

INTENSEcycles Inc.
42380 Rio Nedo Temecula, CA 92590
PH: [951] 296-9596 ~ FX: [951] 296-9383

Intense Cycles
Owners Manual
2006

www.intensecycles.com



*An American
bike company*

For Life

This Isn't a media promotion or lawyer jargon - this isn't any empty promise. We are not speaking in any foreign 'cool' language. THIS IS NOT A SLOGAN. . . We ARE the trend setter because we beleive in what we do, NOT because we can put up pretty pictures and nifty catch fraises. Please set down the IKEA catalogue and restore your chair to its normal sitting position because these are NOT cookie cutter bikes. This is why so many follow in our footsteps only to fail. The path we forge is one built through sweat and tears, love & precision. INTENSEcycles has contributed to an industry what can only be described as passion and this is why we continue to design our bikes to push the limits - This is WHY our customers continue to ride INTENSE frames because once you ride, feel, understand . . . an INTENSE bike IS For Life.

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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 reponsibility 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 biket 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 excells 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.

Vpp Technology

Understanding VPP Suspension \\\

VPP suspension is found on all INTENSE frame models, and we believe that it is the best bicycle suspension linkage for today's trails and racecourses. A simple explanation of VPP suspension would be that it is a torque sensitive system that remains fully active under braking and motion without sacrificing any pedaling efficiency. The VPP suspension also relies on a wheel path that cycles both up and rearward to aid in traction and forward progress.

Suspension Sag and Shock Settings \\\

It is essential that bikes with VPP linkage have the correct shock and sag settings in order to achieve optimal ride quality and performance. VPP suspension has an optimal spot in the wheel path that offers the rider the absolute best ride characteristics. Each INTENSE frame requires a specific percentage of sag, be sure to reference the model specification page for the appropriate percentage.

Air Shock Setup \\\

- 1) Start with a base air pressure of 20*lbs* below your weight, *i.e.* 160*lbs* = 140*psi*, except with the 6.6 where you will start with your weight. 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 Spider/Tazer, you should have the O-ring settle at the ~9.5*mm* mark, which denotes that you are setting your sag at the appropriate 25% level. On the 5.5 EVP/6.6, you will be looking for 25-30% of sag.
- 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 M3 and Uzzi VPX. 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 for further questions please send your inquiries to cycleinfo@intensecycles.com

Spider xvp-



Specifications \\\

Weight \\
5.62-6.0lbs

Options \\
cantilever & disc brake
mount compatible

Travel \\\	4.0"
Head Angle \\\	71.0°
Seattube Angle \\\	73.0°
BB Height \\\	12.5"
BB Width \\\	73mm
Seatpost Diameter \\\	31.6mm
Headtube \\\	1.125"
Shock \\\	6.5" x 1.5"
Max Tire Size \\\	2.10"
Recommended Fork \\\	80-100mm

★ All INTENSE frames use a 34.9mm Seatpost Clamp & 34.9mm Front Der. with top-pull/top-swing which needs to be ran at 3-ring height.

★ Caution: You will damage your bike and your shock If you run your air pressure too low. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The Spider XVP utilizes a replaceable derailleur hanger. You can order replacement hangers from your bike shop, INTENSEcycles or derailleurhanger.com

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox RP3 air or Manitou Swinger air shocks. With the Manitou Swinger use 50psi in the SPV valve. For any other adjustments please consult your shock user manual.

Weight \\\	Pressure \\\	Sag \\\ 25-30%
100lbs 45.5kg	80psi 5.5bar	9.5mm-11.4mm
120lbs 54.4kg	100psi 6.9bar	9.5mm-11.4mm
140lbs 63.5kg	120psi 8.3bar	9.5mm-11.4mm
160lbs 72.6kg	140psi 9.7bar	9.5mm-11.4mm
180lbs 81.8kg	160psi 11.0bar	9.5mm-11.4mm
200lbs 90.7kg	180psi 12.4bar	9.5mm-11.4mm
220lbs 98.8kg	200psi 13.8bar	9.5mm-11.4mm
240lbs 108.8kg	220psi 15.2bar	9.5mm-11.4mm

Spider 29



Specifications \

Weight \

5.62-6.0lbs

Options \

disc brake specific

Travel \	4.0"
Head Angle \	73.0°
Seattube Angle \	74.0°
BB Height \	12.5"
BB Width \	73mm
Seatpost Diameter \	31.6mm
Headtube \	1.125"
Shock \	6.5" x 1.5"
Max Tire Size \	2.40"
Recommended Fork \	80-100mm

★ All INTENSE frames use a 34.9mm Seatpost Clamp & 34.9mm Front Der. with top-pull/top-swing which needs to be ran at 3-ring height.

★ Caution: You will damage your bike and your shock If you run your air pressure too low. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The Spider 29 utilizes a replaceable derailleur hanger. You can order replacement hangers from your bike shop, INTENSEcycles or derailleurhanger.com

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox RP3 air or Manitou Swinger air shocks. With the Manitou Swinger use 50psi in the SPV valve. For any other adjustments please consult your shock user manual.

