

A top-down view of the front of a mountain bike. The handlebars are black with a blue and yellow Shimano STX shifter on the left. A digital display on the right shows '0.0' and '10000'. The stem is black with 'INTENSE TAZER MX' written vertically. The front fork is black with 'SNITHO' on the top cap. The front wheel has a knobby tire.

INTENSE

INTENSE  
TAZER MX

2022 // TAZER MX  
**MANUAL**

REGISTER YOUR BIKE

Don't forget to register your bike:

[www.intensecycles.com/pages/registerbike](http://www.intensecycles.com/pages/registerbike)



SCAN ME

TECHNICAL ASSISTANCE

We are here to help. If you need any technical assistance, please contact us:

[techcenter@intensecycles.com](mailto:techcenter@intensecycles.com)

US: 951-307-9211



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NEED A TRANSLATION?

## MULTIPLE LANGUAGE VERSIONS AVAILABLE

The 2022 Tazer MX manual is also available in French, Spanish, German and Italian. Scan the QR code for your region below and you will be able to download this manual in your language of choice.

ASIA-PACIFIC



CANADA



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FRENCH, SPANISH, GERMAN AND ITALIAN LANGUAGE VERSIONS ALL AVAILABLE.



WELCOME TO THE FAMILY

## AT INTENSE WE HAVE ONE GOAL - TO PROVIDE THE RIDE OF YOUR LIFE

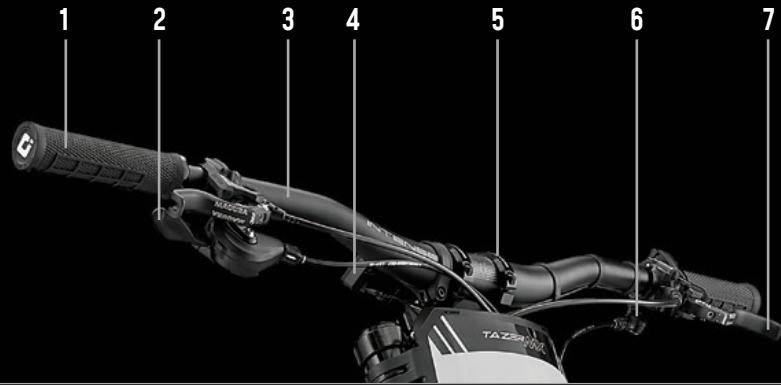
Our team of designers, engineers and product experts are focused on one thing every day: your experience on the bike. We build bikes that are as thrilling to look at as they are to ride, and we build them for the select few of you who understand the difference and refuse to settle for anything else.

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.

## THE INTENSE TAZER MX

Inspired by motocross, and exclusive for powersports dealers, the Tazer MX is unlike any other eBike you've ridden. Built with aggressive trail geometry, Jeff Steber tuned kinematics and 29"/27.5" front/rear wheel combo, this bike delivers a unique ride with a seamless pedal-to-power transition.

#NOSHUTTLEREQUIRED



KNOW YOUR TAZER MX

**COMPONENT  
BREAKDOWN**

- 1** Grips
- 2** Shifter
- 3** Handlebars
- 4** Digital display panel
- 5** Stem
- 6** Dropper post lever
- 7** Brake lever
- 8** Frame
  - 1 Tuptube
  - 2 Downtube
  - 3 Seattube
  - 4 Chainstay
  - 5 Seatstay
  - 6 Rear shock
- 9** Saddle (seat)
- 10** Dropper seat post
- 11** Seat post clamp
- 12** Rear brake
- 13** Cassette
- 14** Rear derailleur
- 15** Chain
- 16** Chainring
- 17** Crankset
- 18** Headset
- 19** Suspension Fork
  - A Fork crown
  - B Stanchion
  - C Lower leg
- 20** Front brake
- 21** Rotor
- 22** Spoke
- 23** Tire
- 24** Thru axle
- 25** Rim
- 26** Battery door
- 27** Motor





## INTENSE TAZER MX **SET-UP GUIDE**

Your new INTENSE Tazer MX eBike is almost ready to go, you just need to do a few things to get your bike ready for its first ride. If you are setting up your bike from the box, the next few pages will show you how to assemble it. If you picked up your bike already set-up by a dealer then you can jump to page 42.

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

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



### **WE ARE HERE TO HELP!**

If at any time you feel unsure about what you are doing then please contact us at INTENSE or seek the help of a professional mechanic at your local bike shop.

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## STEP 1

**REMOVE BIKE  
FROM BOX**

When you first open your bike box you will find a Quick Start Guide, accessory box (including a tool box, torque wrench and tubeless conversion kit) battery, battery charger and the bike itself. First, remove the wheels and put to one side **(A)**. Take off the packaging around the handlebars and expose the dropper post lever on the left-hand side of the handlebar. Push dropper post lever. This will raise dropper post to its highest position, which will allow you to put the bike safely in a bike stand.

With the dropper post raised, clamp the bike in a bike stand by the seatpost. Remove all remaining packaging and zip-ties from the bike **(B)**.





## STEP 2 **CHARGE BATTERY**

The battery is supplied in sleep mode. To wake it up you need to connect it to your battery charger. You can do this with the battery in your bike, but for simplicity we suggest removing the battery and placing directly on charge. It will take between 3-5 hours to fully charge the battery. See page 44 for further battery charging information.

The battery will be locked in position. To remove it you will need to use the key provided in the accessory box following the steps below.

Remove the battery door by depressing the latch rearward **(A)**, hinging the door and then pulling it out and forward to remove from the tab insert.

Insert the battery key into the lock, and with your other hand grab hold of the battery pull strap **(B)**. Turn the key a quarter turn clockwise to release the lock and then pull the battery strap until the battery has moved past the lock mechanism.

Release the key while continuing to pull the battery strap. As the battery pivots on the lower mount, lift the battery out and away from the downtube of the frame.

Remove the key and keep it in a safe place. You can now charge the battery **(C)**, see page 44 for further information. You can also replace the battery door. Locate the tab on the door into the tab slot on the bike frame and firmly press the top of the door until the latch clicks shut.



STEP 3

**INSTALL REAR DERAILLEUR**

Remove the zip-tie from the main pivot bolt hole (A). Using a 5mm Allen key slowly begin to screw the rear derailleur into the derailleurs hanger/frame until you have engaged the threads.

It is important that you locate the 'B Screw' on the derailleur and position it correctly so that it sits on the derailleurs hanger notch (B). Once aligned, tighten the derailleur and torque to 8-10Nm.

STEP 4

**INSTALL HANDLEBAR: PRO BUILD**

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

Replace the stem handlebar clamps and reinsert the bolts (D), 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.

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





## STEP 4

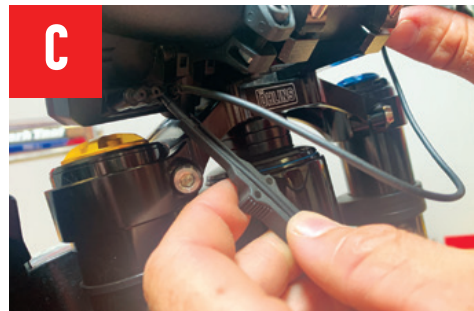
## INSTALL HANDLEBAR: EXPERT BUILD

Spin the handlebar stem 180° so that the stem and forks are facing forward (A). Make sure 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 4mm Allen key remove the faceplate 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, shifter and dropper post cables have a nice flow and are not kinked or twisted in any way.

Replace the faceplate of the stem and reinsert the bolts, 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.

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



## STEP 5

## CONNECTING THE MOTOR MODE SELECTOR AND DISPLAY WIRES

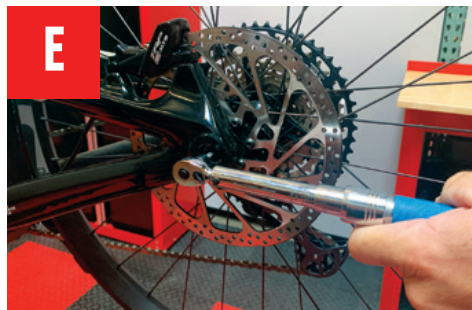
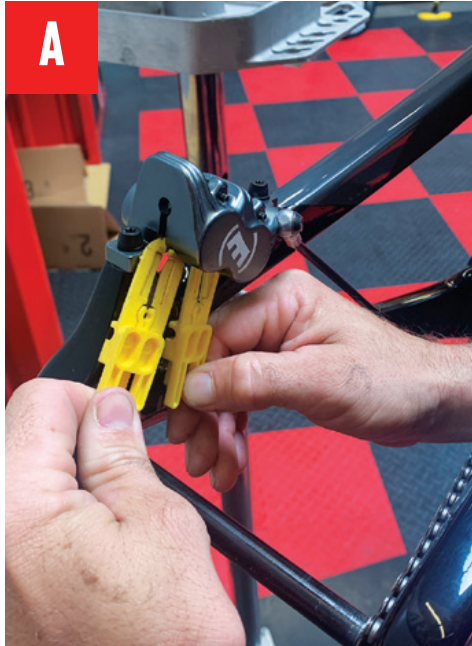
Included in your accessory box is a special SHIMANO connector tool (TL-EW300 for the PRO model and TL-EW02 for the EXPERT). Use this tool **(A)** to connect the wires to your handlebar display. The tool helps to protect the plug and wire from damage. Slide the plug and wire into the tool as shown, ready for connection.

Sitting on your bike, the cable that comes from the controller (mode selector) on the left-hand side of your handlebars goes into the first hole nearest to the stem (left-hand side), port number 1. **(B)** Align the plug into the port, then apply a small amount of pressure. There will be an audible click when the cable is fitted correctly. You may need to loosen and rotate the Display Selector slightly to help you gain access to the holes.

The other cable that goes into your frame **(C)** (down to the drive unit/motor) attaches to the second hole from the left, port number 2.

**NOTE FOR PRO BUILD:** Once the mode selector is connected correctly you can install the front number plate **(D)**. The number plate covers over all the cables except the front brake cable. Secure with supplied zip-ties. You may want to leave this until after STEP 10A.





## STEP 6

**INSTALL  
REAR WHEEL**

Remove the rear brake pad spacer **(A)** (usually yellow, red or orange plastic). At this stage be careful not to pull the rear brake lever until the wheel has been installed.

Remove any packaging left on the rear wheel, including the large black plastic rotor guards **(B)**. Be careful that the wheel spacers don't get pulled off by accident. If they do, just press them back into position. Do not touch the brake rotors with your hands or gloves, as any small amount of grease may contaminate them and the brake pads.

Remove the rear axle with a 5mm Allen key by turning it counterclockwise from the non-drive side. **(C)**

Insert the rear wheel into the frame by first positioning the chain on the smallest cog on the cassette **(D)**. For your SHIMANO equipped Tazer MX you will need to rotate the derailleur down a little to allow you to position the chain on the cassette more easily. Carefully line up the rotor with the rear brake making sure that it slides inside the caliper body between the brake pads, and the hub spacers slide into the slots on the frame dropouts.

Once everything is lined up and in position, reinsert the axle. Turn with the 5mm Allen key clockwise, you may need to apply a little inward pressure to start it off. Torque to 11Nm **(E)**.





## STEP 7

**INSTALL  
FRONT WHEEL**

Just like the rear wheel, remove all packaging from the front wheel 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). 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.

**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 (A) from the drive-side of the bike

**EXPERT BUILD (DVO):** With a 6mm Allen key loosen in a counterclockwise direction and remove the front axle from the drive-side of the bike. Note: there are no pinch bolts on the EXPERT build/DVO fork.

(B) Position the wheel so that the rotor fits into the brake caliper body and that the hub body slots into the grooves on the fork. Once everything is aligned reinstall front axle.

