear Fender	1	N/A
22	Guide Plastic	310004	Clip Loop Plastic	2	N/A
23	Tracer Seat Clamp	340342	Tracer Carbon Seat Clamp	1	N/A
24	Zerk Fitting M6 x 1.0	401011	Zerk Fitting M6 x 1.0	1	5 Nm / 45 in-lbs
25	SHCS M6 x 22	410009	SHCS, Socket Head, M6 x 22	3	14 Nm / 125 in-lbs
26	BHCS M5 X 12	410010	BHCS, Button Head, M5 X 12	1	2 Nm / 18 in-lbs
27	SHCS M8 x 50	410013	Bolt SHCS M8 x 50, Stainless Steel M29	1	16 Nm / 140 in-lbs
28	SHCS M6 x 18	410048	SHCS, Socket Head, M6 x 18	1	5 Nm / 45 in-lbs
29	Rear Shock Bolt	410063	Rear Shock Bolt, Steel, M29	1	16 Nm / 140 in-lbs
30	Rear Shock Nut	410064	Rear Shock Nut, Steel, M29	1	16 Nm / 140 in-lbs
31	Low Profile M5 X 11	410068	Low Profile Head Screw, M5 x 11, 2.5 Hex, Black	2	6 Nm / 54 in-lbs
32	Bearing 61901	430001	Bearing 6901 RS	2	N/A
33	Bearing 7902	430007	Bearing 7902-1ZS-MAX	2	N/A
34	Bearing 6802	430008	Bearing 6802 LLU MAX	2	N/A
35	Bearing 6809	430012	Bearing 6809 LLU MAX, 45 mm ID x 58 mm OD x 7 mm Width	2	N/A
36	Bearing 608	430013	Bearing 608 LLU MAX, 8 mm ID x 22 mm OD x 7 mm Width, M29	2	N/A
37	Flak Guard Downtube	500298	Flak Guard M29 Downtube	1	N/A
38	Flak Guard Chainstay	500299	Flak Guard M29 Chainstay	1	N/A
39	Flak Guard Seatstay	500300	Flak Guard M29 Seatstay	1	N/A
40	Head Badge	500335	Head Badge Flame Logo	1	N/A
41	Front Triangle		Front Triangle	1	N/A
42	Rear Triangle		Rear Triangle	1	N/A
43	Rear Shock		Ohlins Rear Shock 250 x 75	1	N/A

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PARTS KITS



Axle Kit Rear	IT340170	Axle Kit Rear CNC 157 M29
5	130794	Axle Rear 157 x 12 M29 Blk TW
7	130807	Spacer Cone Adjuster 8.3mm (Short)Blk TW
25	410039	Bolt SHCS M6 x 25 SS
Flak Guard Kit	IT150090	Frame Protection Flak Guard Kit M29
39	500300TW	Frame Protection Flak Guard M29 Seatstay
37	500298	Frame Protection Flak Guard M29 Downtube
38	500299	Frame Protection Flak Guard M29 Chainstay
Upper Link	IT150092	Link Kit Upper Complete Carbon M29
18	130861-B	M29 Top Link Carbon

Seat Collar	IT340210	Seat Collar Bolted 36.1 M29
23	340342	Seat Collar Bolted
28	410048	Bolt SHCS M6 x 16 SS
Lower Link Hardware Kit	IT150095	Link Kit Lower Hardware M29
2	130778	Cap Bearing Blk TW
13	130841	Spacer Lower Link (BB) M29
4	130791	Bolt Main Pivot 1.5t Expander Blk TW
7	130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
8	130836	Bottom Bracket Shell M29
9	130837	Bottom Bracket Shell End Cap M29
19	130876	Spacer 1 mm Frame / End Cap M29
25	410009	Bolt SHCS M6 x 22
20	140038	Plug Trim 15mm