Weight \	Pressure \	Sag \ 25-30%
100lbs 45.5kg	80psi 5.5bar	9.5mm-11.4mm
120lbs 54.4kg	100psi 6.9bar	9.5mm-11.4mm
140lbs 63.5kg	120psi 8.3bar	9.5mm-11.4mm
160lbs 72.6kg	140psi 9.7bar	9.5mm-11.4mm
180lbs 81.8kg	160psi 11.0bar	9.5mm-11.4mm
200lbs 90.7kg	180psi 12.4bar	9.5mm-11.4mm
220lbs 98.8kg	200psi 13.8bar	9.5mm-11.4mm
240lbs 108.8kg	220psi 15.2bar	9.5mm-11.4mm

5.5 enp-



★ All INTENSE frames use a 34.9mm Seatpost Clamp & 34.9mm Front Der. with top-pull/top-swing which needs to be ran at 3-ring height.

★ Caution: You will damage your bike and your shock If you run your air pressure too low. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The 5.5 utilizes a replaceable derailleur hanger. You can order replacement hangers from your bike shop, INTENSEcycles or derailleurhanger.com

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox RP3 air or Manitou Swinger air shocks. With the Manitou Swinger use 50psi in the SPV valve. For any other adjustments please consult your shock user manual.

Specifications \

Weight \ 6.5-6.8lbs
Options \ disc brake specific

Travel \	5.5"
Head Angle \	70.0°
Seattube Angle \	72.0°
BB Height \	13.25"
BB Width \	73mm
Seatpost Diameter \	31.6mm
Headtube \	1.125"
Shock \	7.5" x 2.0"
Max Tire Size \	2.25"
Recommended Fork \	130mm

Weight \	Pressure \	Sag \ 25-30%
100lbs 45.5kg	80psi 5.5bar	12.7mm-15.2mm
120lbs 54.4kg	100psi 6.9bar	12.7mm-15.2mm
140lbs 63.5kg	120psi 8.3bar	12.7mm-15.2mm
160lbs 72.6kg	140psi 9.7bar	12.7mm-15.2mm
180lbs 81.8kg	160psi 11.0bar	12.7mm-15.2mm
200lbs 90.7kg	180psi 12.4bar	12.7mm-15.2mm
220lbs 98.8kg	200psi 13.8bar	12.7mm-15.2mm
240lbs 108.8kg	220psi 15.2bar	12.7mm-15.2mm

6.6



★ All INTENSE frames use a 34.9mm Seatpost Clamp & 34.9mm Front Der. with top-pull/top-swing which needs to be ran at 3-ring height.

★ Caution: You will damage your bike and your shock If you underspring your shock or run your air pressure too low. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The 6.6 utilizes a replaceable derailleur hanger. You can order replacement hangers from your bike shop, INTENSEcycles or derailleurhanger.com

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox RP3 air or Manitou Swinger air shocks. With the Manitou Swinger use 65psi in the SPV valve. For other adjustments please consult your shock user manual.

Specifications \

Weight \

7.25-7.4lbs

Options \

disc brake specific

Travel \	6.75"
Head Angle \	68.5°
Seattube Angle \	73.0°
BB Height \	13.75"
BB Width \	73mm
Seatpost Diameter \	31.6mm
Headtube \	1.5"
Shock \	7.88" x 2.25"
Max Tire Size \	2.50"
Recommended Fork \	145-170mm

Weight \	Pressure \	Sag \ 25-30%
100lbs 45.5kg	100psi 6.9bar	14.3mm-17.2mm
120lbs 54.4kg	120psi 8.3bar	14.3mm-17.2mm
140lbs 63.5kg	140psi 9.7bar	14.3mm-17.2mm
160lbs 72.6kg	160psi 11.0bar	14.3mm-17.2mm
180lbs 81.8kg	180psi 12.4bar	14.3mm-17.2mm
200lbs 90.7kg	200psi 13.8bar	14.3mm-17.2mm
220lbs 98.8kg	220psi 15.2bar	14.3mm-17.2mm
240lbs 108.8kg	240psi 16.5bar	14.3mm-17.2mm

Uzzi vpx



Specifications \\\

Weight \\
9.2-9.6lbs

Options \\
dropout spacing of
135mm or 150mm
disc brake specific

Travel \\\	7.75"
Head Angle \\\	67.0°
Seattube Angle \\\	70.5°
BB Height \\\	14.125"
BB Width \\\	73mm
Seatpost Diameter \\\	31.6mm
Headtube \\\	1.5"
Shock \\\	8.5" x 2.5"
Max Tire Size \\\	2.50"
Recommended Fork \\\	170-200mm

★ All INTENSE frames use a 34.9mm Seatpost Clamp & 34.9mm Front Der. with top-pull/top-swing which needs to be ran at 3-ring height.

★ Caution: You will damage your bike and your shock If you underspring your shock. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The Uzzi VPX utilizes replaceable dropouts that can be ordered for 135mm or 150mm spacing. You can order replacement dropouts from your bike shop or INTENSEcycles.

