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INTENSE
CYCLES . U S A
Owners Manual
2010



www.intensecycles.com

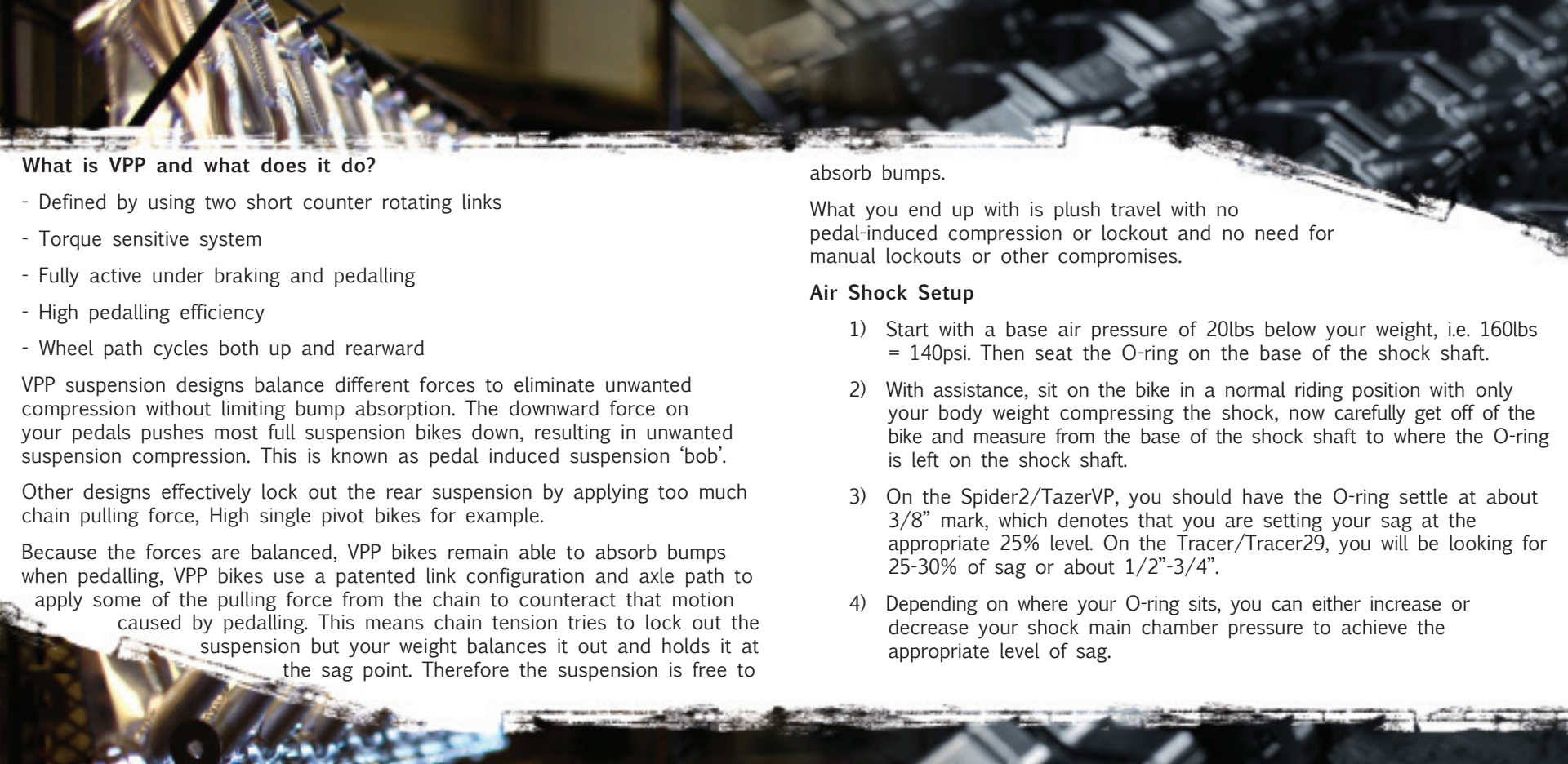
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*Mountain Biking is an inherently dangerous sport in which injury can occur. INTENSEcycles is in no way liable for any bodily injury whatsoever regardless of equipment failure, It is the responsibility of the owner or rider to inspect and make sure of the worthiness of his or her bicycle. Failures do happen. It is your responsibility to inspect your bike.

