
INTENSE
DJ
MAXXIS
ALEXRIMS
marzocchi
FITGRIP
2024 DJ
MANUAL

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

SCAN ME

For Technical assistance:
Email info@intensecycles.com
Phone 1800 951 951

CONTENTS

INTENSE DJ

GETTING TO KNOW YOUR BIKE

Featuring a lightweight aluminum frame, rolling on 26” wheels, with sorted dirt jump geometry, and 100mm of front suspension travel, the INTENSE DJ is our all-day fun machine. Whether you want to go on a quick loop of your local pumptrack or an epic session down the trails, the DJ is ready to rip. It’s everything you could want in a modern day dirt jump bike. Plus, you can add a rear derailleur and run some gears if you want to race some dual slalom.

WHAT ELSE IS IN THE BOX?

GETTING TO KNOW YOUR TOOLS

The first thing to do is familiarize yourself with the contents of the toolbox, included in your bike box. If you are confident with tools then great, if you are not, take your time looking through everything and getting to know how each item works. Always make sure you use the correct size tool for the job, making sure that it fits snugly and securely on the bolt, screw or component you are working on. When inserting any bolts, don't rush it, make sure that the thread is going in straight and smoothly, we don't want any cross-threads!

The three main tools that you will use to assemble your bike are: 3-way Y-Wrench Multi-HEX/Allen tool (18), high pressure shock pump (19) and a torque wrench (17). The torque wrench is a tool that stops you from under or over tightening screws, nuts and bolts – that measurement is made in Nm, Newton Meter. Turn the grip/handle of the Torque wrench to the desired setting, then using the correct 'bit' tighten your bolt or screw as normal. When you hear two clicks you have reached the correct torque (tightness) setting. Depending on what they do, different bolts/screws have different torque settings, so be sure to check the correct settings in our setup guide from page 9 onwards.

1. PH1 Philips driver
2. PH2 Philips driver
3. Long reach 5mm Allen driver
4. Torque wrench extension
5. 2mm HEX/Allen driver
6. 2.5mm HEX/Allen driver
7. 3mm HEX/Allen driver
8. 4mm HEX/Allen driver
9. 5mm HEX/Allen driver
10. 6mm HEX/Allen driver
11. 8mm HEX/Allen driver
12. T25 Torx driver
13. T30 Torx driver
14. T40 Torx driver
15. 1/4" drive-to-1/4" drive bit adaptor
16. 1/4" drive-to-3/8" drive adaptor
17. Torque Wrench
18. 3-way Y-wrench Multi-HEX/Allen tool (4mm, 5mm, 6mm)
19. INTENSE Shock Pump
20. Flat head driver

INTENSE DJ

SETUP GUIDE

Your new INTENSE DJ is almost ready to go, you just need to do a few things to get your bike ready for its first ride. If you are setting up your bike from the box, the next few pages will show you how to assemble it. If you picked up your bike already setup by a dealer then you can jump to page 20.

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

GO TO INTENSECYCLES.COM/PAGES/TECHVIDEOS

SCAN ME

WE ARE HERE TO HELP!

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

INTENSE 1800 951 951

STEP 1

REMOVE BIKE FROM BOX

Start by removing the toolkit and accessory box **(A)**. Next lift the entire bike out of the box **(B)** (the front wheel will be secured to the bike via zip ties). Place the bike in a secure spot for further removal of packaging.

STEP 2

DETACH SEATPOST AND WHEEL

Once the bike is removed from the box, you will need to free the seatpost from the rear wheel by cutting the zip ties **(C)**. Next remove the two zip ties holding the front wheel to the frame with snips **(D)**. Do not touch the brake rotors with your hands or gloves as any small amount of grease may contaminate them.

STEP 3

INSTALL SEATPOST

Next remove packaging from seattube and discard **(E)**. Insert seatpost into seattube using a 5mm allen key to loosen the seat clamp. INTENSE recommends applying grease inside the seattube to prevent corrosion **(F)**. Once grease is applied, place the seatpost inside the seattube ensuring it is placed below the minimum insert mark. Tighten the clamp with a 5mm allen **(G)** and torque to 5-7Nm **(H)**.