**PRO BUILD:** With a 5mm Allen key, and applying some inward pressure, tighten the axle (C) in a clockwise direction. Torque to 7Nm, then tighten and torque the two lower leg pinch bolts (D) to 7Nm.

**EXPERT BUILD:** With a 6mm Allen key, and applying some inward pressure, tighten the axle in a clockwise direction (E). Torque to 7Nm.



STEP 8

**INSTALL PEDALS**

(A) 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. You need to make sure that you have the correct pedal for each side of your bike. You will see on the pedal axle CR-R (or R) for the right and CR-L (or L) for the left. The right-hand (drive-side) pedal tightens up normally in a clockwise direction.

As mentioned the left-hand (non-drive side) pedal tightens up in a counterclockwise direction (B). Be cautious that the pedals are installed nice and straight, being careful not to cross thread the crankarms. A spot of grease on the thread is good to use here. You can use either a 6mm Allen key or a 15mm spanner/wrench and tighten to 47-54Nm.

STEP 9

**CHECK GEARS**

Now is a good time to run through the gears to check that they are working correctly. To do this turn the cranks/pedals so that the rear wheel begins to spin. Whilst still pedaling the bike with your hand shift through the gears using the gear shifter on the right-hand side of your handlebars (C) (being careful not to trap anything in the chain or wheel). If you are having any issues with the gears, please check out our Tech Video series on the INTENSE website.







## STEP 10

**ADJUST HEADSET  
& HANDLEBARS**

Your headset comes pre-loaded (at 2-4Nm) from the factory, but it is always a good idea to check it. You want to ensure that your headset moves easily with a very slight amount of resistance, but with no play.

**EXPERT BUILD:** (A) If your headset feels a little loose then undo the stem clamping bolts slightly using a 5mm Allen key and then gently tighten the top cap bolt by a quarter clockwise turn (B). 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 you are happy with your headset you need to make sure that your stem and handlebars are straight. A good tip is to straddle your bike and look down and line the back of your handlebars up with the front of the fork legs. Take your time, and when you are happy tighten the two stem bolts to 8-9Nm.

**PRO BUILD:** (C) If your headset feels a little loose undo the three pinch bolts on the top crown of your forks with a 4mm Allen key. Two of the pinch bolts are located on the forward-facing surface (you may need to move the number plate to access) and the third bolt is located on the back side near the steerer tube (D).

(E) With a 5mm Allen key set the headset preload by gently tightening the top cap bolt by a quarter clockwise turn (2-4Nm). 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 5-6Nm.



## STEP 11

**ADJUST  
SADDLE HEIGHT**

Set the height of your saddle (seat) with your dropper seatpost in its fully extended position. **(A)** 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 **(B)**, 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: You may have to slightly readjust the saddle height once you have set up your suspension correctly (STEPS 15-18).

## STEP 12

**CHECK  
TIRE PRESSURE**

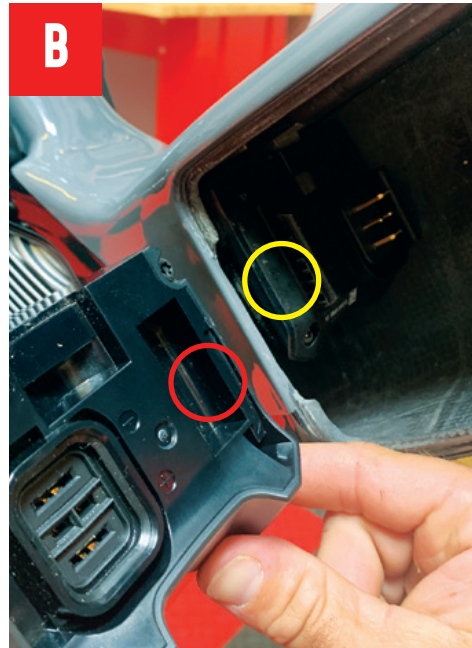
**(C)** The ideal tire pressure setting is determined by three factors: rider weight, type of terrain and the desired balance of comfort and traction. The pressures here are a suggested starting point and can typically range +/- 5psi. Front: 24psi, Rear: 26psi. It is always a good idea to inspect your tires for tears and punctures before and after every ride.

## STEP 13

**INSTALL BOTTLE CAGE**

Your bike comes supplied with a water bottle cage. Undo the two 3mm bolts **(D)** on the downtube of your bike and fit the cage **(E)**. Tighten to 3Nm.





## STEP 14

**INSTALL  
BATTERY**

Once your battery is fully charged (see page 47) you need to reinstall it back into the bike.

Remove the battery door by depressing the latch rearward, hinging the door and then pulling out and forward to remove from the tab insert **(A)**.

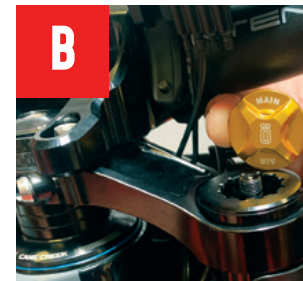
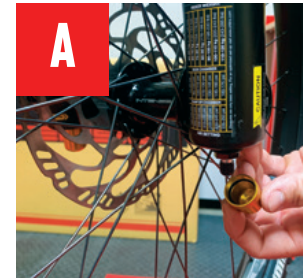
Install the battery by inserting the rear of it first at an angle of approximately 45°. Line up the two tabs aligning the recessed portion on the bottom of the battery **(B)** (circled red) to the tab on the base plate located on the bike (circled yellow). With the bottom of the battery hinged on the tab, push the top of the battery into the battery opening with your thumb. This should only require a small amount of gentle pressure to click into place **(C)**. The battery is now locked in position. If you want to remove the battery you will need to use the key provided with the battery. See STEP 1 for more information.

Replace the battery door by locating the tab on the door into the tab slot on the bike frame and firmly press the top of the door until the latch clicks shut. Do not force the battery into the opening, as it can result in damage to the battery or terminal.



FORK. PRO ÖHLINS DH38 / EXPERT DVO DIAMOND E3  
**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 15

**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 just 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 (C).

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

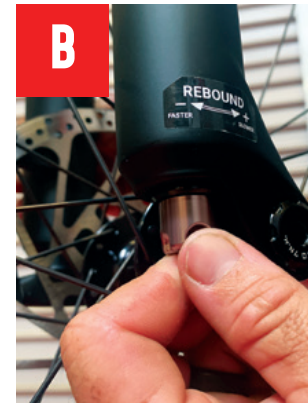
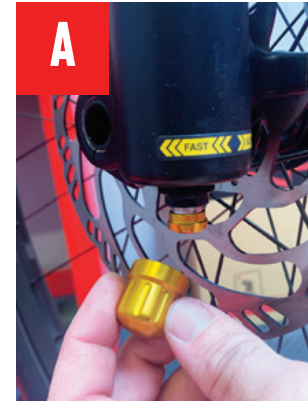
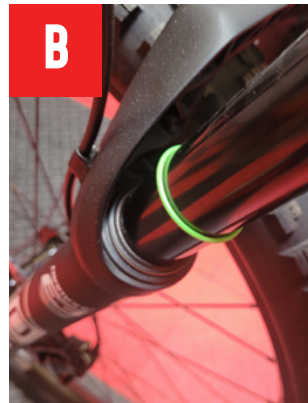
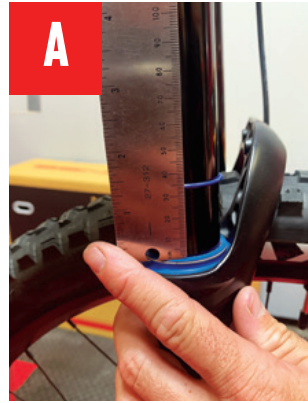
STEP 16  
**SETTING FORK SAG**

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 (B). Get your friend to slide this down until it touches the top of the fork. 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 20% sag – which is 34mm for the PRO model and 32mm 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 (C). 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 button on the shock pump, this will release small amounts of air from the system. Once finished, replace the protective caps.



STEP 17  
**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 (B).

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 the tables overleaf.

**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 DIAMOND E3  
**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)



**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](http://www.ohlins.com)  
[www.dvosuspension.com](http://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 18  
**REAR SUSPENSION SET UP**

First check the spring rate-chart on this page to make sure that the spring fitted on your Tazer MX 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  
 Size S/M: 480 lb                              Size S/M: 450 lb  
 Size L/XL: 548 lb                              Size L/XL: 550 lb

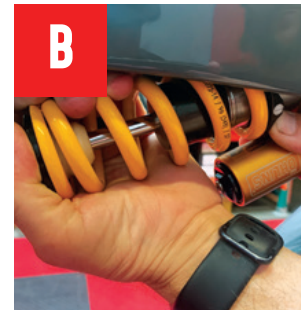
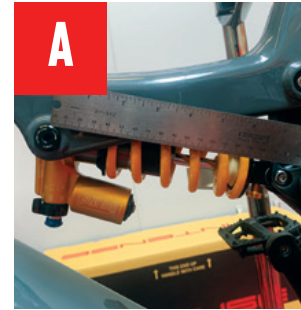
Shock travel: 155mm (6.1"). Shock stroke: 55mm (2.15"). Shock sag: 30% when sitting on the bike. Shock preload: Min-1.5 turns / Max-5 turns.

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

RIDER WEIGHT		SPRING RATE		REBOUND CLICKS		LOW SPEED		HIGH SPEED	
(lbs)	(kgs)	PRO Öhlins	EXPERT DVO	PRO / EXPERT	P	E	P	E	
100	45	300	343	6 11	6	14	-	12	
110	50	365	350	6 10	6	14	-	12	
120	54	388	350	5 9	6	14	-	12	
130	59	411	400	5 9	6	14	-	12	
140	63.5	434	400	5 8	6	14	-	12	
150	68	457	450	4 8	4	12	-	10	
160	73	480	450	4 7	4	12	-	10	
170	77	525	500	4 7	4	12	-	10	
180	82	548	500	3 6	4	12	-	10	
190	86	571	550	3 6	4	12	-	10	
200	91	605	550	3 5	2	10	-	8	
210	95	605	600	2 5	2	10	-	8	
220	100	640	600	2 4	2	10	-	8	
230	104	640	650	2 3	2	10	-	8	
240	109	674	650	1 2	2	10	-	8	
250	113	708	700	1 1	2	10	-	8	

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

STEP 19  
**SETTING SHOCK SAG**

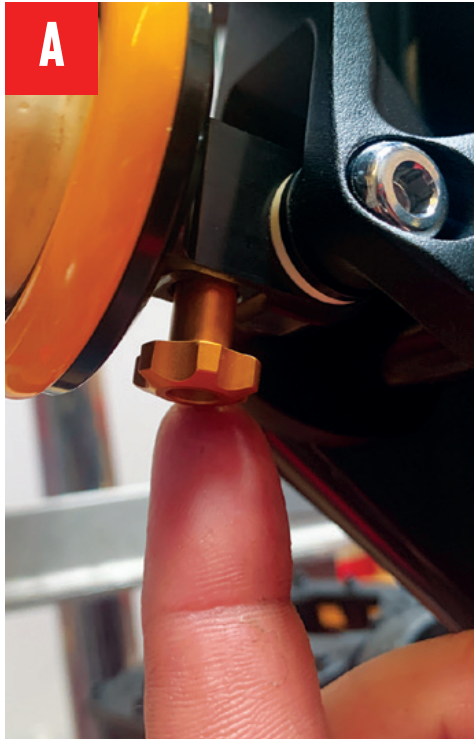


Just as you did with your forks you now need to set the sag on your rear shock. The optimal sag on your rear shock is 30% of the piston's movement inside the shock body (stroke) for both the Öhlins equipped PRO model and the DVO on the EXPERT. The distance between the two shock mounting bolts (eye-to-eye) without a rider on the bike is 185mm for both shocks. Sag at 30% (of the piston) equates to a 16mm reduction in the eye-to-eye measurement. So the correct eye-to-eye measurement for 30% sag on both of these shocks is 169mm (185-16 = 169mm).