INTENSEcycles

If you're reading this then you must be the proud new owner of an INTENSE frame. If not, then just keep dreaming because dreams do come true. . . Here at INTENSE we didn't spend years of designing, testing & laboring just so you can own a pretty name. We poured our sweat and tears into every frame so you can own the best bike period. And this is why we don't just drop the frame in your lap and say "see'ya", proper setup of your frame is the most important step in assuring that all our work didn't go to waste and the quality of your ride excels past your expectations!

First off if you are the slightest bit unsure of how to properly set up your INTENSE then seek the help and advice of either your local INTENSE dealer or we will be happy to answer any question not answered here. Found within these pages we have vital info on your INTENSE Frame to help you set up your frame to fit you because you are unique and your bike should fit you like it was designed only for you.



What is VPP and what does it do?

- Defined by using two short counter rotating links
- Torque sensitive system
- Fully active under braking and pedalling
- High pedalling efficiency
- Wheel path cycles both up and rearward

VPP suspension designs balance different forces to eliminate unwanted compression without limiting bump absorption. The downward force on your pedals pushes most full suspension bikes down, resulting in unwanted suspension compression. This is known as pedal induced suspension 'bob'.

Other designs effectively lock out the rear suspension by applying too much chain pulling force, High single pivot bikes for example.

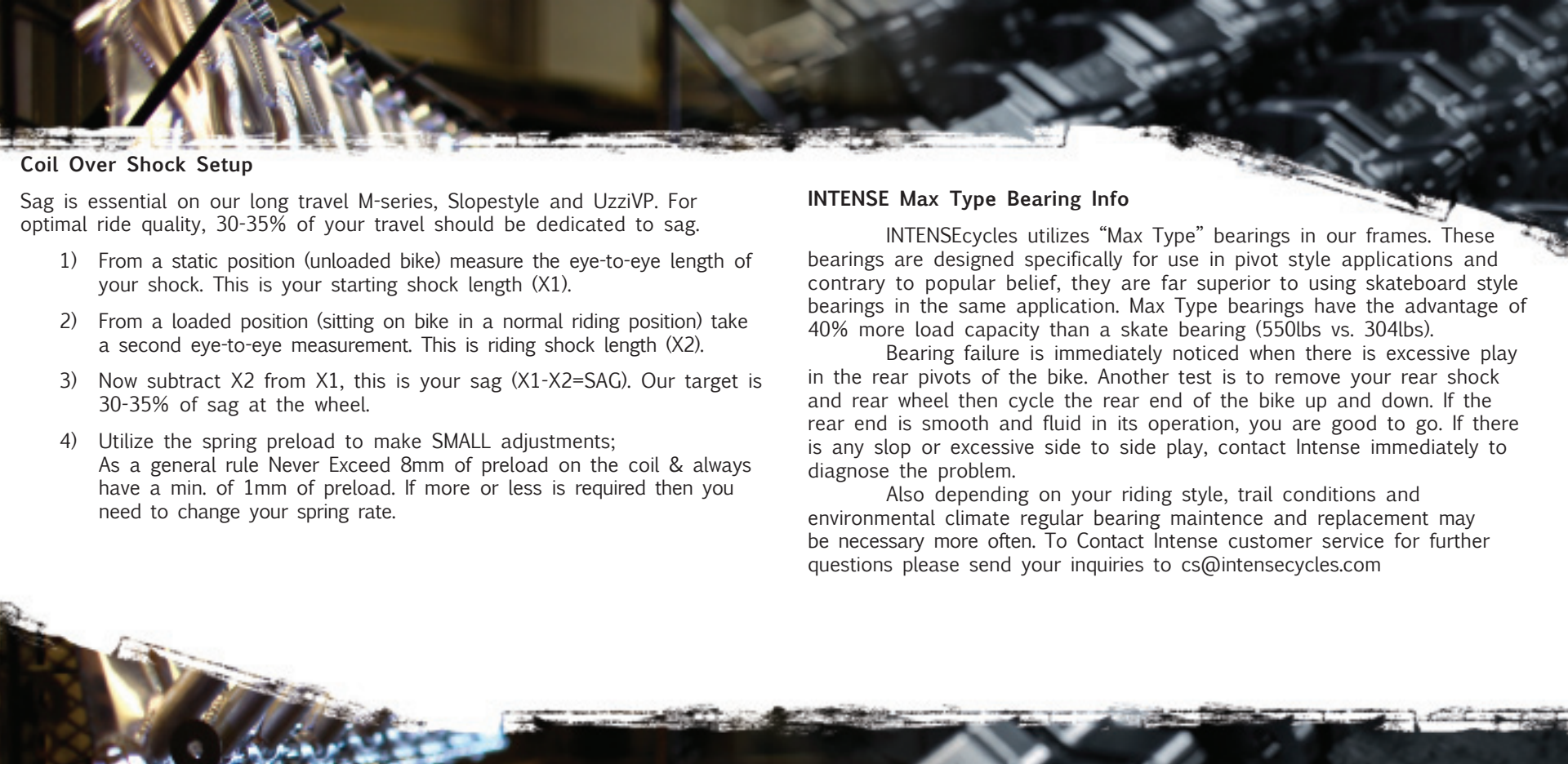
Because the forces are balanced, VPP bikes remain able to absorb bumps when pedalling, VPP bikes use a patented link configuration and axle path to apply some of the pulling force from the chain to counteract that motion caused by pedalling. This means chain tension tries to lock out the suspension but your weight balances it out and holds it at the sag point. Therefore the suspension is free to

