



# 2015 WORKBOOK

THE WORLD OF

**DT SWISS**

PRODUCTS 2015

**DE** **DT SWISS PROGRAMM 2015: EIN WEITERER HERVORRAGENDER JAHRGANG KÜNDIGT SICH AN**

Die im Jahr 2013 vorgestellte Laufradlinie 1501 SPLINE® ONE hat voll eingeschlagen. Zahlreiche internationale Fachmagazine und Onlineportale sind voll des Lobes für diese höchst innovativen Produkte. Von dem Erfolg motiviert, bringen wir nun die komplett neue Linie 1700 SPLINE® TWO auf den Markt. Die SPLINE® TWO's bieten eine geballte Ladung Technologie, neueste Designs sowie moderne Felgenbreiten und sind im mittleren Preissegment angesiedelt.

Die ganze Suspension Palette wurde für 2015 überarbeitet oder gänzlich neu konzeptioniert. Das Design der Gabeln präsentiert sich in einem edlen mattschwarz, zudem haben neue Technologien wie die komplett neu entwickelte O.D.L (Open – Drive – Lock) Dreistufen-technologie oder die TFP (Tailored Fibre Placement) Technologie Einzug gehalten. Das Resultat sind innovative Produkte zu einem hervorragenden Preis-/Leistungsverhältnis.

In Zusammenarbeit mit dem Schweizer Pro Continental Team IAM Cycling haben wir auch die Road Produkte weiter entwickelt. Neben drei neuen Aluminium Laufrädern befindet sich ein umfassendes Scheibenbrems- und Tubelesstechnologie-Sortiment am Start.

2015 kann kommen, wir sind vorbereitet!

**FR** **LA GAMME DE PRODUITS DT SWISS 2015: UNE AUTRE BELLE ANNÉE S'ANNONCE!**

Les roues 1501 SPLINE® ONE présentées en 2013 ont été un franc succès. Nombreux sont les médias web et papier qui ont été pleinement enthousiasmés par ces produits très innovants. Motivés par ce feedback positif, nous présentons maintenant la nouvelle gamme de roues 1700 SPLINE® TWO. Les roues SPLINE® TWO sont des véritables merveilles technologiques, ont des jantes larges au profil moderne et bénéficient d'une optique et d'un prix attractif.

Pour 2015, tous les produits suspension ont été retravaillés ou sont de totales nouveautés. Les fourches se parent d'une robe noir mate élégante et profitent des nouvelles technologies comme le système d'amortissement O.D.L (Open – Drive – Lock) ou encore de la technologie TFP (Tailored Fibre Placement). Le résultat est un produit innovant avec un excellent rapport prix/performance.

En collaboration avec l'équipe Suisse Pro Continental IAM Cycling nous avons aussi fait progresser nos produits pour la route. Avec trois nouvelles roues en aluminium, des nombreuses options pour frein à disque ou pour rouler en tubeless, la gamme se présente plus complète que jamais.

Nous sommes prêts pour 2015!

**EN** **DT SWISS 2015 PRODUCT RANGE: HERE'S TO ANOTHER GREAT SEASON.**

The 1501 SPLINE® ONE wheels, which were introduced in 2013, have proven to be a big success. Numerous international web and print media have praised the qualities of this highly innovative product. As a reaction to this success, we roll out a brand new group of wheels – the 1700 SPLINE® TWO. The 1700 SPLINE® TWO wheels feature an array of new technologies, new graphics, modern, wide profile rims and run in the medium price range.

All parts of our suspension line up have been reworked or totally redesigned for 2015. The forks come in a classy matte black finish and with technologies such as the completely new O.D.L (Open – Drive – Lock) adjustable damping system as well as components made using the TFP (tailored fibre placement) process. The result is innovative products at a very attractive price-/performance ratio.

By co-operating with the Swiss Pro Continental team IAM Cycling our road products have taken a big step ahead. Besides three new aluminum wheelsets there is a wide array of disc brake and tubeless ready products available.

2015, we are ready!

**IT** **I PRODOTTI DT SWISS 2015: SI ANNUNCIA UN ALTRA ANNATA ECCELLENTE**

L'introduzione delle ruote 1501 SPLINE® ONE, presentate nel 2013, è stato un grande successo. Questo prodotto altamente innovativo ha avuto numerosi feedback molto positivi dalla stampa specializzata e online a livello internazionale. Come risultato di questo successo, presentiamo per il 2015 la nuova gamma di ruote 1700 SPLINE® TWO. Queste ruote SPLINE® TWO sono caratterizzate da cerchi a profilo largo e moderno, l'uso di tecnologie avanzate, una nuova grafica accattivante e un prezzo molto competitivo.