With the help of a friend, sit in a normal riding position in full riding gear on the bike, pedals level. Bounce up and down on the bike a few times 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 (A). 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 169mm that will give you a sag measurement of 16mm, which gives you the exact 30% 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 two turns and a maximum of five turns. If your sag number is higher than 30%, increase the spring preload by turning the preload collar clockwise (2-5 turns) (B). If your sag number is lower than 30%, 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 probably need a different spring rate for your bike.





STEP 20

## 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](http://www.ohlins.com)  
[www.dvosuspension.com](http://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).



← EXAMPLE SERIAL NUMBER SHEET. PLEASE REFER TO YOUR ACCESSORY KIT FOR YOUR OWN SERIAL NUMBER SHEET



## GETTING TO KNOW YOUR TAZER MX **INTENSE BICYCLE IDENTIFICATION**

It's important to keep track of your Tazer MX's serial number as well as the serial numbers of its important components for warranty and replacement purposes. Included in your Accessory Kit is a serial number sheet. Please keep this in a safe place.

**Please also note down and register the unique identifiers of your battery's key below.**

You will need to know the key type, code and profile. It means that if you ever lose your key you can simply and quickly order a replacement.

KEY TYPE:

KEY CODE:

KEY PROFILE:

To register your key or to order a new one, please visit [www.mobilesecurity.abus.com](http://www.mobilesecurity.abus.com).

**WARNING!** USE THE SUPPLIED KEY TO REMOVE THE BATTERY FROM THE FRAME, TO PERFORM A BATTERY SWAP OR FOR CHARGING. DO NOT MOVE OR ALTER THE BATTERY FRAME MOUNTS FROM THEIR FACTORY POSITION IN THE DOWNTUBE AS THIS COULD RESULT IN SUBPAR PERFORMANCE, MAY LEAD TO BATTERY AND OR FRAME DAMAGE AND IS NOT COVERED UNDER WARRANTY. PLEASE CONTACT THE INTENSE TECH CENTER IF YOU HAVE ANY QUESTIONS RELATING TO THE BATTERY MOUNTS.



HOW TO USE YOUR TAZER MX  
**GET CHARGED**

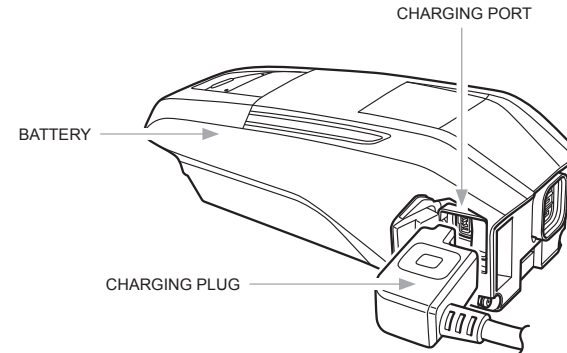
The battery in your Tazer MX is not fully charged at the time of purchase, so before you can use your new bike you will need to charge it using the supplied SHIMANO battery and its dedicated charger. The SHIMANO 504 WH battery found on the Tazer MX will take between 3-5 hours to fully charge. Typically, you will get 80% charge in 2.5 hours, and 100% charge in 5 hours.

You can charge the battery in the frame or you can take it out to charge elsewhere. See pages 12-13 for how to remove the battery from the frame.

To charge the battery simply pull back the rubberized tab cover on the back of the battery to access the charging port. Plug the charging cable into your wall outlet and into the battery. The charging plug will only fit into the charging port one way.

Both the SHIMANO Battery and SHIMANO Charger indicator lights will light up. The yellow charger light shows that it is charging correctly. The green lights on the battery itself will blink while charging and become completely solid when fully charged.

When the battery is completely charged, both it and the charger will turn off, but it is good practice to unplug and turn the charger off once the battery is fully charged.



**IMPORTANT POINTS REGARDING YOUR BATTERY**

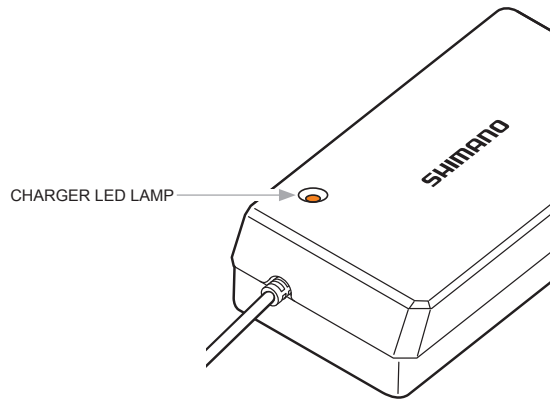
We do not recommend that you charge your battery overnight.

Charging can be carried out at any time regardless of the amount of charge remaining, but we recommend you charge the battery until it is fully charged.




Only use the dedicated SHIMANO charger that came with your bike when recharging the battery.

If the battery has become fully spent, charge it as soon as possible. If you leave the battery without charge it will deteriorate.

If your Tazer MX will not be ridden over an extended period of time, store it away with approximately 70% battery capacity remaining. Also take care not to let the battery become completely empty by charging it every six months.

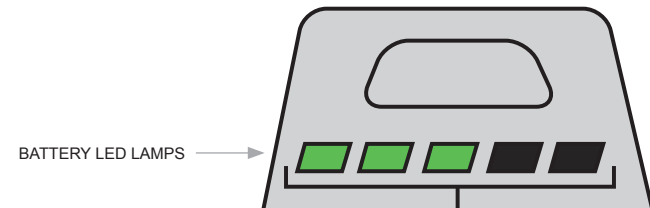








AS CHARGING STARTS THE LED LAMP ON THE CHARGER LIGHTS UP.

- 
**LIT UP** Charging (and within 1 hour after completion of charging)
- 
**BLINKING** Charging Error
- 
**TURNED OFF** Battery disconnected (1 hour or more after completion of charging)

## BATTERY CHARGE LEVEL LED

You can check the current charging status of your battery by looking at the green LED indicator.



CHARGING-IN-PROGRESS INDICATION	
BATTERY LEVEL INDICATION	BATTERY LEVEL
	0% – 20%
	21% – 40%
	41% – 60%
	61% – 80%
	81% – 99%
	100%

 NO LIGHT 
  LIT UP 
  BLINKING

## BATTERY LEVEL INDICATION

The current battery level can be checked by pressing the battery's power button.

It is worth noting that when remaining battery capacity is low, some system functions begin to shut off and the assist mode automatically switches to ECO. If more charge is used assistance will shut off completely.

BATTERY LEVEL INDICATION	
BATTERY LEVEL INDICATION	BATTERY LEVEL
	100% – 81%
	80% – 61%
	60% – 41%
	40% – 21%
	20% – 1%
	0% (when battery is not installed on bicycle)
	0% Power off / Shutdown (when battery is installed on bicycle)

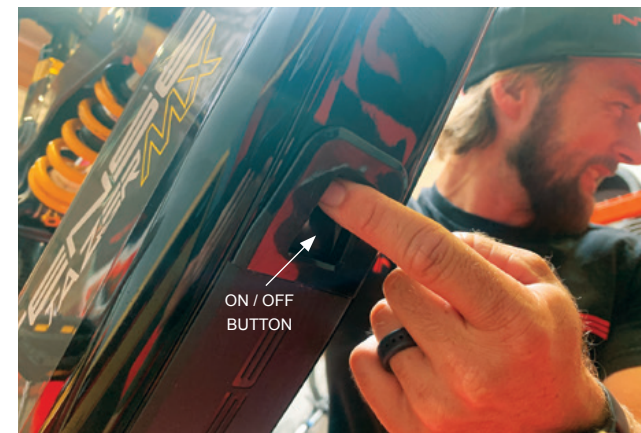
NO LIGHT LIT UP BLINKING

## TURNING ON YOUR TAZER MX eBIKE

The on/off button is located on the upper part of the underside of the downtube of the bike. You will see a clear plastic rubberized window. Press and hold the power button until you hear an audible 'beep'. The green LED lights on the battery will come on at this stage, indicating the level of charge, and the display on your handlebars will be activated.

Please note that the battery cannot be turned on while it is charging, if the bike is moving or if you have your feet on the pedals. A 'system error' may occur (see page 60).

To turn off. With your feet off the pedals, simply hold down the power button for a few seconds until the system shuts down. The handlebar display will go blank.

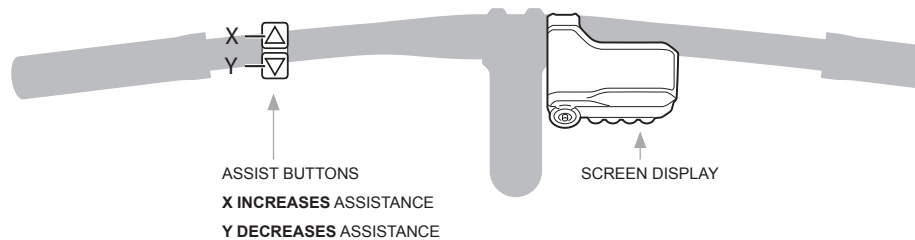


### AUTOMATIC 'POWER OFF' FUNCTION

If the bicycle has not moved for over 10 minutes, the power will automatically turn off.

## USING THE POWER MODES

Your Tazer MX motor comes with three main assist modes: BOOST, TRAIL and ECO, and a fourth WALK mode. You can easily toggle between the three modes using the Assist Switch that's located on the left-hand side of your handlebars. Assistance only starts when you begin to pedal. You can switch between modes at any time depending in the amount of assistance you require.



### IMPORTANT: THE LAW AND eBIKES

Your Tazer eBike speed is restricted by law. The limit in the USA is 20mph (32km/h) and in Europe it is 15.5mph (25km/h). When these speeds are reached the motor power will cut out. Power to the motor will only return when the speed drops below those limits.

### BOOST

BOOST Mode is a lot of fun, especially on long steep climbs and if you're looking to minimize rider effort for a fantastic riding experience. BOOST will consume the battery the fastest.

### TRAIL

TRAIL mode is the primary mode you will find yourself using for most single track riding. It offers all the power of BOOST mode, however it does require more input from the rider. This truly is the most realistic assisted riding experience available. TRAIL is a great balance of efficiency and power based on the needs of the rider. This makes TRAIL mode require less battery than BOOST and will give the rider more range.

### ECO

ECO mode is all about efficiency and providing the most range out of the available modes. With this it does provide the least amount of assistance, which will require more input from the rider to maintain speed. This mode is great for long days on the bike where battery conservation needs to be considered or as a training and fitness tool.

### WALK

WALK mode is very useful if you are out exploring and find yourself in a situation where you need to walk your bike up a hill. This mode will help to take care of the weight of the bike and make the push up the hill much easier.

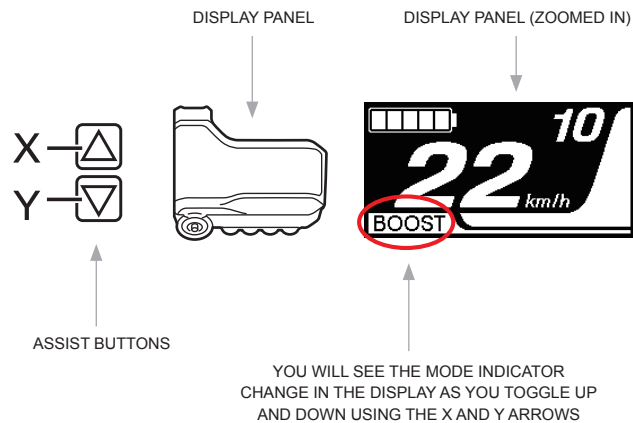
All of the riding modes are extremely tunable through the SHIMANO Steps App. The pro even allows the rider the ability to set up two separate tune profiles and have the ability to adjust between the two on the fly.