absorb bumps.

What you end up with is plush travel with no pedal-induced compression or lockout and no need for manual lockouts or other compromises.

Air Shock Setup

- 1) Start with a base air pressure of 20lbs below your weight, i.e. 160lbs = 140psi. Then seat the O-ring on the base of the shock shaft.
- 2) With assistance, sit on the bike in a normal riding position with only your body weight compressing the shock, now carefully get off of the bike and measure from the base of the shock shaft to where the O-ring is left on the shock shaft.
- 3) On the Spider2/TazerVP, you should have the O-ring settle at about 3/8" mark, which denotes that you are setting your sag at the appropriate 25% level. On the Tracer/Tracer29, you will be looking for 25-30% of sag or about 1/2"-3/4".
- 4) Depending on where your O-ring sits, you can either increase or decrease your shock main chamber pressure to achieve the appropriate level of sag.



Coil Over Shock Setup

Sag is essential on our long travel M-series, Slopestyle and UzziVP. For optimal ride quality, 30-35% of your travel should be dedicated to sag.

- 1) From a static position (unloaded bike) measure the eye-to-eye length of your shock. This is your starting shock length (X1).
- 2) From a loaded position (sitting on bike in a normal riding position) take a second eye-to-eye measurement. This is riding shock length (X2).
- 3) Now subtract X2 from X1, this is your sag ($X1 - X2 = \text{SAG}$). Our target is 30-35% of sag at the wheel.
- 4) Utilize the spring preload to make SMALL adjustments;
As a general rule Never Exceed 8mm of preload on the coil & always have a min. of 1mm of preload. If more or less is required then you need to change your spring rate.

INTENSE Max Type Bearing Info

INTENSEcycles utilizes “Max Type” bearings in our frames. These bearings are designed specifically for use in pivot style applications and contrary to popular belief, they are far superior to using skateboard style bearings in the same application. Max Type bearings have the advantage of 40% more load capacity than a skate bearing (550lbs vs. 304lbs).

Bearing failure is immediately noticed when there is excessive play in the rear pivots of the bike. Another test is to remove your rear shock and rear wheel then cycle the rear end of the bike up and down. If the rear end is smooth and fluid in its operation, you are good to go. If there is any slop or excessive side to side play, contact Intense immediately to diagnose the problem.

Also depending on your riding style, trail conditions and environmental climate regular bearing maintenance and replacement may be necessary more often. To Contact Intense customer service for further questions please send your inquiries to cs@intensecycles.com

Torque Requirements:

- (NOTE: If you're doing these yourself, buying a good torque wrench and learning how to use it would be well worth the cost!)
- We recommend LockTite 242—the “blue stuff”—on your shoulder bolts and main pivot bolts. It only needs a dab on the bolt's threads when you replace or reinstall.