STEP 4

SECURE BIKE TO STAND

With the seatpost in place, you can now secure your bike in a bike stand to finish assembly. Once in the stand, remove the remaining packaging and discard **(I)**.

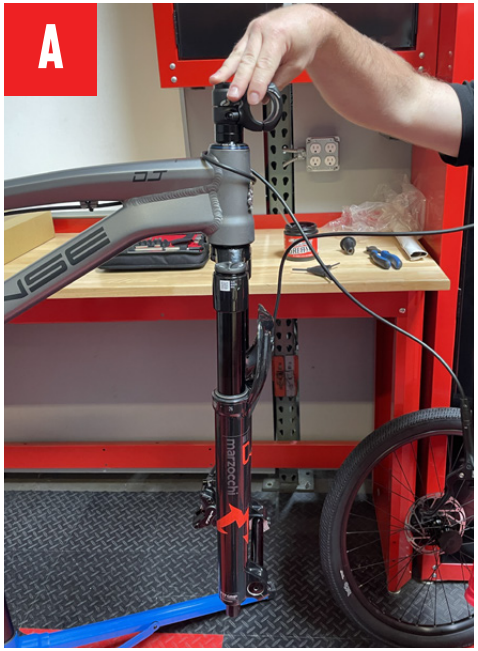
STEP 5

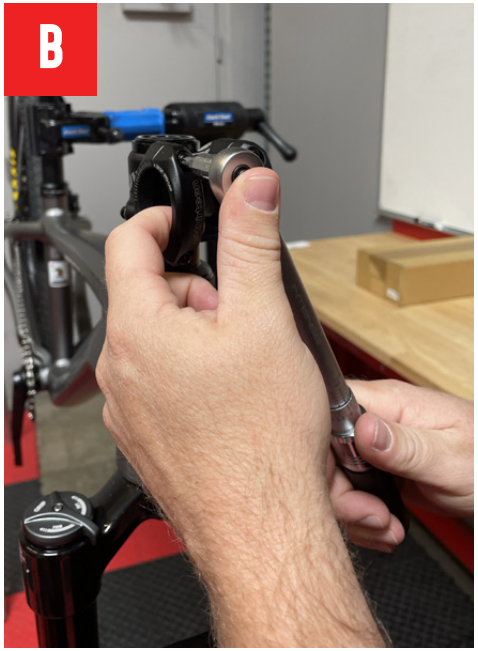
INSTALL HANDLEBARS

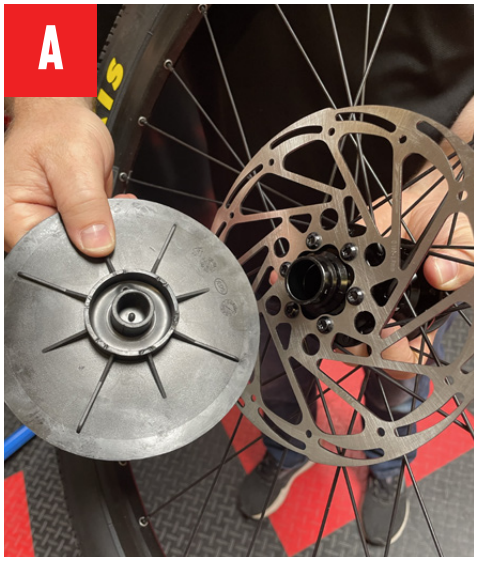
Spin the stem around 180 degrees **(A)** so that the stem and forks are facing forward. Make sure the forks are the correct way around – the front brake caliper should be on the left (non-drive) side of the bike.

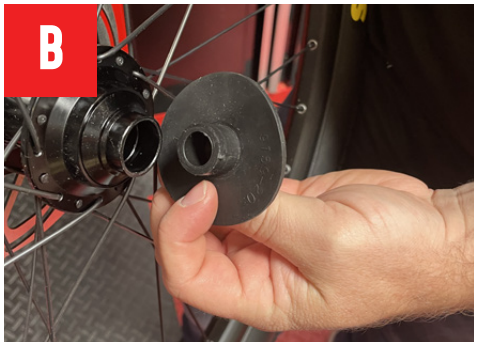
Using a T25 tool loosen the four faceplate bolts **(B)** to remove the two faceplate pieces and set aside **(C)**. Grab your handlebars and put them in place **(D)**. Use the guidelines printed on the handlebars to help position them centrally and evenly. Check that the brake cable has a nice flow and is not kinked. Note. The rear brake cable comes extra long for riders that desire to do tricks and stunts.