Per il 2015, l'intera gamma delle sospensioni è stata rivista o sviluppata da capo. Le forcelle si presentano in un'elegante nero opaco e dispongono di nuove tecnologie come il sistema di smorzamento O.D.L (Open – Drive – Lock) e il processo TFP (Tailored Fibre Placement). Risultano prodotti innovativi con un ottimo rapporto prezzo/prestazioni.

In collaborazione con la squadra Svizzera Pro Continental IAM Cycling abbiamo ulteriormente sviluppato i nostri prodotti per strada. Oltre a tre nuovi set di ruote in alluminio abbiamo diverse opzioni di ruote per il freno a disco o per copertoni tubeless.

2015 – siamo pronti!

Daniel Berger  
Chief Marketing Officer

## **WHEELS** **4 – 47**

Wheels Road	14 – 25
Wheels MTB	26 – 47

## **COMPONENTS** **48 – 93**

Rims Road	52 – 55
Rims MTB	56 – 61
Hubs	62 – 77
Spokes	78 – 83
Nipples	84 – 87
RWS	88 – 93

## **ACCESSORIES** **94 – 103**

Axle conversion kits	96 – 97
Rotor kits	98 – 99
Tubeless solutions	100 – 101
Proline	102 – 103

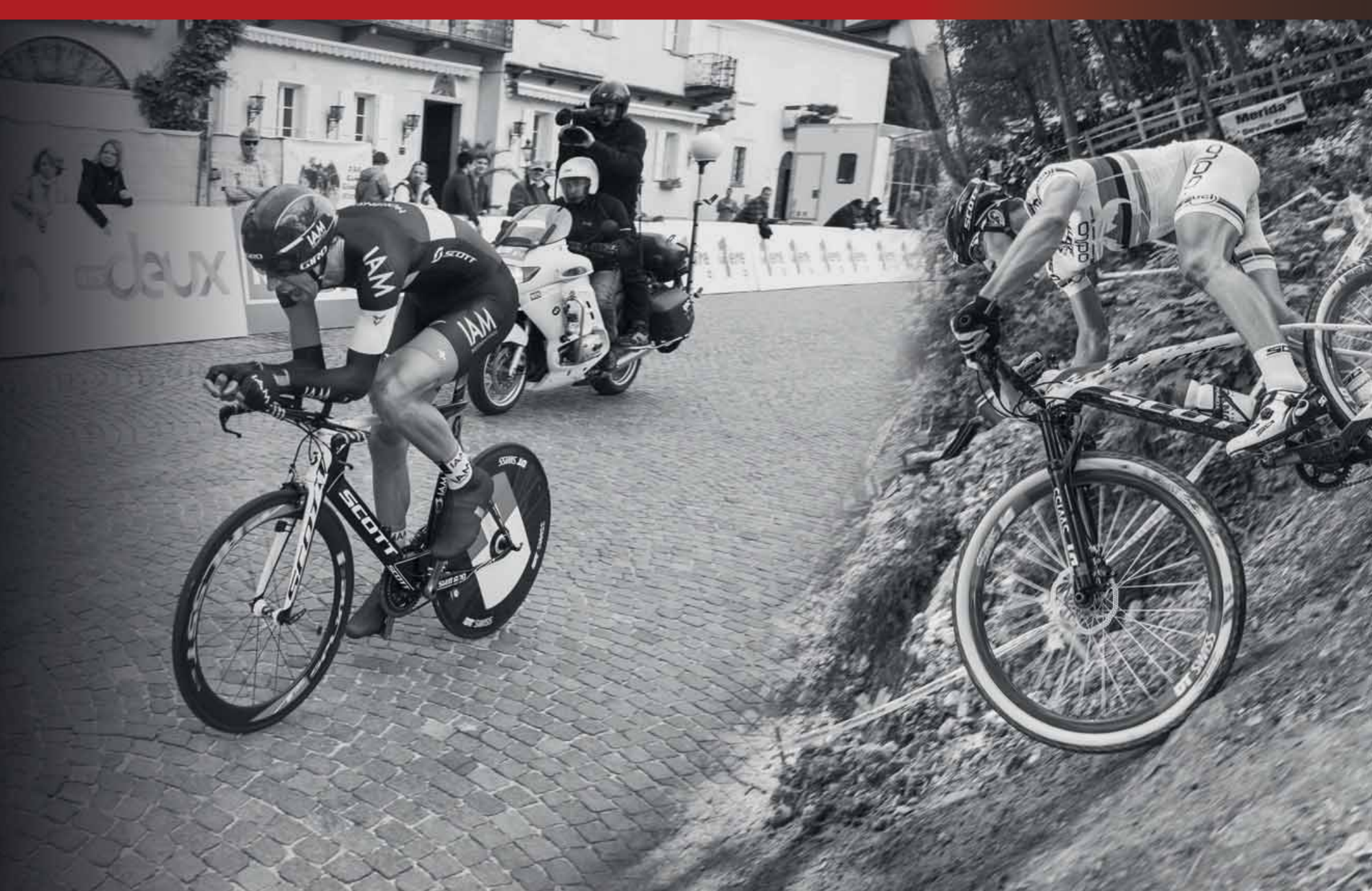
## **SUSPENSION** **104 – 119**

Forks	106 – 113
Shocks	114 – 119

## **DT SWISS** **120 – 128**

Symbols	122 – 125
Tire pressure/tire dimension	126 – 127
Impressum	128





**RETO HOLLENSTEIN** // IAM Cycling Team // photo by: Michael Riehle

**NINO SCHURTER** // Scott-Odlo MTB Racing Team // photo by: Marius Maasewerd





ROAD // MTB

# WHEELS

# WHEELS FAMILY OVERVIEW



## DE **DICUT® (Diamond cut)**

Von den hochentwickelten, hitzeableitenden Carbonfelgen bis zu den asymmetrischen Aluminiumfelgen Made in Switzerland sind DICUT® Laufräder High End. Straight Pull Einspeichung sowie hochentwickelte Nabentechnik stellen den Stand der Technik dar.

## EN **DICUT® (Diamond cut)**

From the high tech, heat dissipating carbon rims right through to the asymmetric aluminum rims Made in Switzerland, DICUT® wheels epitomize high end. Straight pull spokes and highly refined hubs are state of the art wheel technology.

## FR **DICUT® (Diamond cut)**

Des jantes carbone avec surfaces de freinage qui réduisent la chaleur sur toute la jante, aux jantes asymétriques Made in Switzerland, les roues DICUT® respirent le haut de gamme, tout comme le rayonnage straight pull et les moyeux techniquement élaborés.

## IT **DICUT® (Diamond cut)**

Le ruote DICUT® rappresentano l'altissima gamma: dai cerchi in carbonio realizzati con una resina ad alta resistenza al calore fino ai cerchi in alluminio asimmetrici Made in Switzerland. I raggi dritti e i mozzetti avanzati sono il massimo della tecnologia attuale.