Through axle bolts	125-130 in/lbs
Derailer Hanger Bolt	30-45 in/lbs
Seatpost Binder Bolt	150-180 in/lbs
Main Pivot/Lower Link	135-150 in/lbs
Alum shoulder bolts	135-150 in/lbs
Shock bolts	85-95 in/lbs

Reminders:

- Check your pivot bolts often, please! Under more extreme riding conditions, these have been known to “walk” themselves loose. Damage caused by loose pivot hardware is not covered under warranty.
- We equipped this frame with zerk fittings so you can flush the old grease out of the pivot bearings

with fresh grease—thereby automatically “overhauling” your bearings. Do this at least once a year, but more often is just fine, especially if you ride frequently in- muddy and wet conditions.

- The bottom bracket shell is threaded at the factory and does not need to be chased. If your bottom bracket does not thread in smoothly, please DO NOT force it. Have a qualified shop mechanic chase the threads. It's easy, cheap, and won't cost you a new frame!
- MRP worked closely with us to develop a guide that assures proper alignment to accommodate the new VPP2's lower link location. So choose MRP.
- If you feel you have a warranty issue with your frame, please first visit your local Intense dealer. If there's no Intense dealer near you, then visit any local bike shop, and they can contact us directly. If you're still striking out, then call us at 1-951-296-9596, or email at cs@intensecycles.com. Please be aware we are a very small company, and we'll do our best to reply to each and every phone call and email as quickly as we can. Thanks for your understanding!
- www.parktool.com/repair/ is a great resource for doing your own repair and maintenance. Also www.foxracingshox.com for suspension tips.



Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 8.” Simply move the shock to the upper hole in the top link for the 8.5” travel mode. Be aware you will need to reset the sag.
- G3 Dropouts: The 3-position dropout will change the head tube angle in ½ degree increments, and the BB height, wheelbase, and chain stay lengths in ¼” increments.
- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

* The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”

* G3 Dropouts: The 3-position dropout will change the head tube angle in ½ degree increments, and the BB height, wheelbase, and chain stay lengths in ¼” increments.

* Seat Clamp: 34.9mm

* Bottom bracket shell width is 83mm; the chain line is 56mm

* Rear Dropout Spacing: 150 mm; either a 10mm or 12mm axle will work in these dropouts

* Chain Guide Compatibility: ISCG 05

* This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

951 specific Shock Spec

Your 951 FRO frame accepts a 9.5” x 3.0” shock. The bolts used are 8mm x 55mm at the frame (with 34mm x 8mm reducers) and 8mm x 60mm (with 41mm x 8mm reducers) at the top link. We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

951 Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	15.25	23.5	28	13.75-14.5	64	65	4.5	17.25/17.75	44.5”/45.5”
M	17.1	24.5	28	13.75-14.5	64	65	5	17.25/17.75	45.5”/46.5”
L	17.5	25.5	28	13.75-14.5	64	65	5	17.25/17.75	46.5”/47.5”

SLOPE STYLE 2

Frame Specifications/Features

· Adjustable Travel: Your frame is shipped with the travel set at 6.” Simply move the shock to the upper hole in the top link for the 6.5” travel mode. Be aware you will need to reset the sag.

· The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.
- * Seat Clamp: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm but you can also use a 135x12.
- * Chain Guide Compatibility: ISCG 05
- * This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

Slopestyle 2 specific Shock Spec

Your Slopestyle 2 frame accepts a 8.5” x 2.5” shock. The bolts used are 8mm x 55mm (with 34mm x 8mm reducers) and 8mm x 60mm (with 41mm x 8mm reducers) at the top link. We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

Slopestyle 2 Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	15.25	22	28.25	13.5	65	74	5.25	17	44.5
M	16.75	23	28.25	13.5	65	74	5.25	17	45.5
L	17.75	24	28.25	13.5	65	74	5.25	17	46.5



Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 6.” Simply move the shock to the upper hole in the top link for the 6.5” travel mode. Be aware you will need to reset the sag.
- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”
- * G3 Dropouts: The 3-position dropout will change the head tube angle in ½ degree increments, and the BB height, wheelbase, and chain stay lengths in ¼” increments.
- * Seat Clamp/Front Derailler: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm but you can also use a 135x12.
- * Chain Guide Compatibility: ISCG 05
- * This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