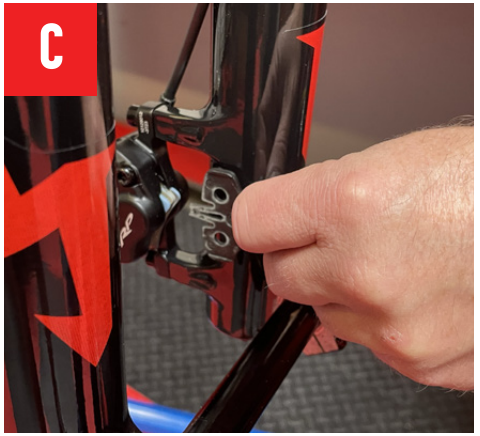
With handlebars in correct position, replace the faceplates **(E)** and reinsert the bolts and hand tighten. When ready to secure, tighten the two top bolts first until there is zero gap **(F)** between the faceplate and the stem. Torque the top bolts to 7Nm **(G)**. Next, tighten the bottom bolts to snug and then torque to 7Nm **(H)**. Be careful not to pull in the brake levers until the wheels are installed on the bike.

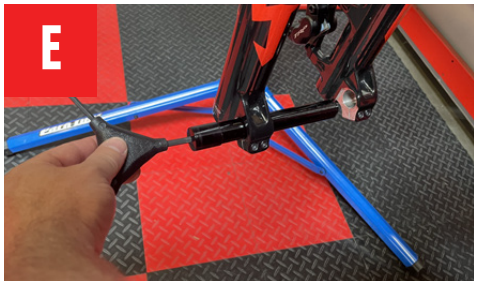


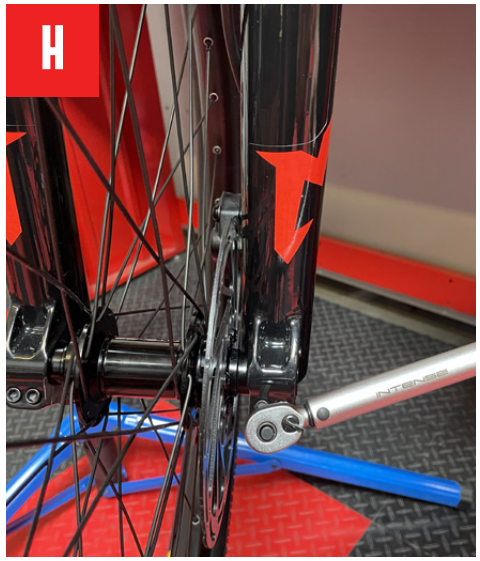












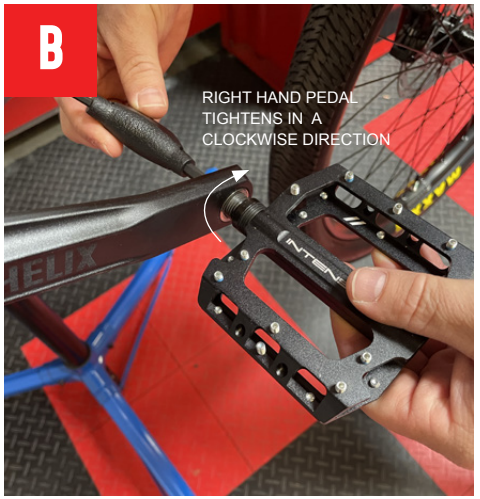
STEP 6

INSTALL FRONT WHEEL

Remove all remaining packaging from the wheel including the protectors on the hub ends **(A) (B)**. Be careful not to touch the brake rotor with your hands or gloves as any small amount of grease may contaminate it. Remove the brake pad spacer **(C)**. Next remove the front axle by first loosening the fork pinch bolts with a 5mm allen **(D)**. Note that they do not need to be fully removed for the axle to come out, just loosened. Next remove the axle using the 5mm allen key **(E)**.

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. When everything is in the correct place reinsert the front wheel axle **(F)** and tighten using the 5mm allen. Torque to 2.25Nm **(G)**.