**DE** **SPLINE® (Straight pull line)**

Straight pull Speichen, je nach Einsatzbereich gekreuzt, äusserst leichte Naben sowie aufwändig hergestellte Felgen, die über alle DT Swiss Merkmale verfügen, machen aus den SPLINE® Lauf- rädern perfekte Wettkampf- und Trainingspartner.

**FR** **SPLINE® (Straight pull line)**

Des rayons straight pull, croisés selon leur contraintes, des moyeux ultra légers et des jantes haut de gamme disposant de toutes les technologies propres à DT Swiss, font des roues SPLINE® le partenaire idéal pour la course et l'entraînement.

**EN** **SPLINE® (Straight pull line)**

With straight pull spokes and use specific lacing, superlight hubs as well as high end rims featuring key DT Swiss technology, SPLINE® wheels make for a perfect training and racing partner.

**IT** **SPLINE® (Straight pull line)**

Raggi straight pull, incrociati secondo il loro uso, mozzi leggeri e cerchi avanzati disponendo di tutte le tecnologie DT Swiss fanno delle ruote SPLINE®, il partner perfetto sia per l'allenamento che per la competizione.



# WHEELS FAMILY OVERVIEW



## DE **TRICON® (Triple connection)**

Die Open Crowfoot Einspeichung macht unsere TRICON® Laufräder einzigartig in Design und Funktionalität. Ihre hohe Speichenspannung erzeugt in Kombination mit der Tubelessfähigkeit steife und gleichzeitig komfortable Laufräder.

## FR **TRICON® (Triple connection)**

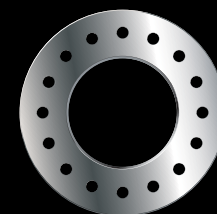
Le rayonnage Open Crowfoot est la caractéristique qui distingue les roues TRICON®. La tension des rayons élevée et la jante tubeless permettent d'avoir une roue à la fois rigide et confortable.

## EN **TRICON® (Triple connection)**

TRICON® wheels are characterized by their Open Crowfoot lacing. Their high spoke tension combined with the tubeless compatible rim makes for a stiff but comfortable riding wheel.

## IT **TRICON® (Triple connection)**

Con la loro raggiatura Open Crowfoot, le ruote TRICON® sono inconfondibili. L'abbinamento della tensione elevata dei raggi e dei cerchi pronti al montaggio tubeless risulta in una ruota rigida e confortevole.



**CLASSIC**

**DE** CLASSIC (CLASSIC wheels)

Durch klassischen Laufradbau in Verbindung mit äusserst bewährten Komponenten und modernen Materialien lassen sich haltbare und wettbewerbsfähige Laufräder für jeden Einsatzbereich konstruieren – die CLASSIC Linie ist der beste Beweis dafür.