UZZI specific Shock Spec/Sag Settings

Your UZZI frame accepts a 8.75” x 3” shock. The bolts used are 8mm x 55mm (with 8mm x 34mm reducers) and 8mm x 60mm (with 8mm x 41mm reducers) at the top link. We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

UZZI Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	16	22	N/A	13.75-14.5	66-67.5	71.5-73	5	17-17.5	43.75-45
M	17.5	23	N/A	13.75-14.5	66-67.5	71.5-73	5	17-17.5	44.75-46
L	18.5	24	N/A	13.75-14.5	66-67.5	71.5-73	5.5	17-17.5	45.75-47

TRACER_{VP} 29

Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 5.” Simply move the shock to the upper hole in the top link for the 5.5” travel mode. Be aware you will need to reset the sag.
- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!
- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.
- * G2 Dropouts: The 2-position dropout will change chain stay lengths in ¼” increments.
- * Seat Clamp/Front Derailleur: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm but you can also use a 142x12 with the new G2 dropout
- * Chain Guide Compatibility: ISCG 05
- * This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

Tracer 29 specific Shock Spec

Your Tracer 29 frame accepts a 7.875” x 2.25” shock. The bolts used are 6mm x 45mm at the frame (with 6mm x 25mm reducers) and 6mm x 50mm at the top link (with 6mm x 41mm reducers). We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

Tracer 29 Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
M	18.5	N/A	N/A	13.5-13.7	69-70	72-73	4.25	17.7-18.2	46
L	20	N/A	N/A	13.5-13.7	69-70	72-73	4.5	17.7-18.2	47
XL	22	N/A	N/A	13.5-13.7	69-70	72-73	5	17.7-18.2	48



Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 5.” Simply move the shock to the upper hole in the top link for the 5.5” travel mode. Be aware you will need to reset the sag.
- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.
- * Seat Clamp/Front Derailleur: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm
- * Chain Guide Compatibility: ISCG 05
- * This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

Tracer specific Shock Spec

Your Tracer frame accepts a 7.875” x 2.25” shock. The bolts used are 6mm x 45mm at the frame (with 6mm x 25mm reducers) and 6mm x 50mm at the top link (with 6mm x 41mm reducers). We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

Tracer Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	16	22	27	13.5	69	73	4.25	16.9	42
M	17.5	23	27	13.5	69	73	4.5	16.9	43
L	18.5	24	27	13.5	69	73	5	16.9	44
XL	21	25	27	13.5	69	73	5.5	16.9	45

SPIDER 2

Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 4.5.” Simply move the shock to the upper hole in the top link for the 5” travel mode. Be aware you will need to reset the sag.
- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

* The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.

* Seat Clamp/Front Derailleur: 34.9mm

* Bottom bracket shell width is 73mm.

* Rear Dropout Spacing: 135mm

* This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

Spider 2 specific Shock Spec/Sag Settings

Your Spider 2 frame accepts a 7.5” x 2” shock. The bolts used are 6mm x 45mm at the frame (with 6mm x 25mm reducers) and 6mm x 50mm at the top link (with 6mm x 41mm reducers). We can’t warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

Spider 2 Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	16	22	28	13	70	73	4.3	16.8	N/A
M	18	23	28	13	70	73	4.5	16.8	N/A
L	20	24	28	13	70	73	5	16.8	N/A
XL	22	25	28	13	70	73	5.5	16.8	N/A



Frame Specifications/Features

- Adjustable Travel: Your frame is shipped with the travel set at 4.5". Simply move the shock to the upper hole in the top link for the 5" travel mode. Be aware you will need to reset the sag.
- The head tube diameter is 1.5," so you can use either a 1.5," a 1-1/8," or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!

- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.
- * Seat Clamp/Front Derailleur: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm
- * This frame has 2nd Gen VPP linkage, angular contact bearings, which withstand side loading better than radial contact bearings, and grease fittings for easy bearing flushing and maintenance.