When considering the expected range for each one of these modes it is important to note that there are many factors that introduce variables. Factors such as rider weight, riding style, gear selection, soil type, hilly terrain and tire pressure, etc.

## CHANGING THROUGH THE MODES

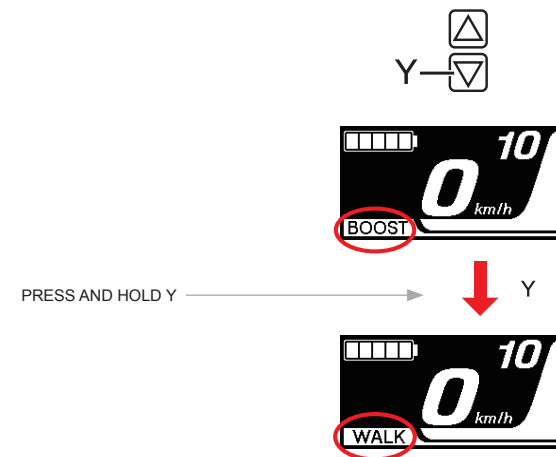
You only get assistance from the motor when you start to pedal. The motor 'kicks in' almost immediately with a nice, smooth transition. On the Assist Switch controller use the up and down arrows to move between the different modes.

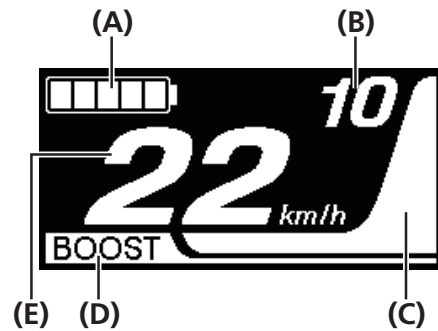
When you first turn the battery on, the display will light up and show 'OFF' in the bottom left corner. Use the up arrow (X) to move into ECO mode, press it again for TRAIL, and again for BOOST. Pressing the down arrow (Y) will take you back down through those modes.



In a safe area, away from traffic, go through the different modes as you pedal around, feeling the different levels of assistance. As you change between the modes you can keep pedaling, and don't forget to try the different modes in different gears to get the best feel for your bike.

To use the WALK function you need to be off the bike, with your feet off the pedals and the bike stationary. Press and hold the down arrow (Y) until WALK appears in the display. Release the down button, then press and hold it down to activate the motor into WALK mode. The level of assistance is only small (a max of 3.7mph), and it will depend on what gear you are in, but it can be a useful helping hand in certain situations.





## SCREEN DISPLAY

The Screen Display is your ‘eyes on the system’. It shows information such as what mode you are in, the speed you are going and more.

### A. Battery level indicator

Displays the current battery level.

### B. Gear position

Displays the current set gear position. Only displays when electronic gear shifting is in use. The Tazer MX comes with mechanical shifting as standard.

### C. Assist gauge

Assistance output indicator.

### D. Assist mode display

Displays the current assist mode.

### E. Current speed

This can be switched between mph and km/h.

## BATTERY LEVEL INDICATOR

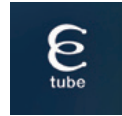
The battery level indicator is located in the top left of the display screen. You can monitor the battery level as you ride.

BATTERY LEVEL INDICATOR ON DISPLAY UNIT	
BATTERY LEVEL INDICATION*1	BATTERY LEVEL
	81% – 100%
	61% – 80%
	41% – 60%
	21% – 40%
	1% – 20%*
	0%

\*The battery level indicator blinks red when remaining battery level falls to this level



## SHIMANO'S E-TUBE APP



Your Tazer MX comes with pre-set 'profiles', which we believe to be the perfect level of power and assistance in each of the modes for this model of bike. The Tazer MX EXPERT (SHIMANO E7000 motor) comes with one pre-set profile, and the Tazer MX PRO (SHIMANO EP800 motor) has two pre-set profiles.

For those of you who would like to fully customize your bike's settings to match your riding style SHIMANO's E-Tube App allows you to truly personalize your riding experience. Simply download the App to your smartphone, enter your details and connect to your bike via Bluetooth.

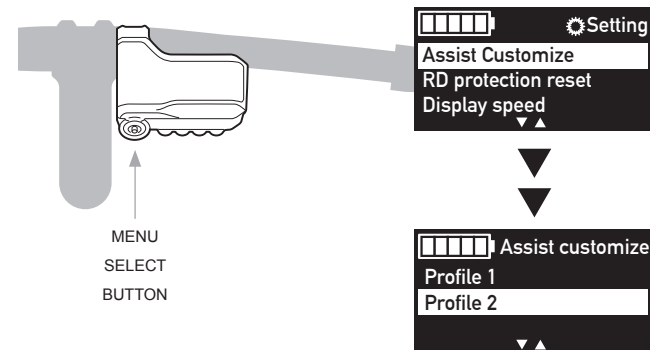
You will then be able to work your way through the menu where you can do things like tweak the motor unit's performance and assist modes, store different rider profile settings, identify error codes and get solutions, update firmware, check for latest releases and the newest functions, etc. Please note that the Tazer MX EXPERT model has slightly less tunability within in the SHIMANO E-Tube App than the PRO model.

The most important adjustments for the motor output are the assist characteristic (the amount the motor multiplies the rider input), the maximum torque (the 'pulling force') and assist characteristic at the start (how quickly the bike reacts to rider input). It can be tricky to balance all these elements, and it is best to adjust one setting at a time and evaluate how it feels.

## HOW TO ACCESS THE TWO PRE-SET CUSTOM PROFILES

### TAZER MX PRO MODEL ONLY

With the power system on (and no weight on the bike), press and hold the selection button on the bottom of the display screen to open the 'Setting' menu. Using the Assist Switch controller (mode selector) on the left of your handlebar, scroll down to the 'Assist Customize' option. Using the selection button on the bottom of the display, select 'Assist Customize'. Using the mode selectors on the left of the handlebar, select your desired 'Profile'.



**E-Tube App Link**  
[www.e-tube.shimano.com](http://www.e-tube.shimano.com)  
 (scan QR code for direct access)

**Additional Links:**  
[www.e-tubeproject.shimano.com](http://www.e-tubeproject.shimano.com)  
[www.e-tubeproject.shimano.com/application](http://www.e-tubeproject.shimano.com/application)

# TROUBLESHOOTING

## BATTERY LED ERROR INDICATORS

System errors and similar warnings are indicated by the battery LED through various lighting patterns.

BATTERY ERROR INDICATOR				
LIGHTING PATTERN	ERROR INDICATION TYPE		INDICATION CONDITION	RECOVERY
	SYSTEM ERROR		Communication error with the bicycle system.	Make sure that the cable is not loose or improperly connected. If the situation does not improve, contact the place of purchase.
	TEMPERATURE PROTECTION		If the temperature exceeds the guaranteed operating range, the battery output is turned off.	Leave the battery in a cool place away from direct sunlight until the internal temperature of the battery decreases sufficiently. If the situation does not improve, contact the place of purchase.
	SECURITY AUTHENTICATION ERROR		This is displayed if a genuine drive unit is not connected. This is displayed if any of the cables are disconnected.	Connect a genuine battery and drive unit. Check the condition of the cables. If the situation does not improve, contact the place of purchase.
	CHARGING ERROR		This is displayed if an error occurs during charging.	Remove the charger from the battery and press the power button. If an error appears contact the place of purchase.
	BATTERY MALFUNCTION		Electrical failure inside the battery.	Connect the charger to the battery and then remove the charger. Press the power button with only the battery connected. If an error appears with only the battery connected, contact the place of purchase.

**WARNING AND ERROR MESSAGES ON THE CYCLE COMPUTER DISPLAY**

Warning and Error messages are displayed at the top in the middle of the computer display screen. These messages usually start with a 'W' and help you identify the problem. Some of the most common error messages can be found printed on the inside of the battery hatch door.

WARNING MESSAGE ON THE DISPLAY SCREEN. THIS DISAPPEARS ONCE THE ERROR IS FIXED.



**WARNING MESSAGES ON DISPLAY**

CODE	DISPLAY PRECONDITIONS		OPERATIONAL RESTRICTION	REMEDY
W010	Temperature of the drive unit is higher than it is during times of normal operation.		Power assistance may be lower than usual.	Stop using the assist function until the temperature of the drive unit drops. If the situation does not improve contact the place of purchase.
W011	The travelling speed cannot be detected.		The maximum speed up to which power assistance is provided may be lower than usual.	Check that the speed sensor is properly installed. If the situation does not improve contact the place of purchase.
W013	Initialization of torque sensor was not completed successfully.		Power assistance may be lower than usual.	With your foot off the pedal, press the battery power button and turn on the power again. If the situation does not improve contact the place of purchase.
W032	An electronic derailleur may have been installed in place of a mechanical derailleur.		Power assistance provided in (WALK) mode may be lower than usual. The walk assist function may not be able to be used in certain regions.	Reinstall the derailleur for which the system is configured to support. If the situation does not improve contact the place of purchase.



For a complete list of **SHIMANO Error Codes** and how to fix them scan the code.



# MAINTENANCE

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. This will help to limit or avoid costly repairs and will also help to avoid injury due to service neglect and component failure.

# CARBON CARE

- 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 to any degree it's best to have your frame inspected by a qualified INTENSE Tazer MX 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.

## TAZER MX MAINTENANCE SCHEDULE

	ACTION	EVERY RIDE	500 MILES OR 1MTH	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		
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		
CHAIN	INSPECT FOR DAMAGE AND CHECK FOR STRETCHING		X		
BRAKES	REPLACE BRAKE PADS			X	
DERAILLEUR	INSPECT CABLES 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	
GENERAL	COMPLETE TUNE-UP				X

TAZER MX

# FRAME FEATURES

- Rear Travel: 155mm/6.1" with Metric 185mm x 55mm stroke shock
- Front Wheel size: 29"  
Rear Wheel size: 27.5" x 2.80"
- Progressive Shock Curve
- Integrated 148mm x 12mm dropouts
- Internal Cable Routing
- Flak Guard: Downtube, Chainstay, Seatstay and Seattube protection
- Molded Rear Fender
- Tapered Headtube
- Replaceable Zerk Grease Port on back of Lower Link
- Max Bearings and dedicated Frame Hardware
- Molded Skid Plate
- Removable Battery

TAZER MX

# COMPONENT SPEC

## TAZER MX PRO

FORK:	ÖHLINS DH 38 RACE FORK, 29", 1.125" STRAIGHT STEERER, 170MM TRAVEL/6.7", 580MM AXLE TO CROWN, 50MM OFFSET
SHOCK:	ÖHLINS TTX22M COIL, 185MM X 55MM METRIC SHOCK, TRUNNION WITH 20MM X 8MM REDUCERS ON SHOCK, SPRING 480LBS (S/M), 548LBS (L/XL), 155MM REAR
SEATPOST:	31.6MM
HEADSET:	ZERO STACK 49MM UPPER/56MM LOWER CANE CREEK 40 ZS49-ZS56/30
REAR AXLE:	BOOST 148MM X 12MM
BRAKE MOUNT:	POST MOUNT FOR 200MM ROTOR
MOTOR:	SHIMANO STEPS EP800 MOTOR
BATTERY:	SHIMANO E8010 BATTERY – 504WH
DISPLAY:	SHIMANO SC-EM800 DISPLAY/CYCLE COMPUTER, 35MM CLAMP BAND DIAMETER
MODE BUTTON:	SHIMANO SW-EM800-L ASSIST SWITCH