**FR** CLASSIC (CLASSIC wheels)

La gamme de roues CLASSIC prouve qu'avec une combinaison entre montage de roue classique, composants éprouvés et matériaux modernes, il est possible de construire des roues à la fois durables et compétitives pour toutes les utilisations.

**EN** CLASSIC (CLASSIC wheels)

Traditional wheelbuilding technique and more than proven components made from modern materials allow to build durable and race ready wheelsets for all kinds of riding – the CLASSIC line is the perfect evidence for that.

**IT** CLASSIC (CLASSIC wheels)

Il montaggio classico in combinazione con componenti provati e materiali moderni permettono di costruire ruote durabili e competitivi per ogni uso – la gamma CLASSIC lo dimostra.



## DE **DICUT® Naben**

Das Potenzial des Systemlaufrades wird voll ausgeschöpft: Die Form der Nabe ist perfekt auf die geraden T-head Speichen abgestimmt und erreicht dadurch ein ideales Verhältnis von hoher Stabilität und geringem Gewicht.

## **SPLINE® Naben**

Straight pull Nabengehäuse stützen die Speichen breit ab und verhelfen dem Laufrad zu hoher Steifigkeit. Die Gestaltung der Speichenverankerungen minimiert den Einfluss der Speichenspannung auf die Lagersitze und erhöht die Lebensdauer der Lager.

## **TRICON® Naben**

Die zweiteilige Konstruktion der Nabe hält die Lagersitze spannungsfrei, dadurch laufen die Lager präziser und die Lebensdauer erhöht sich. Hochgenaue Gewindebohrungen positionieren die Speichen perfekt in Belastungsrichtung.

## **CLASSIC Naben**

Der konventionelle Aufbau der CLASSIC Naben hat wesentliche Vorteile: Im Schadensfall sind Ersatzspeichen weltweit verfügbar, mit Standardwerkzeug schnell ausgetauscht und dabei auch noch kostengünstig.

## EN **DICUT® hubs**

The potential of the system wheel is fully used: The hub is designed to perfectly match the proprietary straight T-head spokes, achieving an ideal balance between strength, stiffness and weight.

## **SPLINE® hubs**

Straight pull hub shells give the spokes a wide support for maximum wheel stiffness. The design of the spoke anchors minimizes the influence of spoke tension on the bearing seats which considerably increases bearing life.

## **TRICON® hubs**

The two piece hub shell keeps the bearing seats tension free for smooth and long running bearings. The precise alignment of the spoke bores places the straight, double threaded spokes in perfect orientation to handle all input loads.

## **CLASSIC hubs**

The conventional design of the CLASSIC hubs has some important advantages: In the rare case of a spoke failure, replacements are easily available world wide, quickly replaceable with standard tools and very inexpensive.

## FR **Moyeux DICUT®**

Les moyeux DICUT® utilisent tout le potentiel des roues complètes. La forme du moyeu est adaptée parfaitement aux rayons étroits T-head, avec le résultat d'un rapport idéal entre résistance et poids.

## **Moyeux SPLINE®**

Les corps de moyeu straight pull permettent d'écarter les rayons au maximum pour une rigidité hors pairs. La forme des ancrages de rayon minimise l'influence de la tension des rayons sur le siège des roulements, augmentant ainsi leur durée de vie.

## **Moyeux TRICON®**

La conception en deux pièces libère les roulements de toute tension pour une fluidité et une longévité maximale. Le positionnement précis des perçages pour les rayons permet de les orienter exactement dans la direction des efforts.

## **Moyeux CLASSIC**

La conception conventionnelle des moyeux CLASSIC a des avantages importants: dans le cas d'une casse de rayon, les pièces de rechange sont disponibles tout autour du monde, peuvent vite être remplacées avec des outils standards et ne coûtent pas cher.

## IT **Mozzi DICUT®**

Sfruttato tutto il potenziale delle ruote complete: la forma del mozzo è perfettamente adattata ai raggi diritti T-head per ottenere un rapporto ideale tra resistenza e peso.

## **Mozzi SPLINE®**

Il mozzo straight pull permette un'inclinazione ottimale dei raggi per ottenere una ruota rigida. La forma degli ancoraggi minimizza il carico della tensione dei raggi sulle sedi dei cuscinetti, aumentandone così la durata nella massima efficienza.

## **Mozzi TRICON®**

Il mozzo in due parti libera i cuscinetti da qualsiasi tensione aumentandone la precisione e la durata di vita. Il preciso posizionamento della filettatura per i raggi orienta questi ultimi sull'inclinazione che corrisponde ai carichi dall'uso.

## **Mozzi CLASSIC**

La concezione convenzionale dei mozzi CLASSIC offre alcuni vantaggi importanti: in caso di rottura, i raggi di ricambio sono disponibili in tutto il mondo, sostituibili con normali attrezzi e a buon mercato.