Next tighten the 4 fork pinch bolts. Start by torquing the two pinch bolts on the non-drive side to 2.2Nm then torque the 2 pinch bolts on the driveside to 2.2Nm **(H)**. You may need to alternate between the two bolts on each side until you reach the required torque.



STEP 7

INSTALL PEDALS

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 most pedal axles CR-R (or R) for the right and CR-L (or L) for the left or no line on the right pedal axle and a line going through the left **(A)**. The right-hand (drive-side) pedal tightens up normally in a clockwise direction **(B)**. As mentioned, the left-hand (non-drive side) pedal tightens up in a counterclockwise direction. 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 8

TORQUE REAR WHEEL

After installing the pedals, check the torque on the rear wheel using the 8mm allen key and torque the rear hub axle bolts on both sides to 22Nm **(C)**.

STEP 9

ADJUST HEADSET

Remove the bike from the stand to adjust the headset preload. Ensure that the headset moves easily with a very slight amount of resistance. If it feels a little loose undo the stem clamping bolts slightly using a T25 tool **(D)** and then gently tighten the top cap bolt by a quarter clockwise turn **(E)** using a 5mm allen and torque to 2-4Nm.

Retighten the stem clamp bolts and check the headset again. If the bars won't turn smoothly, it is too tight, so repeat the process but this time slacken the top cap bolt off a little, or if it is too loose, continue to tighten.

Once you are happy with your headset adjust 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 to get it right, and when you are happy tighten the two stem bolts to 7Nm using a 5mm Allen.

STEP 10

ADJUST BRAKE LEVERS

Next adjust the brake levers where you would like them and tighten using a 4mm allen and then torque to 5Nm **(A)**.

STEP 11

ADJUST GRIPS

Check that your grips are properly tightened using a 3mm allen key and torquing to 3Nm **(B)**.

STEP 12

CHECK TIRE PRESSURE

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: 65psi, Rear 65psi. It is always a good idea to inspect your tires for tears and punctures before and after every ride **(C)**.

STEP 13

BIKE CHECK

You are almost ready to go riding. Now is a good time to check over your bike to make sure that everything looks right – all the packaging is removed, etc. Most importantly you need to check that the brakes are working correctly by spinning the wheels and pulling the brake levers. Check the front brake, then the rear. They should feel firm and strong, and of course stop the wheel from spinning. This is also where you will go over and torque all hardware to the required specifications. As you get to know your bike you may want to make some small personal adjustments – roll your bars forward or backward a little, position your brake levers at a slightly different angle, adjust your suspension, experiment with tire pressures or slide your saddle backward or forward. This is all perfectly normal, just making small tweaks here and there to really personalize your bike so that it is just right for you.

FORK: MARZOCCHI DJ

SUGGESTED STARTING POINTS

RIDER WEIGHT (lbs)	(kgs)	AIR PRESSURE (psi)	GRIP REBOUND (psi)
120-150	54-68	55-63	13-11
150-180	68-82	67-76	10-8
180-210	82-95	80-89	7-5
210-250	95-114	93-106	4-1

REBOUND: # = CLICKS OUT FROM FULLY CLOSED

MAX AIR PRESSURE: 120PSI / 8.3 BAR

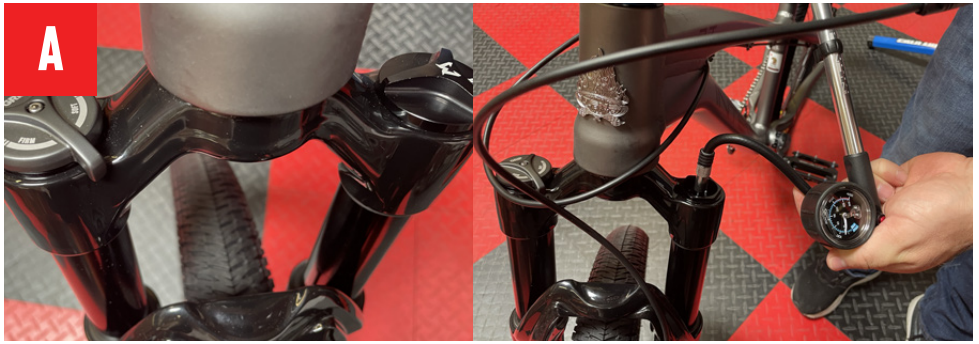
STEP 14

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: The Marzocchi DJ fork on the bike has one main air chamber on the left leg. The Schrader valve (car tire type) can be found on the upper left fork leg under a black protective cap **(A)**.