TazerVP specific Shock Spec

Your TazerVP frame accepts a 6.5" x 1.5" shock. The bolts used are 6mm x 45mm at the frame (with 6mm x 25mm reducers) and 6mm x 50mm at the top link (with 6mm x 41mm reducers). We can't warranty damage caused by the use of an incorrect shock size, spacer size, or bolt sizes. Please contact the shock manufacturer if you have any warranty issues with your shock.

TazerVP Geometry

[illegible]



Frame Specifications/Features

- The head tube diameter is 1.5,” so you can use either a 1.5,” a 1-1/8,” or a tapered steerer tube. The choice is yours; just be sure you get the correct headset!
- * The seat post diameter required is 31.6mm, and the recommended minimum insertion is 4”.
- * Seat Clamp/Front Derailleur: 34.9mm
- * Bottom bracket shell width is 73mm.
- * Rear Dropout Spacing: 135mm
- * Chain Guide Compatibility: ISCG 05
- * Tazer HT features adjustable wheelbase, maximum of 5/8”, by turning the set screw with a 2mm allen wrench, be sure to lock down the adjuster screw with the attached 8mm nut.

Tazer Geometry

Size	Seat Tube	Effective Top Tube	Stand Over	BB Height	Head Tube Angle	Seat Tube Angle	Head Tube	Chainstay Length	Wheelbase
S	N/A	22	N/A	12	68	70	N/A	16.75	40.5
M	N/A	23	N/A	12	68	70	N/A	16.75	40.5

Warranty info

1. All Intense Frames are under warranty for two years from the date of purchase to the original owner only.
 2. For warranty issues on Fox Shox call (800)Fox-Shox. Please note that Intense does not warranty or repair shocks.
 3. Your completed frame warranty card must be returned to Intense within 30 days of purchase to secure warranty coverage.
 4. The warranty will not cover normal wear and tear, normal maintenance items, damage, failure, accidents, crashing, abuse, mis-use, neglect, or any damage caused by bicycle components.
 5. Intense frames are not intended for use in stunt riding, ramp riding, hucking or any similar activity.
 6. The Spider-2, Tracer, Tracer29, TazerVP and Tazer frames are NOT downhill frames and will NOT be covered under warranty if they have been used for downhill racing or if a suspension fork with more than the recommended travel length is installed.
 7. Intense Cycles will not assume any shipping charges for warranties or repairs and will not accept any frame(s) returned freight collect or without a return authorization number (RA#).
 8. Any repairs or modifications performed by anyone other than an authorized Intense Cycles agent will void the warranty.
 9. No cash refunds
 10. No upgrades or trade-ins.
 11. Although Intense Cycles assumes no responsibility for owner-induced damage, we will repair damaged frames to the owner for a minimal charge.
 12. Intense Cycles assumes no responsibility for bodily injury or frame damage due to frame failure caused by abuse, neglect, misuse, or improper maintenance or set up.
 13. Frames purchased from U.S. dealers in countries with authorized Intense international distribution will void the 2 year factory warranty.
- NOTE: To handle a warranty or service claim, contact your local bike shop, dealer/distributor. If none of these options work, contact Intense Cycles at @intensecycles.com to get a return authorization number (RA#). Intense Cycles WILL NOT ACCEPT any warranty or repair returns without an RA #.*



Warranty Card \\\ mail this within 30 days

name \\\ age \\\

address \\\

city \\\ state \\\ zip \\\

ph \\\ e-mail \\\

household income\\\ <20k 20-39k 40-59k 60-79k 80-99k 100k<

occupation \\\

model/year \\\

serial number \\\

price \\\ date of purchase \\\

purchased from \\\

how did you find out about INTENSEcycles ? \\\

\\\

Please read the complete warranty guidelines in your owners manual. The warranty covers factory defects and is limited to the original owner only. Warranty is void if not registered.

I \\\ , HAVE READ AND UNDERSTAND THE COMPLETE WARRANTY.

signature \\\ date \\\



**Warranty Card ** *mail this within 30 days*



INTENSEcycles Inc.
42380 Rio Nedo
Temecula, CA 92590

*Thank you so much for spending your hard
earned dollars on a handmade Intense Cycles.
It's all done here in Temecula, Ca., the design,
fabrication, machining, welding, heatreat, QC, as-
sembly, shipping, sales & marketing.*