## Carbon Felgen

Die intelligente Auswahl verschiedener Carbonqualitäten ermöglicht es, extrem leichte und steife Felgen zu konstruieren. DT Swiss setzt modernste Technologien ein, um die überragenden Eigenschaften des Werkstoffes ideal zu nutzen.

## Hybrid Felgen

Wenn es darum geht, die Vorteile von Carbon- und Aluminiumfelgen bei bestem Preis-/Leistungsverhältnis zu vereinen, sind hybrid Felgen unschlagbar. Sie kombinieren das geringe Gewicht und die hohe Steifigkeit einer Carbonfelge mit den Verzögerungswerten von Aluminiumbremsflanken.

## Tubeless Felgen

Tubeless Felgen besitzen ein luftdichtes Felgenbett und können direkt mit tubeless Reifen gefahren werden. Durch die nicht durchgehenden Speichenbohrungen ist die Felge sehr steif und es wird für den tubeless Einsatz kein Felgenband benötigt.

## Tubeless ready Felgen

Diese Felgen überzeugen durch ihre Servicefreundlichkeit und ihr Preis-/Leistungsverhältnis. Sie werden mit dem passenden DT Swiss Umrüstkit bestehend aus tubeless Ventil und Felgenband auf den schlauchlosen Einsatz umgerüstet.

## Carbon rims

The intelligent use of different carbon materials makes it possible to build extremely light, stiff and durable rims. DT Swiss employs state of the art technology to take full advantage of the materials' superb properties.

## Hybrid rims

When it comes to combining the advantages of carbon and aluminum rims while offering great value, a hybrid rim can not be beat. They have both the low weight and high stiffness of a carbon rim while offering the unmatched braking performance of alloy, all at a great price.

## Tubeless rims

Tubeless rims have an airtight rim bed and can be ridden tubeless right out of the box, without having to install a tubeless kit. In addition, the non-drilled rims are exceptionally stiff.

## Tubeless ready rims

These rims offer great value and are very simple to work on. They can be converted for tubeless use by using the appropriate DT Swiss conversion kit consisting of a tubeless rim tape and valve.

## Jantes carbone

L'utilisation des différentes fibres de carbone permet de construire des jantes à la fois extrêmement légères et rigides. DT Swiss emploie des technologies de pointe pour utiliser au mieux les fabuleuses caractéristiques de ce matériau.

## Jantes hybrides

Lorsqu'il s'agit d'allier les avantages d'une jante en carbone avec ceux d'une jante en aluminium tout en offrant une relation prix/performance sans pareil, les jantes hybrides sont imbattables. Elles combinent le poids plume et la rigidité du carbone avec les qualités de freinage de l'aluminium.

## Jantes tubeless

La gorge des jantes tubeless est imperméable à l'air, ce qui permet d'utiliser ces jantes directement avec des pneus tubeless. Grâce à l'absence de tout perçage de la gorge de la jante, celle-ci est très rigide et fonctionne en tubeless sans fond de jante.

## Jantes tubeless ready

Ces jantes offrent une très bonne relation prix/performance et un entretien facilité. Elles sont converties en tubeless en utilisant le kit de conversion DT Swiss approprié qui consiste en un fond de jante et une valve tubeless.

## Cerchi in carbonio

L'utilizzo di vari tipi di carbonio permette di costruire cerchi molto leggeri e rigidi. DT Swiss impiega le tecnologie più avanzate per sfruttare al massimo le possibilità straordinarie che offre questo materiale.

## Cerchi hybrid

Quando si tratta di abbinare gli vantaggi dei cerchi in carbonio con quelli dei cerchi in alluminio, sempre mantenendo un rapporto ideale tra prezzo e prestazioni, i cerchi hybrid sono imbattibili. Combinano il peso leggero del carbonio con la frenata dei cerchi in alluminio potente, modulabile e costante in ogni condizione.

## Cerchi tubeless

I cerchi tubeless possiedono una base del cerchio senza fori che rende il cerchio impermeabile all'aria e dunque compatibile con copertoni tubeless senza l'uso di un nastro tubeless. L'assenza di fori nella base aumenta la rigidità del cerchio e di conseguenza della ruota.

## Cerchi tubeless ready

Questi cerchi offrono un ottimo rapporto prezzo/prestazioni e una manutenzione facilissima. Possono essere convertiti per l'uso senza camera d'aria con un kit di conversione DT Swiss che consiste di una valvola ed un nastro tubeless.



## DE **T-head Speichen**

Diese geraden Flachspeichen sind so in der Nabe verankert, dass sie sich im Einsatz nicht verdrehen können und deshalb aerodynamisch immer perfekt ausgerichtet bleiben.