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



REBOUND

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

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

STEP 15

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.

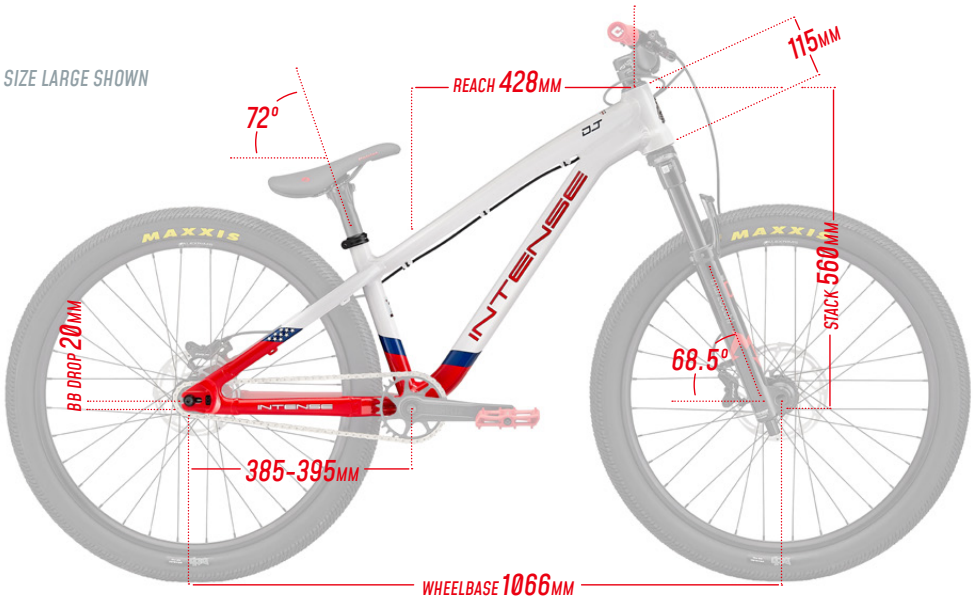
For the INTENSE DJ the rebound adjuster for the fork is a red dial located on the bottom of the right leg.

The rebound adjustment is dependent on your air pressure setting. For example, higher air pressure requires more rebound damping. Use your air pressure to find your rebound setting. Turn your rebound knob **(B)** to the closed position (fully clockwise) until it stops. Then back it out (counterclockwise) to the number of clicks shown in table opposite.

DJ

GEOMETRY

SIZE LARGE SHOWN



SIZE	SM	MD	LG
WHEELBASE	1016MM / 40”	1041MM / 41”	1066MM / 42”
TOPTUBE LENGTH	560MM / 22”	585MM / 23”	610MM / 24”
CHAINSTAY LENGTH	385MM / 15.2” (MIN)	385MM / 15.2” (MIN)	385MM / 15.2” (MIN)
	395MM / 15.6” (MAX)	395MM / 15.6” (MAX)	395MM / 15.6” (MAX)
HEADTUBE LENGTH	115MM / 4.5”	115MM / 4.5”	115MM / 4.5”
HEADTUBE ANGLE	68.5°	68.5°	68.5°
REACH	378MM / 14.9”	403MM / 15.9”	428MM / 16.9”
STACK	560MM / 22”	560MM / 22”	560MM / 22”
SEATTUBE LENGTH	315MM / 12.4”	315MM / 12.4”	315MM / 12.4”
SEATTUBE ANGLE	72 °	72°	72 °
BB DROP	20MM / 0.8”	20MM / 0.8”	20MM / 0.8”
FORK TRAVEL	100MM / 3.9”	100MM / 3.9”	100MM / 3.9”