## TAZER MX EXPERT

FORK:	DVO DIAMOND E3, 29", 1.125"/1.5" TAPERED STEER, 160MM TRAVEL/6.3", 572MM AXLE TO CROWN, 44MM OFFSET
SHOCK:	DVO JADE COIL, 185MM X 55MM METRIC SHOCK, TRUNNION WITH 20MM X 8MM REDUCERS ON SHOCK, SPRING 450LBS (S/M), 550LBS (L/XL), 155MM REAR TRAVEL
SEATPOST:	31.6MM
HEADSET:	ZERO STACK 49MM UPPER/56MM LOWER CANE CREEK 40 ZS49-ZS56/40
REAR AXLE:	BOOST 148MM X 12MM
BRAKE MOUNT:	POST MOUNT FOR 200MM ROTOR
MOTOR:	SHIMANO STEPS EP7000 MOTOR
BATTERY:	SHIMANO E8010 BATTERY – 504WH
DISPLAY:	SHIMANO SC-E7000 DISPLAY/CYCLE COMPUTER, 35MM CLAMP BAND DIAMETER
MODE BUTTON:	SHIMANO SW-E7000-L ASSIST SWITCH



**TAZER MX PRO BUILD**

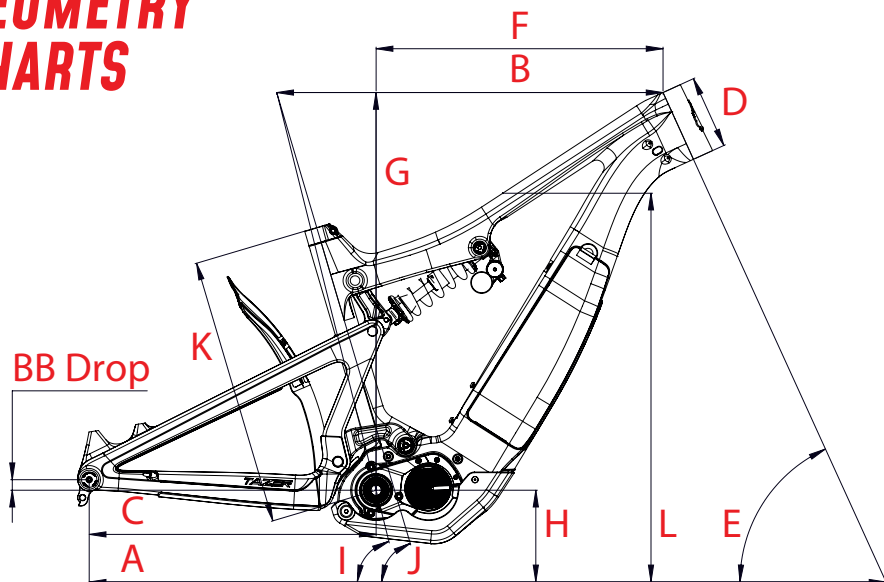
FRAME	CARBON FIBER FRONT AND REAR TRIANGLE WITH INTERNAL CABLE ROUTING
FORK	ÖHLINS DH38 RACE FORK, DUAL CROWN, 170MM TRAVEL, AIR SPRING SYSTEM
SHOCK	ÖHLINS TTX22M COIL, 155MM TRAVEL, HIGH/LOW SPEED COMPRESSION ADJUSTMENT, REBOUND ADJUSTMENT - SPRING 480LB (S/M SIZE) 548LB (L/XL SIZE)
MOTOR	SHIMANO STEPS EP8
BATTERY	BT-E8010, FOR STEPS, 504WH. BATTERY LOCK W/2 KEYS
DISPLAY	SHIMANO STEPS LCD, BLUETOOTH COMPATIBLE
BRAKES	MAGURA MT7 WITH 203MM STORM HC ROTORS FRONT AND BACK
SHIFTER	SHIMANO SLX 12-SPEED
DERAILLEUR	SHIMANO SLX 12-SPEED
CRANKS	ETHIRTEEN E*SPEC 34 TOOTH CHAINRING 165MM LENGTH
CASSETTE	SHIMANO DEORE 12-SPEED 11-51 TOOTH
CHAIN	SHIMANO DEORE 12-SPEED
WHEELSET	ETHIRTEEN E*SPEC ALLOY RIM 30MM RIM WIDTH X 29" FRONT / 35MM RIM WIDTH X 27.5" REAR
HUBS	INTENSE E-SPECIFIC ALLOY HUBS
TIRES	MAXXIS MINION DHR II MAXX TERRA 3C EXO+ 29" X 2.60" FRONT / 27.5" X 2.8" REAR
SEATPOST	INTENSE RECON DROPPER POST - 125MM LENGTH (S/M) 150MM LENGTH (L/XL)
SADDLE	SDG BEL-AIR SADDLE
HANDLEBAR	INTENSE RECON 35MM OD X 800MM WIDE, 30MM RISE
STEM	INTENSE DIRECT MOUNT 35MM OD X 50MM LENGTH
GRIPS	ODI ELITE FLOW
WEIGHT	23.9 KGS / 52LBS 11OZ (SIZE S/M, TUBELESS, WITH PEDALS)



**TAZER MX EXPERT BUILD**

FRAME	CARBON FIBER FRONT AND REAR TRIANGLE WITH INTERNAL CABLE ROUTING
FORK	DVO DIAMOND E3, SINGLE CROWN, 160MM TRAVEL
SHOCK	DVO JADE COIL, 155MM TRAVEL, HIGH/LOW SPEED COMPRESSION ADJUSTMENT, REBOUND ADJUSTMENT - SPRING 450LB (S/M SIZE) 550LB (L/XL SIZE)
MOTOR	SHIMANO STEPS E7000
BATTERY	BT-E8010, FOR STEPS, 504WH. BATTERY LOCK W/2 KEYS
DISPLAY	SHIMANO SC7000
BRAKES	TRP TRAIL EVO WITH 203MM R1 ROTORS FRONT AND BACK
SHIFTER	SHIMANO DEORE 12-SPEED
DERAILLEUR	SHIMANO DEORE 12-SPEED
CRANKS	ETHIRTEEN E*SPEC 34 TOOTH CHAINRING 165MM LENGTH
CASSETTE	SHIMANO DEORE 12-SPEED 11-51 TOOTH
CHAIN	SHIMANO DEORE 12-SPEED
WHEELSET	ETHIRTEEN E*SPEC ALLOY RIM 30MM RIM WIDTH X 29" FRONT / 35MM RIM WIDTH X 27.5" REAR
HUBS	INTENSE E-SPECIFIC ALLOY HUBS
TIRES	MAXXIS MINION DHR II MAXX TERRA 3C EXO+ 29" X 2.60" FRONT / 27.5" X 2.8" REAR
SEATPOST	INTENSE RECON DROPPER POST - 125MM LENGTH (S/M) 150MM LENGTH (L/XL)
SADDLE	SDG BEL-AIR SADDLE
HANDLEBAR	INTENSE RECON 35MM OD X 800MM WIDE, 30MM RISE
STEM	INTENSE 35MM OD X 45MM LENGTH
GRIPS	INTENSE LOCK-ON
WEIGHT	23.47 KGS / 51LBS 12OZ (SIZE S/M, TUBELESS, WITH PEDALS)

TAZER MX  
**GEOMETRY CHARTS**



**GEOMETRY NOTE**

**MX PRO:** Geometry taken at 580mm axle to crown length and 50mm fork offset.

**MX EXPERT:** Geometry taken at 572mm axle to crown length and 44mm fork offset.

**COMPONENT SPEC NOTE:**

The Tazer MX EXPERT and PRO are designed around the use of a single chainring only. Use of a double or triple ring set will not allow proper clearance with the frame.

Please contact Customer Service for any specific fitment questions at [techcenter@intensecycles.com](mailto:techcenter@intensecycles.com)

**TAZER MX PRO**

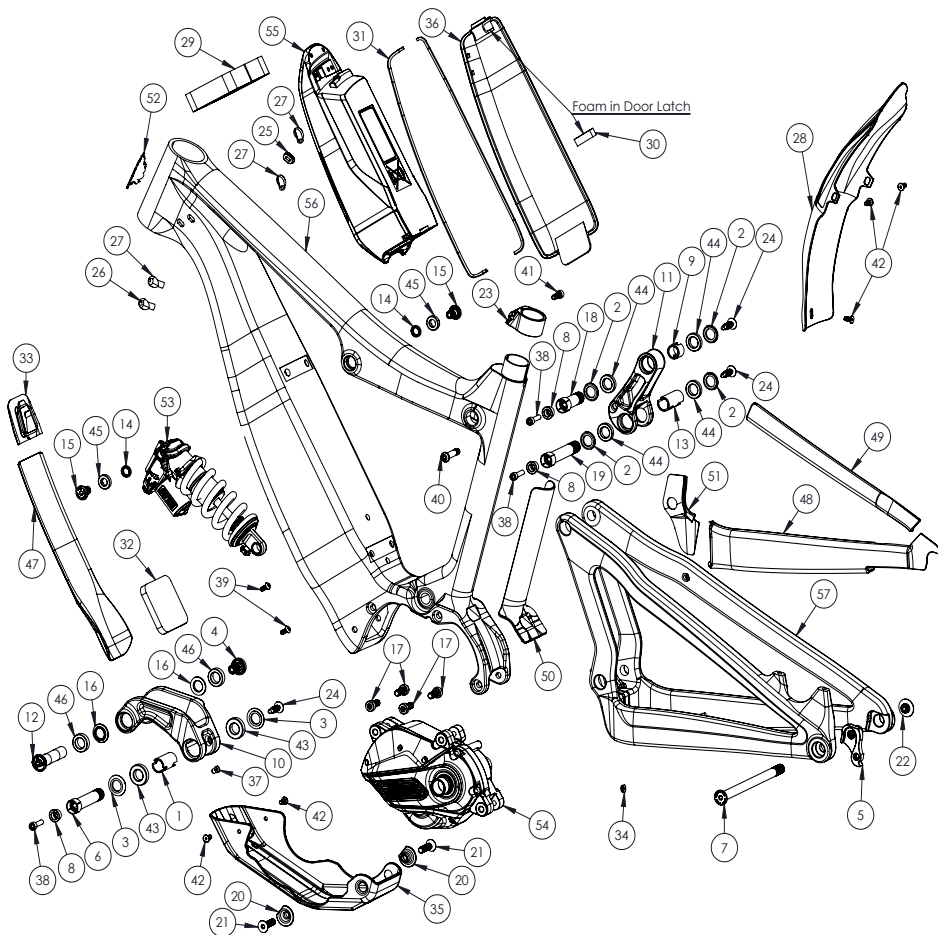
SIZE	SMALL/MEDIUM	LARGE/X-LARGE
WHEELBASE (A)	1235mm / 48.6"	1294mm / 51"
TOPTUBE LENGTH (B)	605mm / 23.8"	663.4mm / 26.2"
CHAINSTAY LENGTH (C)	450mm / 17.7"	450mm / 17.7"
HEADTUBE LENGTH (D)	115mm / 4.5"	125mm / 4.9"
HEADTUBE ANGLE (E)	64.4°	64.4°
REACH (F)	450mm / 17.7"	505mm / 19.9"
STACK (G)	623mm / 24.5"	632mm / 24.9"
BB HEIGHT (H)	349.3mm / 13.75"	349.3mm / 13.75"
BB DROP	9.5mm / 0.38"	9.5mm / 0.38"
SEATTUBE ANGLE (EFFECTIVE) (I)	74.8°	74.8°
SEATTUBE ANGLE (ACTUAL) (J)	74.8°	74.8°
SEATTUBE LENGTH (K)	419mm / 16.5"	470mm / 18.5"
STANDOVER HEIGHT (L)	821mm / 32.3"	837mm / 33"