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox DHX coil or Manitou Swinger coil shocks. On the FOX DHX shock start with an Initial 125psi in the boost valve then change the pressure in 10psi increments to your liking. With the Manitou Swinger use 65psi in the SPV valve. For any other adjustments please consult your shock user manual.

Weight \\\	Spring \\\	Sag \\\	33-35%
100lbs 45.5kg	350lbs	21.0mm-22.2mm	*Never Exceed 8mm
120lbs 54.4kg	350lbs	21.0mm-22.2mm	of preload on the coil
140lbs 63.5kg	400lbs	21.0mm-22.2mm	& always have a min.
160lbs 72.6kg	400lbs	21.0mm-22.2mm	of 1mm of preload.
180lbs 81.8kg	400lbs	21.0mm-22.2mm	If more or less is
200lbs 90.7kg	450lbs	21.0mm-22.2mm	required then you
220lbs 98.8kg	450lbs	21.0mm-22.2mm	need to change your
240lbs 108.8kg	500lbs	21.0mm-22.2mm	spring rate.

M3



Specifications \

Weight \ 9.2-9.6lbs

Options \
dropout spacing of
135mm or 150mm
disc brake specific

Travel \	9.5"
Head Angle \	66.5°
Seattube Angle \	N/A
BB Height \	14.125"
BB Width \	83mm
Seatpost Diameter \	31.6mm
Headtube \	1.125"
Shock \	9.5" x 3.0"
Max Tire Size \	2.70"
Recommended Fork \	180-200mm

★ All INTENSE frames use a 34.9mm Seatpost Clamp.

★ Caution: You will damage your bike and your shock If you underspring your shock. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The M3 utilizes replaceable dropouts that can be ordered for 135mm or 150mm spacing. You can order replacement dropouts from your bike shop or INTENSEcycles

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox DHX coil or Manitou Swinger coil shocks. On the FOX DHX shock start with an Initial 125psi in the boost valve then change the pressure in 10psi increments to your liking. With the Manitou Swinger use 65psi in the SPV valve. For any other adjustments please consult your shock user manual.

Weight \	Spring \	Sag \ 33-35%	
100lbs 45.5kg	350lbs	25.2mm-26.7mm	*Never Exceed 8mm
120lbs 54.4kg	350lbs	25.2mm-26.7mm	of preload on the coil
140lbs 63.5kg	400lbs	25.2mm-26.7mm	& always have a min.
160lbs 72.6kg	400lbs	25.2mm-26.7mm	of 1mm of preload.
180lbs 81.8kg	400lbs	25.2mm-26.7mm	If more or less is
200lbs 90.7kg	450lbs	25.2mm-26.7mm	required then you
220lbs 98.8kg	450lbs	25.2mm-26.7mm	need to change your
240lbs 108.8kg	500lbs	25.2mm-26.7mm	spring rate.

Tazer vp-



Specifications \\\

Weight \\
7.5-7.8lbs

Options \\
disc brake specific

Travel \\\	4.0"
Head Angle \\\	68.5°
Seattube Angle \\\	73.0°
BB Height \\\	12.5"
BB Width \\\	73mm
Seatpost Diameter \\\	31.6mm
Headtube \\\	1.125"
Shock \\\	6.5" x 1.5"
Max Tire Size \\\	2.35"
Recommended Fork \\\	100mm

★ All INTENSE frames use a 34.9mm Seatpost Clamp.

★ Caution: You will damage your bike and your shock If you run your air pressure too low. If you bottom out the shock on a regular basis, you are undersprung and will damage the shock and the Frame.

★ The Tazer VP utilizes a replaceable derailleur hanger. You can order replacement hangers from your bike shop, INTENSEcycles, or derailleurhanger.com

★ NOTE: These are suggested guidelines to aide you in proper fit for a Fox RP3 air or Manitou Swinger air shocks. With the Manitou Swinger use 50psi in the SPV valve. For any other adjustments please consult your shock user manual.

Weight \\\	Pressure \\\	Sag \\\	25-30%
100lbs 45.5kg	100psi 6.9bar	9.53mm-11.43mm	
120lbs 54.4kg	120psi 8.3bar	9.53mm-11.43mm	
140lbs 63.5kg	140psi 9.7bar	9.53mm-11.43mm	
160lbs 72.6kg	160psi 11.0bar	9.53mm-11.43mm	
180lbs 81.8kg	180psi 12.4bar	9.53mm-11.43mm	
200lbs 90.7kg	200psi 13.8bar	9.53mm-11.43mm	
220lbs 98.8kg	220psi 15.2bar	9.53mm-11.43mm	
240lbs 108.8kg	240psi 16.6bar	9.53mm-11.43mm	

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, for Progressive shocks call 760.948.4012, and for Manitou call 661.257.4411. 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, 5.5, 6.6, 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 or Intense Cycles at cycleinfo@intensecycles.com to get a return authorization number (RA#). Intense Cycles WILL NOT ACCEPT any warranty or repair returns without an RA #.