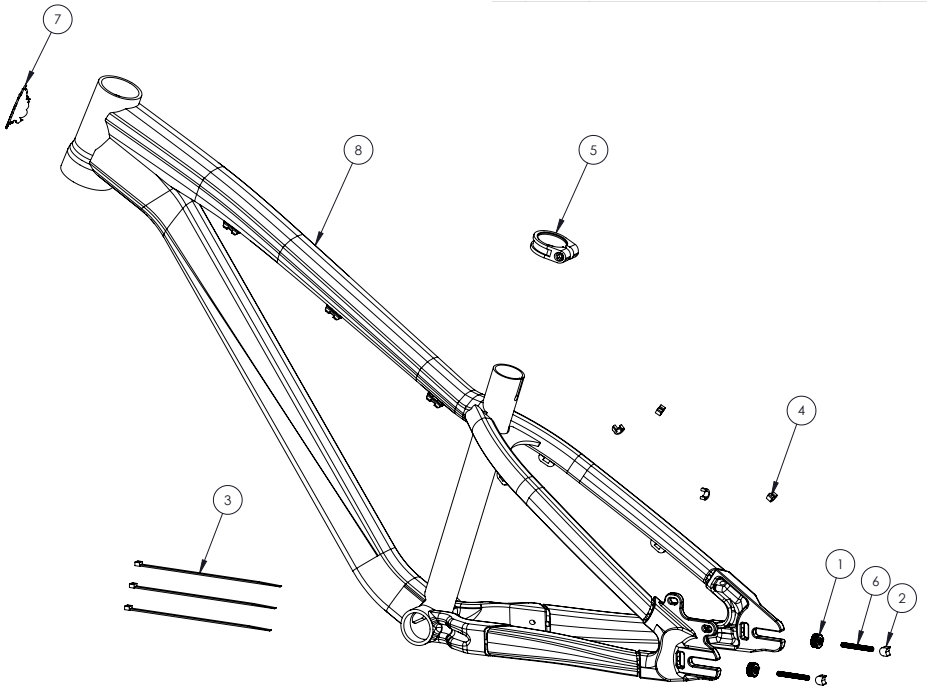
BIKE CARE

MAINTENANCE SCHEDULE

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

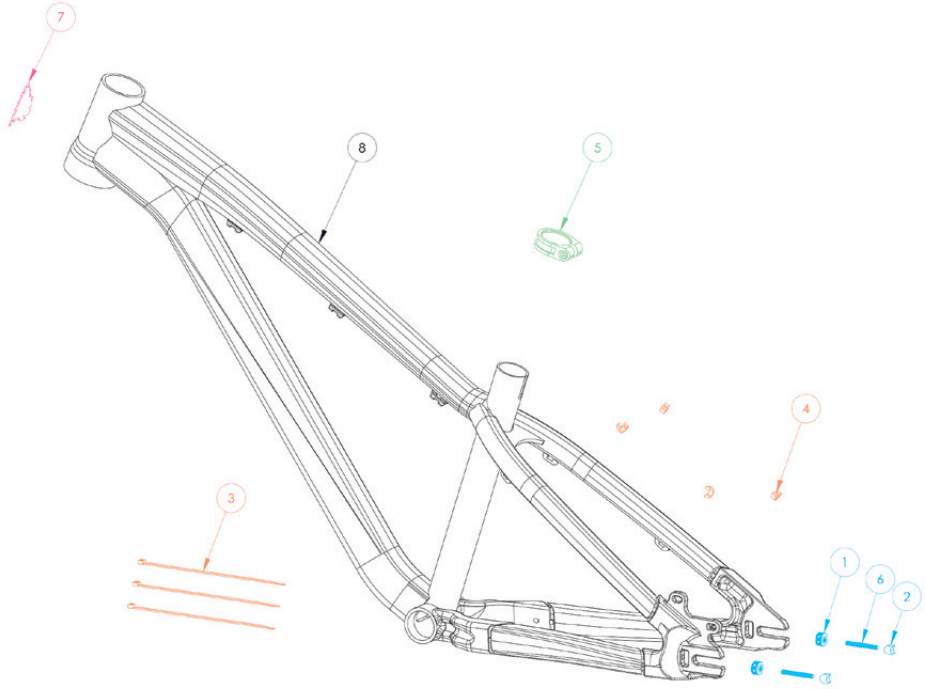
	ACTION	EVERY RIDE	500 MILES OR 1 MTH	2000 MILES OR 6 MTHS	4000 MILES OR 1 YR
TIRES	CHECK AIR PRESSURE, INSPECT TREAD AND SIDEWALLS FOR TEARS AND PUNCTURES	X			
CHAIN	BRUSH OFF AND LUBRICATE	X			
BRAKES	SQUEEZE BRAKES AND CONFIRM FUNCTION	X			
GENERAL	CLEAN COMPLETE BIKE OF MUD AND DEBRIS	X			
HEADSET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