**TAZER MX EXPERT**

SIZE	SMALL/MEDIUM	LARGE/X-LARGE
WHEELBASE (A)	1226mm / 48.3"	1285mm / 50.6"
TOPTUBE LENGTH (B)	605mm / 23.8"	663.5mm / 26.2"
CHAINSTAY LENGTH (C)	450mm / 17.7"	450mm / 17.7"
HEADTUBE LENGTH (D)	115mm / 4.5"	125mm / 4.9"
HEADTUBE ANGLE (E)	64.6°	64.6°
REACH (F)	450mm / 17.7"	505mm / 19.9"
STACK (G)	623mm / 24.5"	632mm / 24.9"
BB HEIGHT (H)	348mm / 13.7"	348mm / 13.7"
BB DROP	10.8mm / 0.43"	10.8mm / 0.43"
SEATTUBE ANGLE (EFFECTIVE) (I)	75°	75°
SEATTUBE ANGLE (ACTUAL) (J)	72.6°	72.6°
SEATTUBE LENGTH (K)	419mm / 16.5"	470mm / 18.5"
STANDOVER HEIGHT (L)	818mm / 32.2"	836mm / 33"



# EXPLODED VIEW AND PARTS TAZER MX PRO

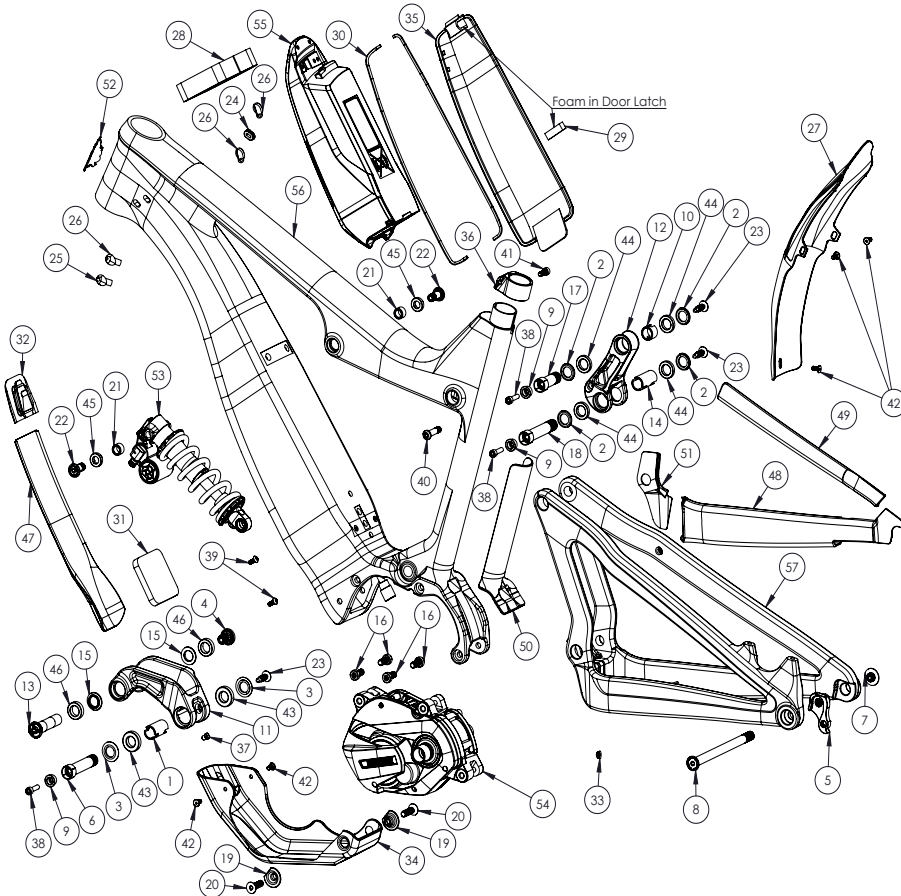


ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Bearing Spacer	130754	Lower Link Bearing Spacer	1	N/A
2	Bearing Cap	130765	Upper Link Bearing Cap, 24mm	4	N/A
3	Bearing Cap	130778	Lower Link Bearing Cap, 28mm	2	N/A
4	Pivot Bolt	130785	Lower Link Pivot Bolt	1	20Nm / 175in-lbs
5	Hanger	130790	Derailleur Hanger, Forged	1	N/A
6	Pivot Bolt	130795	Lower Link Expander Bolt (Lower Pivot)	1	7Nm / 60in-lbs
7	Rear Axle	130799	Axle Rear 148 x 12mm Boost	1	11Nm / 100in-lbs
8	Cone Adjuster	130807	Cone Adjuster, 8.3mm Height	3	N/A
9	Bearing Spacer	130847	Upper Link Bearing Spacer (Upper Pivot)	1	N/A
10	Lower Link	130848	Forged Lower Link Tazer	1	N/A
11	Upper Link	130849	Forged Upper Link	1	N/A
12	Axle Lower	130850	Axle Lower Pivot Tazer	1	20Nm / 175in-lbs
13	Bearing Spacer	130851	Upper Link Bearing Spacer (Lower Pivot)	1	N/A
14	Spacer	130852	Trunnion Mount Spacer, SMALL/MEDIUM FRAME	2	N/A
14	Spacer	130869	Trunnion Mount Spacer, LARGE/X-LARGE FRAME	2	N/A
15	Shock Bolt	130853	Trunnion Pivot Shock Bolt SMALL/MEDIUM FRAME	2	16Nm / 140in-lbs
15	Shock Bolt	130870	Trunnion Pivot Shock Bolt, LARGE/X-LARGE FRAME	2	16Nm / 140in-lbs
16	Bearing Spacer	130860	Lower Link Bearing Spacer (Upper Pivot)	2	N/A
17	Drive Unit Bolt	130862	Drive Unit Bolt M8 x 18 with T40 Broach	4	10Nm / 88in-lbs
18	Pivot Bolt	130863	Upper Link Expander Bolt (Upper Pivot)	1	7Nm / 60in-lbs
19	Pivot Bolt	130864	Upper Link Expander Bolt (Lower Pivot)	1	7Nm / 60in-lbs
20	Spacer	130867	Skid Plate Spacer	2	N/A
21	FHCS M8 x 30	130868	Skid Plate Motor Bolt, Flat Head, M8 x 30 mm	2	10Nm / 88in-lbs
22	Hanger Bolt	130887	Derailleur Hanger Bolt	1	11Nm / 100in-lbs
23	Seat Clamp	130888	Bolt-on Seat Clamp	1	N/A
24	Plug	140038	Lower Link Pivot Plug	3	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SEC.
25	Cable Guide Plug	140039	Cable Guide Plug, Solid	1	N/A
26	Cable Guide Plug	140040	Guide Cable Plug, 5mm ID	1	N/A
27	Cable Guide Plug	140052	Guide Cable Plug, 4mm ID	3	N/A
28	Rear Fender	140054	Rear Fender	1	N/A
29	Battery Pull Strap	140055	Battery Pull Strap	1	N/A
30	Foam Pad	140056	Battery Door Foam Pad	1	N/A
31	Gasket	140057	Battery Door Gasket	1	N/A
32	Foam Pad	140058	Battery Compartment Foam Pad	1	N/A
33	Battery Charge Window	140059	Battery Charge Window	1	N/A
34	Grommet	140060	Speed Sensor Wire Grommet	1	N/A
35	Skid Plate	140064	Skid Plate, Shimano EP800	1	N/A
36	Battery Door	140067	Battery Door Tazer, MY21 Tazer MX Masking BLK V2	1	N/A
37	Zerk Fitting	401011	M6 x 1.0	1	5Nm / 45in-lbs
38	SHCS M6 x 22	410009	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14Nm / 125in-lbs
39	BHCS M5 X 12	410010	Skid Plate Bolt, Button Head, M5 X 12	2	2Nm / 18in-lbs
40	SHCS M8 x 35	410045	Shock Bolt, M8 x 35 Steel	1	16Nm / 140in-lbs
41	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	5Nm / 45in-lbs
42	M5 X 11	410068	Fender / Skid Plate Bolt, Low Profile Socket Head, M5 x 11	5	(Fender) 1Nm / 9in-lbs (Skid Plate) 2Nm / 18in-lbs
43	Bearing 7902	430007	15 x 28 x 7 2RS MAX Angular Contact Bearing	2	N/A
44	Bearing 6802	430008	15 x 24 x 5 2RS MAX Radial Bearing	4	N/A
45	Bearing 6800	430011	10 x 19 x 5 2RS MAX Radial Bearing	2	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
46	Bearing 3802	430014	15 x 24 x 7, Double Row Radial Bearing	2	N/A
47	Flak Guard	500301	Flak Guard Tazer Downtube	1	N/A
48	Flak Guard	500302	Flak Guard Tazer Chainstay	1	N/A
49	Flak Guard	500303	Flak Guard Tazer Seatstay	1	N/A
50	Flak Guard	500304	Flak Guard Tazer Seattube	1	N/A
51	Flak Guard	500305	Flak Guard Tazer Right Strut	1	N/A
52	Head Badge	500335	Head Badge Flame Logo	1	N/A
53	Rear Shock		185 x 55, Trunnion	1	N/A
54	Motor		Shimano EP800	1	N/A
55	Battery		Shimano E8010	1	N/A
56	Front Triangle		Carbon, 2 Sizes	1	N/A
57	Rear Triangle		Carbon, 1 Size	1	N/A