Upper Link Hardware Kit	IT150096	Link Kit Upper Hardware M29
1	130765	Cap Bearing 24mm OD S275C Blk
15	130843	Spacer Shoulder Bolt M29
16	130844	Shoulder Bolt Fine Thread M29 Blk
7	130807	Spacer Cone Adjuster 8.3mm (Short) Blk TW
14	130842	Collet Bolt Top Link M29
25	410009	Bolt SHCS M6 x 22

Lower Link	IT150091	Link Kit Lower Complete M29
12	130840 B	Forged Lower Link M29

Fender Kit	IT150085	Frame Protection Kit Fender M29 Black
21	140047	Frame Protection M29 Fender

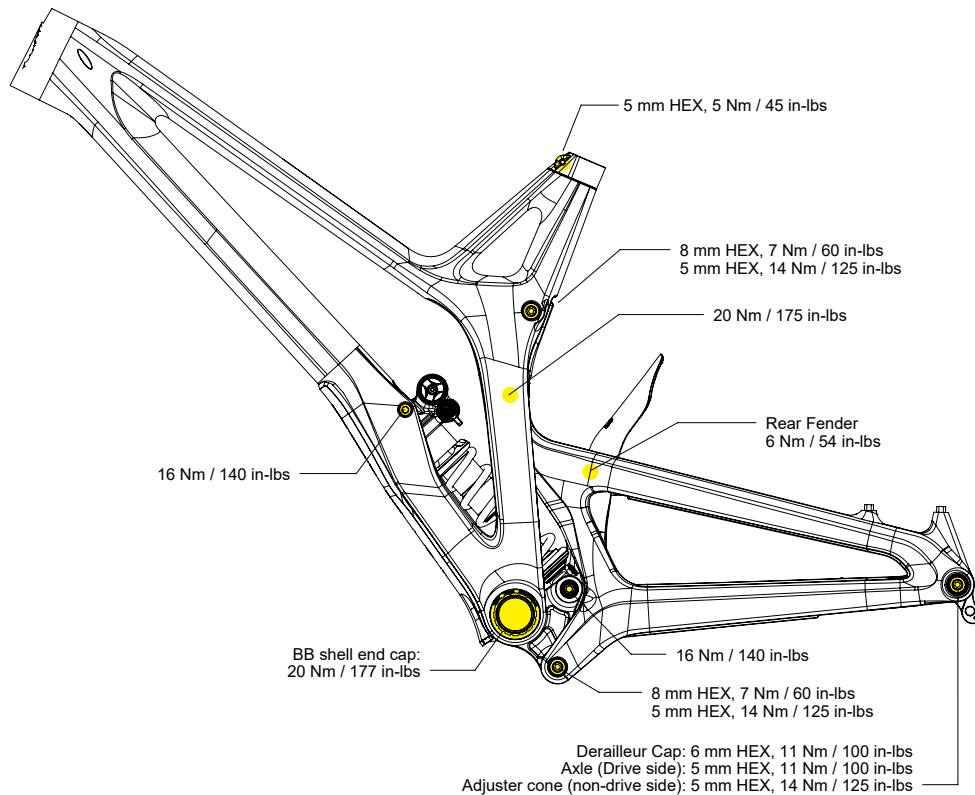
Upper Bearing Kit	IT150094	Bearing Rebuild Kit Upper M29
32	430001	Bearing 6901 RS
34	430008	Bearing 6802-2RS-MAX
17	130847	Crush Tube Top Link M29

Lower Bearing Kit	IT150093	Bearing Rebuild Kit Lower M29
33	430007	Bearing 7902-1ZS-MAX
35	430012	Bearing 6809 LLU MAX
10	130838	Crush Tube 45 mm ID Lower Link M29
11	130839	Crush Tube 15 mm ID Lower Link M29

HANGER KIT	IT340177	Derailleur Hanger Kit Used With Locking Axle
3	130790	Derailleur Hanger 2015 & Up Blk TW
6	130798	Bolt F/Derailleur Hanger Blk TW

TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the M29 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



2022 //
PRO, EXPERT & FRAME ONLY

MANUAL