## **Straight pull Speichen**

Um ein ideales Verhältnis von Gewicht und Stabilität zu erreichen, kommen bei vielen DT Swiss Lauf­rädern unterschiedliche Formen von straight pull Speichen zum Einsatz. Sie sind stabiler als konventionelle Speichen und dennoch mit Standardwerkzeug zentrier- und ersetzbar.

## **Gerade Doppelgewindespeichen**

Diese Speichen sind extrem haltbar da sie keinen Speichenkopf aufweisen und auch bei ihrer kompletten Entlastung beidseitig spielfrei bleiben, wodurch die auftretenden Lastspitzen minimiert werden.

## **CLASSIC Speichen**

Profis wie Nino Schurter und Brendan Fairclough setzen auf Laufräder mit CLASSIC Speichen. Durch ihre aufwändige Verarbeitung in Schweizer Präzision sind sie extrem leistungsfähig und dabei einfach zu zentrieren und zu ersetzen.

## EN **T-head spokes**

These straight and bladed spokes have a spoke head which fits perfectly into their matching hub. This eliminates spoke twist with the result of an always perfectly oriented aero spoke for optimum aerodynamics.

## **Straight pull spokes**

To achieve an ideal balance between weight and strength, many DT Swiss wheels use different types of straight pull spokes. They are stronger than conventional spokes with a spoke elbow but are still true- and replaceable with normal spoke/nipple tools.

## **Dual thread straight pull spokes**

These spokes are extremely durable. They have no spoke head and are free from play even when completely unloaded, resulting in lower peak loads in the rim, hub and of course the spoke itself.

## **CLASSIC spokes**

Pros like Nino Schurter and Brendan Fairclough choose to ride wheels with CLASSIC spokes. Their elaborate design and Swiss precision makes them extremely performant while staying easy to true and replace.

## FR **Rayons T-head**

Ces rayons droits et plats sont fixés dans le moyeu de façon à ce qu'ils ne peuvent se tordre sous les charges de l'utilisation. Ainsi ils restent toujours parfaitement alignés pour une aérodynamique parfaite.

## **Rayons straight pull**

Pour obtenir une relation idéale entre poids et résistance, beaucoup de roues DT Swiss utilisent différents types de rayons straight pull (à tirage droit). Ils sont plus résistants que les rayons conventionnels et peuvent toujours être manipulés et remplacés avec des outils standards.

## **Rayons droits à double filet**

Ces rayons sont extrêmement durables, car ils n'ont pas de tête et ne prennent pas de jeu même s'ils sont complètement détendus pendant l'utilisation. Ceci minimise considérablement les efforts dans la jante, le moyeux ainsi que le rayon lui-même.

## **Rayons CLASSIC**

Les roues avec rayons CLASSIC sont le choix des pros comme Nino Schurter et Brendan Fairclough. Grâce à leur finition hors norme et la précision suisse elles sont extrêmement performantes mais restent faciles à dévoiler et à remplacer.

## IT **Raggi T-head**

Questi raggi diritti e piatti sono fissati sul mozzo in modo che non si possono torcere né sotto carico. Così mantengono un'aerodinamica ideale in ogni momento.

## **Raggi straight pull**

Per ottenere un rapporto ideale tra peso e resistenza una gran parte delle ruote DT Swiss usa diversi tipi di raggi straight pull. Quest'ultimi sono più durevoli dei raggi convenzionali, sempre restando centrabili e sostituibili con attrezzi normali.

## **Raggi diritti a doppio filetto**

Questi raggi sono estremamente durevoli perché non possiedono una testa da entrambi i lati, restando così senza gioco anche sotto una totale assenza di tensione. Così si riducono notevolmente i carichi massimi su tutti i componenti.

## **Raggi CLASSIC**

Professionisti come Nino Schurter e Brendan Fairclough scelgono ruote con raggi CLASSIC. Grazie alla loro lavorazione perfetta con precisione Svizzera offrono prestazioni altissime restando facili da centrare e da riparare.



## Ratchet System®

Das patentierte Freilaufsystem mit hochpräzisen Zahnscheiben, erhältlich mit 18- oder 36-zahn Teilung, garantiert höchste Belastbarkeit und Zuverlässigkeit. Dank dem no tool Konzept ist es sehr einfach und schnell zu warten.

## Ratchet System®

This patented freewheel system uses precision Star Ratchets, available with 18 or 36 teeth and features extremely high load capacity and reliability. The no tool concept allows for an easy execution of routine maintenance.

## Ratchet System®

Ce système de roue libre breveté utilise deux disques dentés, disponibles en version 18 ou 36 dents et garantissant une fiabilité et une résistance à l'usure très élevée. Grâce au concept no tool il est très facile d'entretien.

## Ratchet System®

Questo sistema brevettato funziona con due cricchetti di precisione, disponibili a 18 o 36 denti, che garantiscono una capacità di carico ed un'affidabilità elevatissima. Il concetto no tool rende la manutenzione facilissima.