# EXPLODED VIEW AND PARTS TAZER MX EXPERT



ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
1	Bearing Spacer	130754	Lower Link Bearing Spacer	1	N/A
2	Bearing Cap	130765	Upper Link Bearing Cap, 24mm	4	N/A
3	Bearing Cap	130778	Lower Link Bearing Cap, 28mm	2	N/A
4	Pivot Bolt	130785	Lower Link Pivot Bolt	1	20Nm / 175in-lbs
5	Hanger	130790	Derailleur Hanger, Forged	1	N/A
6	Pivot Bolt	130795	Lower Link Expander Bolt (Lower Pivot)	1	7Nm / 60in-lbs
7	Hanger Bolt	130798	Derailleur Hanger Bolt	1	11Nm / 100in-lbs
8	Rear Axle	130799	Axle Rear 148 x 12mm Boost	1	11Nm / 100in-lbs
9	Cone Adjuster	130807	Cone Adjuster, 8.3mm Height	3	N/A
10	Bearing Spacer	130847	Upper Link Bearing Spacer (Upper Pivot)	1	N/A
11	Lower Link	130848	Forged Lower Link Tazer	1	N/A
12	Upper Link	130849	Forged Upper Link	1	N/A
13	Axle Lower	130850	Axle Lower Pivot Tazer	1	20Nm / 175in-lbs
14	Bearing Spacer	130851	Upper Link Bearing Spacer (Lower Pivot)	1	N/A
15	Bearing Spacer	130860	Lower Link Bearing Spacer (Upper Pivot)	2	N/A
16	Drive Unit Bolt	130862	Drive Unit Bolt M8 x 18 with T40 Broach	4	10Nm / 88in-lbs
17	Pivot Bolt	130863	Upper Link Expander Bolt (Upper Pivot)	1	7Nm / 60in-lbs
18	Pivot Bolt	130864	Upper Link Expander Bolt (Lower Pivot)	1	7Nm / 60in-lbs
19	Spacer	130867	Skid Plate Spacer	2	N/A
20	FHCS M8 x 30	130868	Drive Unit/Skid Plate Bolt M8 x 1.25 x 30mm	2	10Nm / 88in-lbs
21	Spacer	130852	Trunnion Mount Spacer, SMALL/MEDIUM FRAMES	2	N/A
21	Spacer	130869	Trunnion Mount Spacer, 10mm LARGE/X-LARGE FRAMES	2	N/A
22	Shock Bolt	130853	Trunnion Pivot Shock Bolt, SMALL/MEDIUM FRAMES	2	16Nm / 140in-lbs
22	Shock Bolt	130870	Trunnion Pivot Shock Bolt, 22.6 mm LARGE/X-LARGE FRAMES	2	16Nm / 140in-lbs
23	Plug	140038	Lower Link Pivot Plug	3	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
24	Cable Guide Plug	140039	Cable Guide Plug, Solid	1	N/A
25	Cable Guide Plug	140040	Guide Cable Plug, 5mm ID	1	N/A
26	Cable Guide Plug	140052	Guide Cable Plug, 4mm ID	3	N/A
27	Rear Fender	140054	Rear Fender	1	N/A
28	Battery Pull Strap	140055	Battery Pull Strap	1	N/A
29	Foam Pad	140056	Battery Door Foam Pad	1	N/A
30	Gasket	140057	Battery Door Gasket	1	N/A
31	Foam Pad	140058	Battery Compartment Foam Pad	1	N/A
32	Battery Charge Window	140059	Battery Charge Window	1	N/A
33	Grommet	140060	Speed Sensor Wire Grommet	1	N/A
34	Skid Plate	140063	Skid Plate, Shimano E7000	1	N/A
35	Battery Door	140067	Battery Door, Tazer MX Masking	1	N/A
36	Seat Clamp	340342	Bolt-on Seat Clamp	1	N/A
37	Zerk Fitting	401011	M6 x 1.0	1	5Nm / 45in-lbs
38	SHCS M6 x 22	410009	Cone Adjuster Bolt, Socket Head, M6 x 22	3	14Nm / 125in-lbs
39	BHCS M5 X 12	410010	Skid Plate Bolt, Button Head, M5 X 12	2	2Nm / 18in-lbs
40	SHCS M8 x 35	410045	Shock Bolt, M8 x 35 Steel	1	16Nm / 140in-lbs
41	SHCS M6 x 18	410048	Seat Clamp Bolt, Socket Head, M6 x 18	1	5Nm / 45in-lbs
42	M5 X 11	410068	Fender / Skid Plate Bolt, Low Profile Socket Head, M5 x 11	5	(Fender) 1Nm / 9in-lbs (Skid Plate) 2Nm / 18in-lbs
43	Bearing 7902	430007	15 x 28 x 7 2RS MAX Angular Contact Bearing	2	N/A
44	Bearing 6802	430008	15 x 24 x 5 2RS MAX Radial Bearing	4	N/A

ITEM NO.	ITEM	PART NUMBER	DESCRIPTION	QTY.	TORQUE SPEC.
45	Bearing 6800	430011	10 x 19 x 5 2RS MAX Radial Bearing	2	N/A
46	Bearing 3802	430014	15 x 24 x 7, Double Row Radial Bearing	2	N/A
47	Flak Guard	500301	Flak Guard Tazer Downtube	1	N/A
48	Flak Guard	500302	Flak Guard Tazer Chainstay	1	N/A
49	Flak Guard	500303	Flak Guard Tazer Seatstay	1	N/A
50	Flak Guard	500304	Flak Guard Tazer Seattube	1	N/A
51	Flak Guard	500305	Flak Guard Tazer Right Strut	1	N/A
52	Head Badge	500335	Head Badge Flame Logo	1	N/A
53	Rear Shock		185 x 55, Trunnion	1	N/A
54	Motor		Shimano E7000	1	N/A
55	Battery		Shimano E8010	1	N/A
56	Front Triangle		Carbon, 2 Sizes	1	N/A
57	Rear Triangle		Carbon, 1 Size	1	N/A

TAZER MX  
**PARTS KITS**

**DERAILLEUR HANGER KIT IT340177**

- 5,7 130790
- 5,7 130798

**Works With Locking & Non-Locking Axle All Models 2017-2021 (4950-0011)**

- Derailleur Hanger 2015 & Up Blk TW
- Bolt F/Derailleur Hanger Blk TW

**AXLE KIT REAR IT150098**

- 8 140060

**148 x 12 BOOST Rear Axle Tazer MX 2021**

- Axle 148B ACV/Recluse/Spider BLK

**FRAME PROTECTION KIT IT150016**

- 32,47,48,49,50,51,33 140060
- 32,47,48,49,50,51,33 500301
- 32,47,48,49,50,51,33 500302
- 32,47,48,49,50,51,33 500303
- 32,47,48,49,50,51,33 500304
- 32,47,48,49,50,51,33 500305

**Flak Guard Tazer 2019-2021 (4950-0010)**

- Grommet Tazer, Speed Sensor, Jagwire/CCN009-1
- Frame Protection Flak Guard Tazer Downtube 2019/20
- Frame Protection Flak Guard Tazer Chainstay 2019/20
- Frame Protection Flak Guard Tazer Seatstay 2019/20
- Frame Protection Flak Guard Tazer Seat Tube 2019/20
- Frame Protection Flak Guard Tazer RT Strut 2019/20

**BATTERY PULL STRAP KIT T150015**

- 28 140055

**Tazer 2019-2021 (4950-0005)**

- Battery Pull Tab Tazer

**FRAME PROTECTION KIT IT150019**

- 27,42 410068
- 27,42 140054

**Fender Tazer 2019-2021 (4950-0009)**

- Bolt SHCS Flat Head M5 x 11
- Frame Protection Fender Tazer Rear BLK 2019/20

**FRAME PROTECTION KIT IT150116**

- 34 140064
- 34 140063

**Skid Plate Tazer MX Black 2021 (4950-0022)**

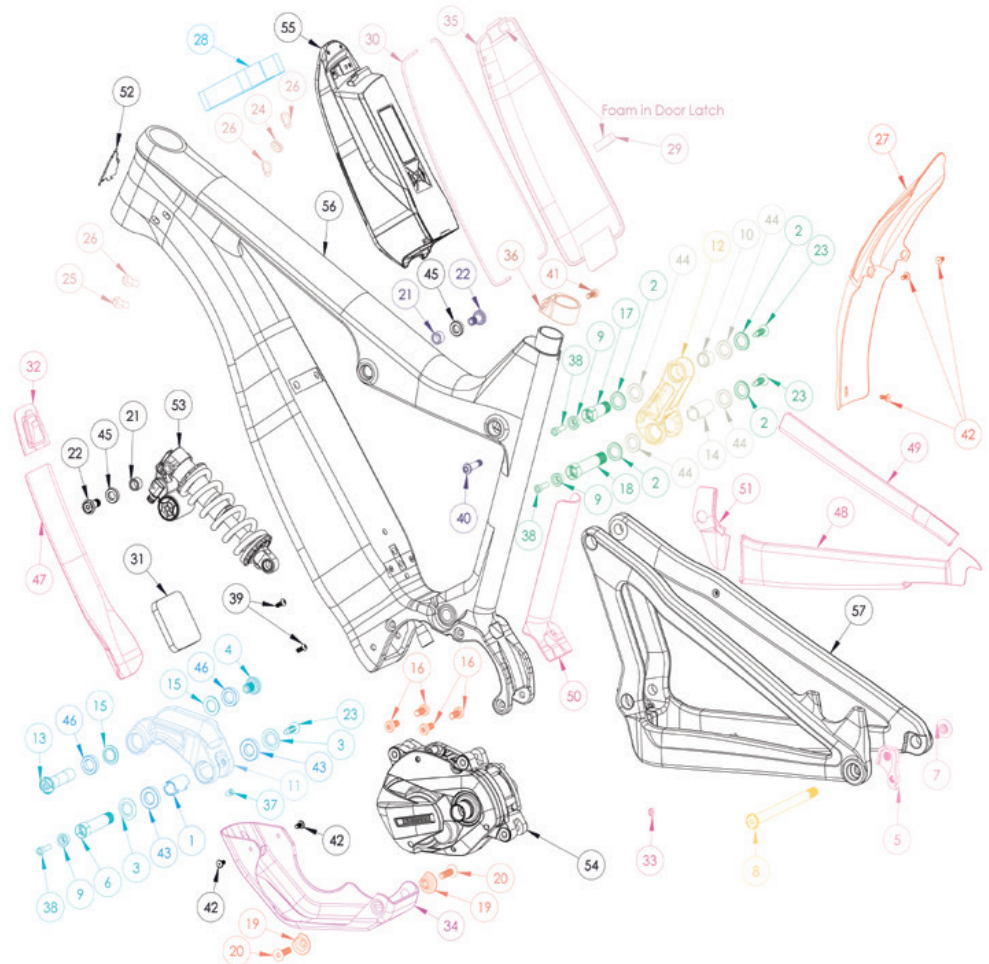
- ZCE7 Skid Plate Tazer EP-8 BLK
- Skid Plate EXP Blk ZCE7 2020/2021 (4950-0021)

**LINK KIT IT150010**

- 38,9,6,3,23,13,15,4,37 130778
- 38,9,6,3,23,13,15,4,37 130860
- 38,9,6,3,23,13,15,4,37 130785
- 38,9,6,3,23,13,15,4,37 130795
- 38,9,6,3,23,13,15,4,37 130807
- 38,9,6,3,23,13,15,4,37 130850
- 38,9,6,3,23,13,15,4,37 401011
- 38,9,6,3,23,13,15,4,37 410009
- 38,9,6,3,23,13,15,4,37 140038

**Lower Hardware Tazer 2019-2021 (4950-0013)**

- Cap Bearing Blk TW
- Pivot Axle Spacer Tracer
- Bolt Shoulder Fine Thread T275C/C275/S29C Blk TW
- Bolt Main Pivot 1.5T M16 Blk TW
- Spacer Cone Adjuster 8.3mm (Short)Blk TW
- Axle Lower Pivot Tazer
- Zerk Fitting M6 x 1.0 x 7
- Bolt SHCS M6 x 22
- Plug Trim 15mm YF



**LINK KIT**

- 38,9,17,2,23,18
- 38,9,17,2,23,18
- 38,9,17,2,23,18
- 38,9,17,2,23,18
- 38,9,17,2,23,18
- 38,9,17,2,23,18