PARTS LISTING



	ITEM	PART	DESCRIPTION	QTY.	Torque
1	Dropout Adjuster	130915	Dirt Jump Dropout Adjuster, Blk	2	N/A
2	Tensioner Chip	130916	Dirt Jump Tensioner Chip, Blk	2	N/A
3	Zip Tie	140053	Zip Tie, Lower Cable Guide	3	N/A
4	Clip Plastic	310001	Clip for Single Guide Plastic	4	N/A
5	Seat Collar	346941	Seat Collar Bolted 36.0 Blk	1	N/A
6	Threaded Rod	410084	M5 x 0.8 x 40mm 18-8 Stainless Steel Threaded Rod	2	N/A
7	Head Badge	500335	Head Badge Flame Logo	1	N/A
8	Dirt Jump Frame		Dirt Jump Frame	1	N/A

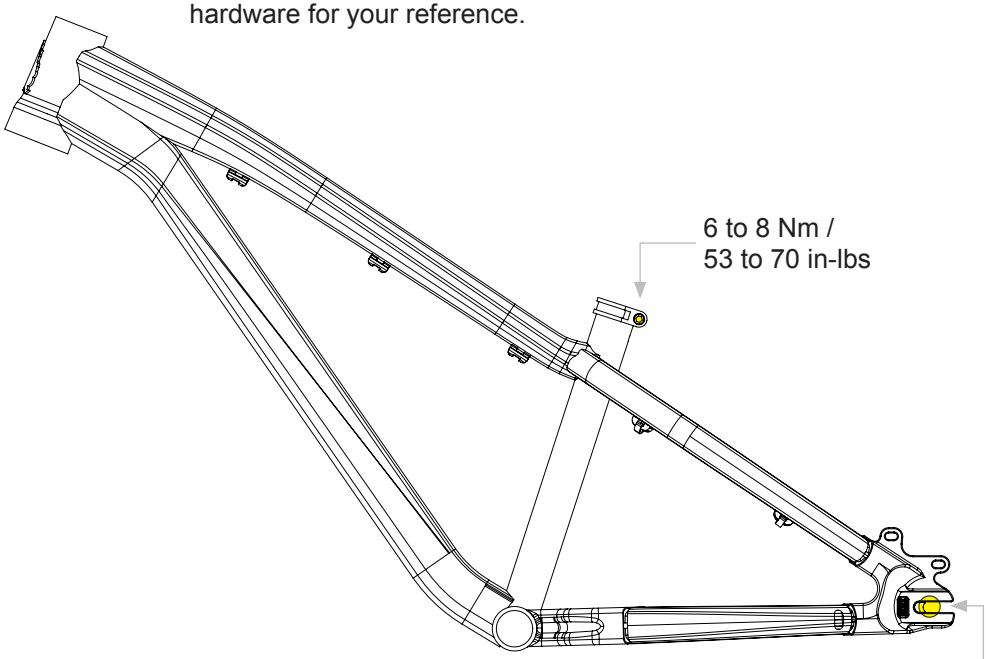
PARTS KITS



Dropout Adjuster Kit Items 1, 2, & 6	**IT150214**	**Dropout Adjuster Kit DJ 2024**
Head Badge Kit Item 7	**IT150208**	**Head badge Kit Flame Radius 62**
Seat Collar Item 5	**IT150105**	**Seat Collar Bolted 36.0 DJ**
Cable Guide Items 3 & 4	**IT150215**	**Cable Guide Kit DJ**

TORQUE SPECIFICATIONS

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



CARE

- Use a soft cloth with warm soapy water to clean the aluminium 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 the frame 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 the 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 or dents. If you discover damage to any degree it's best to have your frame inspected by a qualified INTENSE 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.
- Be sure to follow all recommended torque settings.
- Use only genuine replacement parts for safety-critical components.

2024 DJ

MANUAL