## Pawl System

Das Pawl-Freilaufsystem wurde von DT Swiss über viele Jahre hinweg weiterentwickelt. In ihm steckt eine geballte Ladung Ingenieurwissen für höchste Zuverlässigkeit und sicheren Vortrieb – Jahr ein, Jahr aus.

## Pawl System

The pawl freewheel system has been refined by DT Swiss for many years. It integrates a lot of engineering know-how to ensure maximum reliability and safe rides, year in and year out.

## Système pawl

Le système de roue libre pawl a été peaufiné pendant des années. Il intègre tout le savoir faire des ingénieurs DT Swiss pour procurer une fiabilité maximale et des engagements sur saison après saison.

## Sistema pawl

Il sistema di ruota libera pawl è stato perfezionato da DT Swiss negli anni. Integra tutto il nostro know-how per ottenere la massima affidabilità e per garantire accelerazioni sicure, anno dopo anno.



## PHR (Pro Head® Reinforcement) System

Das PHR System erlaubt es, sehr leichte und zuverlässige Laufräder zu bauen. Der sphärische Squorx Nippel richtet sich perfekt in Krafrichtung aus und leitet die Last über die multidimensionale Auflage-scheibe ideal in die Felge ein.

## PHR (Pro Head® Reinforcement) System

With the PHR system it is possible to build very lightweight and reliable wheels. The spherical Squorx nipple aligns itself perfectly to the direction of the force and induces the loads evenly into the rims through a multidimensional washer.

## Système PHR (Pro Head® Reinforcement)

Le système PHR permet de construire des roues à la fois légères et durables. L'écrou Squorx sphérique s'oriente automatiquement dans le sens des forces et les distribue uniformément dans la jante grâce à l'entretoise multidimensionnelle.

## Sistema PHR (Pro Head® Reinforcement)

Il sistema PHR permette la costruzione di ruote leggere e affidabili. Il nipple Squorx sferico si adegua automaticamente all'angolo del raggio e distribuisce i carichi sul cerchio in modo ottimale tramite una rondella multidimensionale.





# WHEELS ROAD

# WHEELS ROAD **DICUT®** OVERVIEW

## RRC 32 DICUT® C/T



## RRC 46 DICUT® C/T



## RRC 66 DICUT® C/T



## RRC 2.0 DISC DICUT® T



## RR 21 DICUT®



**TUBE LESS COMPAT.**

▶ Clincher front



▶ Clincher rear



Technical specifications for RR 21 DICUT wheel:

- Front Clincher: 21 mm width, 16 mm width, 21 mm height
- Rear Clincher: 21 mm width, 16 mm width, 21 mm height

## R 20 DICUT®



**NEW**

**TUBE LESS COMPAT.**

▶ Clincher front



























▶ Clincher rear



Technical specifications for R 20 DICUT wheel:

- Front Clincher: 21 mm width, 16 mm width, 21 mm height
- Rear Clincher: 21 mm width, 16 mm width, 21 mm height



Model	Rim											Hub																							
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher	Clincher tubeless compatible	Tubular	Valve hole Presta / SV ø 6.5 mm	Material	Rim color			Hub axle system						Free wheel	Free wheel body			Disc mount		Hub color								
DICUT® wheels																																			
RRC 32 DICUT® C	100	622 x 15	15	21	32	•			•	•				•	•																				black
RRC 32 DICUT® C	130	622 x 15	15	21	32	•			•	•				•										•		○	•	○						black	
RRC 32 DICUT® T	100	633 x 20.5		21	32			•	•	•				•	•											○	•	○						black	
RRC 32 DICUT® T	130	633 x 20.5		21	32			•	•	•				•										•		○	•	○						black	
RRC 46 DICUT® C	100	622 x 15	15	21	46	•			•	•				•	•																			black	
RRC 46 DICUT® C	130	622 x 15	15	21	46	•			•	•				•										•		○	•	○						black	
RRC 46 DICUT® T	100	633 x 20.5		21	46			•	•	•				•	•																			black	
RRC 46 DICUT® T	130	633 x 20.5		21	46			•	•	•				•										•		○	•	○						black	
RRC 66 DICUT® C	100	622 x 15	15	21	66	•			•	•				•	•																			black	
RRC 66 DICUT® C	130	622 x 15	15	21	66	•			•	•				•										•		○	•	○						black	
RRC 66 DICUT® T	100	633 x 20.5		21	66			•	•	•				•	•																			black	
RRC 66 DICUT® T	130	633 x 20.5		21	66			•	•	•				•										•		○	•	○						black	
RRC 2.0 DISC DICUT® T	130	633 x 20		20				•	•	•				•										•		○	•	○						black	
RR 21 DICUT®	100	622 x 16	16	21	21	•	•		•		•		•	•																				white	
RR 21 DICUT®	130	622 x 16	16	21	21	•	•		•		•		•											•		○	•	○						white	
RR 21 DICUT®	100	622 x 16	16	21	21	•	•		•		•	•	•	•																				black	
RR 21 DICUT®	130	622 x 16	16	21	21	•	•		•		•	•	•	•										•		○	•	○						black	
R 20 DICUT®	100	622 x 16	16	21	21	•	•		•		•	•	•	•																				black / polish	
R 20 DICUT®	130	622 x 16	16	21	21	•	•		•		•	•	•	•										•		○	•	○	○					black / polish	