**IT150009**

- 130765
- 130807
- 410009
- 140038
- 130863
- 130864

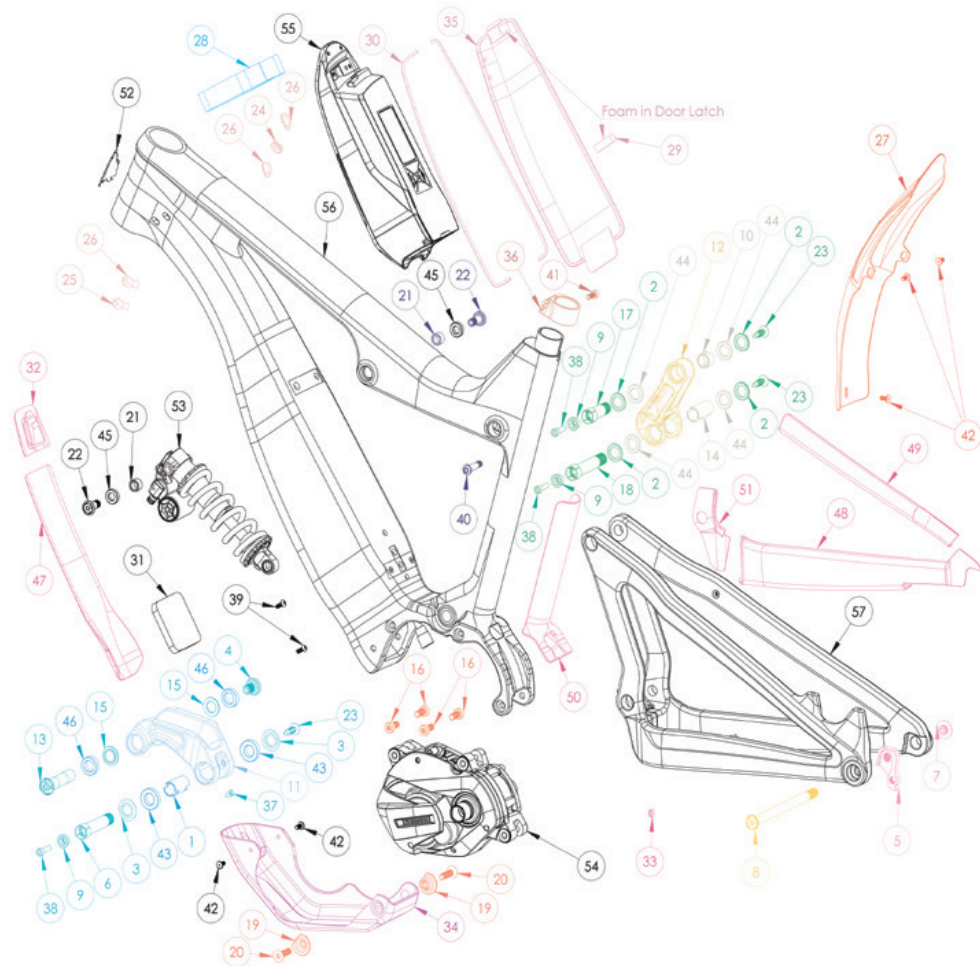
**Upper Hardware Tazer 2019-2021 (4950-0014)**

- Cap Bearing 24mm OD S275C Blk
- Spacer Cone Adjuster 8.3mm (Short)Blk TW
- Bolt SHCS M6 x 22
- Plug Trim 15mm YF
- Collet Bolt Top Link/Ft Triangle Tazer BLK
- Collet Bolt Top Link/Rr Triangle Tazer BLK



TAZER MX  
**PARTS KITS  
 CONTINUED...**

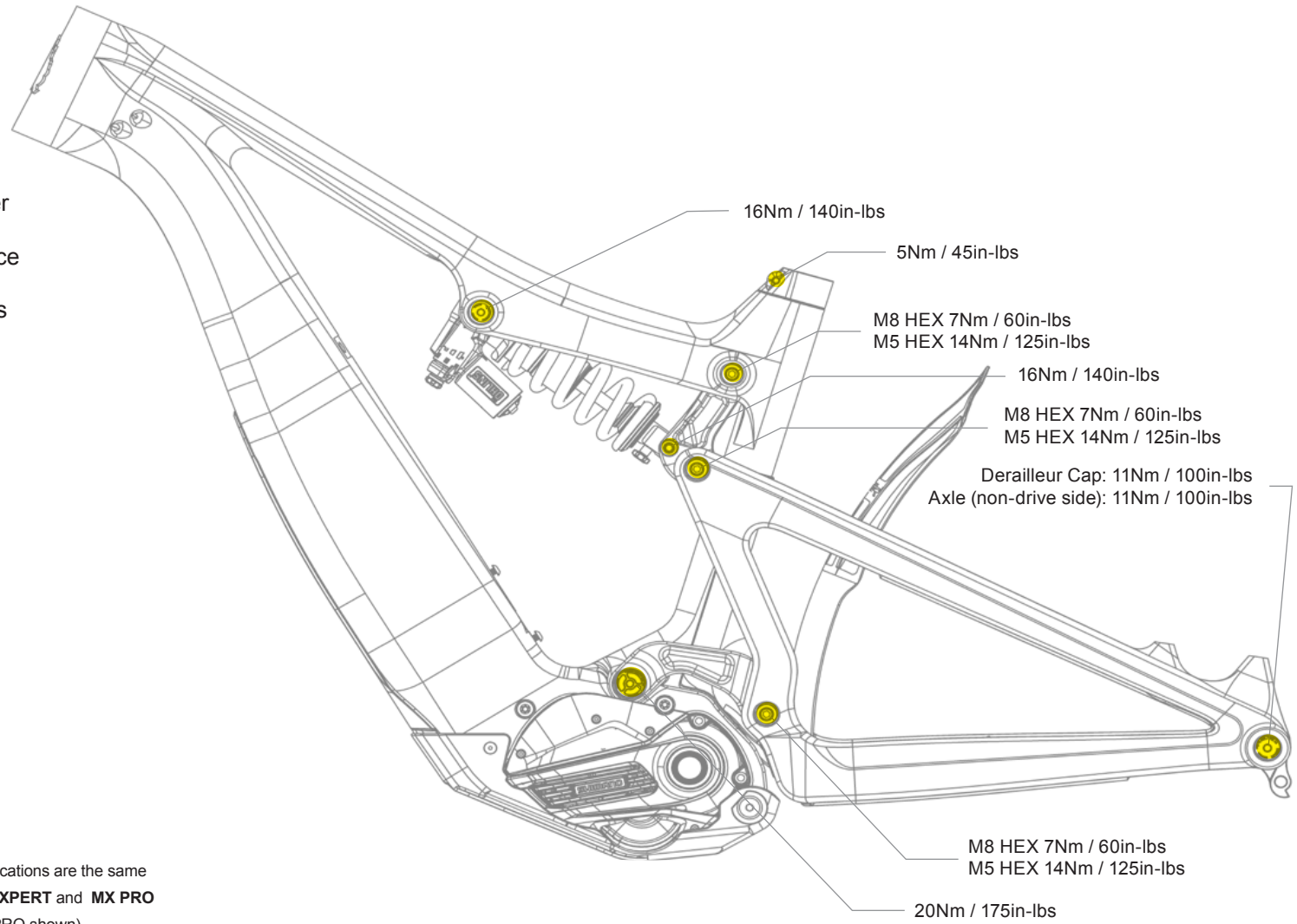
<b>BEARING REBUILD KIT</b>	<b>IT150021</b>	<b>Lower Tazer 2019-2021 (4950-0006)</b>
43,46,1	430007	Bearing 7902-1ZS-MAX
43,46,1	430014	Bearing 3802 LLU Max
43,46,1	130754	Crush Tube M16C
<b>SEAT COLLAR KIT</b>	<b>IT340210</b>	<b>Seat Collar Bolted 36.1 Tracer Carbine 2017-2021 Tazer 2019-2021 Primer 2020/2021 M29 2019-2021 (4950-0018)</b>
36,41	340342	Seat Collar Bolted 2017 Tracer
36,41	410048	Bolt SHCS M6 x 16 SS
<b>CABLE GUIDE KIT</b>	<b>IT150014</b>	<b>Tazer 2019-2021 (4950-0008)</b>
25,26,24	140052	Guide Cable YF (04011C) 4MMID GRY
25,26,24	140039	Plug Rubber S275C/P29/ACV/REC YF
25,26,24	140040	Guide Cable S275C/P29/ACV/REC/M16 YF-04011A
<b>SHOCK MOUNT KIT</b>	<b>IT150011</b>	<b>Tazer MX 2021 (SM/MD) (4950-0020)</b>
22,21,40	130852	Spacer Trunnion Mount Tazer
22,21,40	130853	Bolt Shoulder Trunnion Shock Tazer
22,21,40	410045	Bolt SHCS Button Head M5 x 8 x .8 BLK
<b>SHOCK MOUNT KIT</b>	<b>IT150123</b>	<b>Tazer 2019-2021 (XL) Tazer MX 2021 (LG/XL)</b>
22,21,40	130869	Spacer 10 mm Length, Trunnion Mount Tazer
22,21,40	130870	Bolt Shoulder 22.6 mm length, Trunnion Shock Tazer
22,21,40	410045	Bolt SHCS Button Head M5 x 8 x .8 BLK
<b>MOTOR MOUNT KIT</b>	<b>IT150012</b>	<b>Tazer 2019-2021 (4950-0017)</b>
16,19,20	130862	Drive Unit Bolts M8 x 1.25 x 20 mm Length Tazer
16,19,20	130867	Skidplate Spacer Tazer
16,19,20	130868	M8 x 1.25 x 30 mm Skidplate Motor Bolt Tazer
<b>BEARING REBUILD KIT</b>	<b>IT150020</b>	<b>Upper Tazer 2019-2021 (4950-0007)</b>
44,12,14,45	430008	Bearing 6802-2RS-MAX
44,12,14,45	430011	Bearing 6800 LLU MAX
44,12,14,45	130851	Crush Tube Top Link Tazer
44,12,14,45	130847	Crush Tube Top Link M29/ Tazer



<b>LINK KIT</b>	<b>IT150023</b>	<b>Upper Complete Forged Tazer 2019-2021 (4950-0016)</b>
12	130849 B	Forged Top Link Tazer w/ Bearings
<b>LINK KIT</b>	<b>IT150022</b>	<b>Lower Complete Forged Tazer 2019-2021 (4950-0015)</b>
11	130848 B	Forged Lower Link Tazer w/ Bearings
<b>BATTERY DOOR KIT</b>	<b>IT150132</b>	<b>Complete With Foam &amp; Gasket 2022 Dark Grey (Pro Build)</b>
<b>BATTERY DOOR KIT</b>	<b>IT150133</b>	<b>Complete With Foam &amp; Gasket 2022 Light Grey (Expert Build)</b>

# TORQUE SPECIFICATIONS

Achieving correct torque is vital to ensuring the proper performance and function of the Tazer MX 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.



**NOTE**  
Torque specifications are the same for both **MX EXPERT** and **MX PRO** models (MX PRO shown).

INTENSE TAZER MX MANUAL

## DECLARATION OF CONFORMITY

Tazer MX intended for Off-road Use.

**THE MANUFACTURER****INTENSE, LLC**

42380 Rio Nedo

Temecula, CA 92590-3708, USA

TEL: 951-307-9211

**HEREBY CONFIRMS THE FOLLOWING PRODUCTS**

Product Name: INTENSE TAZER and TAZER MX e-Bike

Year of Construction: 2021/2022

Conformity with all applicable provisions from the Machinery Directive (2006/42/EC). The machine conforms to all applicable provisions of the Directive 2014/30/EU Electromagnetic Compatibility Directive.

**These standards were applied:**

EN 15194: 2017 Bicycles:

Electrically power assisted bicycles, EPAC Bicycles.

ISO 4210-2 Bicycles: Safety requirements for bicycles.

**Technical documentation from:**

INTENSE, LLC

42380 Rio Nedo

Temecula, CA 92590-3708, USA

TEL: 951-307-9211

**Place and Date of issue of this Declaration of Conformity:**

Temecula, CA, December 1, 2020.

**Jeff Steber**

CEO/Founder

**Corey Hsu**

Managing Director of Asia Operation

**Thomas Harter**

Engineering Director

SEED

**Chris Knutson**

Engineer

This declaration of conformity is specific to countries following CE marking directives.

## NEED HELP?

For additional support, please visit [www.intensecycles.com](http://www.intensecycles.com) where you will find information regarding registration, warranty, part replacement as well as a variety of useful videos that will help you set up and keep your bike in optimal riding condition.

[www.intensecycles.com](http://www.intensecycles.com)

**Phone:**

+1 (951) 307 9211

**Customer Service:**[techcenter@intensecycles.com](mailto:techcenter@intensecycles.com)**General Info:**[info@intensecycles.com](mailto:info@intensecycles.com)**INTENSE LLC**

42380 RIO NEDO

TEMECULA, CA 92590

USA



INTENSE



2022 // TAZER MX

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