• = Standard

○ = Option

1) incl. washer for 10 speed

Nipples		Spokes								Technical data					Accessories								
DT Pro Lock® aluminum	DT Pro Lock® brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	Tubeless ready tape	Tubeless valve	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]														
●		silver	20	DT aerolite®	DT aerolite®		280		280	white	radial	600	RR	●	100	●					●	●	
●		silver	24	DT aerolite®	DT aero comp®	283			277	white	2-cross	750	RR	●	100	●					●	●	●
●		silver	20	DT aerolite®	DT aerolite®		280		280	white	radial	470	RR	●	100	●						●	
●		silver	24	DT aerolite®	DT aero comp®	283			277	white	2-cross	620	RR	●	100	●						●	●
●		silver	20	DT aerolite®	DT aerolite®		266		266	white	radial	640	RR	●	100	●					●	●	
●		silver	24	DT aerolite®	DT aero comp®	270			262	white	2-cross	790	RR	●	100	●					●	●	●
●		silver	20	DT aerolite®	DT aerolite®		266		266	white	radial	530	RR	●	100	●						●	
●		silver	24	DT aerolite®	DT aero comp®	270			262	white	2-cross	680	RR	●	100	●						●	●
●		silver	16	DT aerolite®	DT aerolite®		248		248	white	radial	735	RR	●	100	●					●	●	
●		silver	20	DT aerolite®	DT aero comp®	254			246	white	2-cross	880	RR	●	100	●					●	●	●
●		silver	16	DT aerolite®	DT aerolite®		248		248	white	radial	635	RR	●	100	●						●	
●		silver	20	DT aerolite®	DT aero comp®	254			247	white	2-cross	780	RR	●	100	●						●	●
		–	–	–	–	–	–	–	–		–	780	RR	●	120	●						●	
●		black	20	DT aerolite®	DT aerolite®		281		281	black	radial	660	RR	●	110	●		○	○		●		
●		black	24	DT aerolite®	DT aero comp®	286			279	black	2-cross	810	RR	●	110	●		○	○		●		
●		black	20	DT aerolite®	DT aerolite®		281		281	white	radial	655	RR	●	110	●		○	○		●		
●		black	24	DT aerolite®	DT aero comp®	286			279	white	2-cross	805	RR	●	110	●		○	○		●		
●		silver	16	DT new aero®	DT new aero®		284		284	black	radial	675	R	●	110	●		○	○		●		
●		silver	20	DT new aero®	DT new aero®		286		281	black	2-cross	858	R	●	110	●		○	○		●		

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

# WHEELS ROAD **SPLINE®** OVERVIEW

WHEELS ROAD

COMPONENTS

ACCESSORIES

SUSPENSION

DT SWISS

### RC 28 SPLINE® C



**TUBE LESS COMPAT.**

Clincher



21 mm  
15 mm  
28 mm

### RC 38 SPLINE® C/T



**TUBE LESS COMPAT.**

Clincher Tubular



21 mm  
15 mm  
38 mm  
21 mm  
38 mm

### RC 55 SPLINE® C/T



**TUBE LESS COMPAT.**

Clincher Tubular



21 mm  
15 mm  
55 mm  
21 mm  
55 mm

### RC 46 SPLINE® H



**TUBE LESS COMPAT.**

Clincher hybrid



21 mm  
15.9 mm  
46 mm

### R 23 SPLINE®



**NEW**  
**TUBE LESS COMPAT.**

Clincher



23 mm  
18 mm  
23 mm

### R 24 SPLINE®



**NEW**  
**TUBE LESS COMPAT.**

Clincher



23 mm  
18 mm  
23 mm

## RC 28 SPLINE® C db



**NEW**  
hub

**TUBE LESS COMPAT.**

Clincher



21 mm  
15 mm  
28 mm

## RC 38 SPLINE® C/T db



**NEW**  
hub

**TUBE LESS COMPAT.**

Clincher Tubular



21 mm  
15 mm  
38 mm  
21 mm  
38 mm

## R 23 SPLINE® db



**NEW**  
hub

**TUBE LESS COMPAT.**

Clincher



22 mm  
18 mm  
23 mm

## R 24 SPLINE® db



**NEW**  
hub

**TUBE LESS COMPAT.**

Clincher



22 mm  
18 mm  
23 mm



Model	Rim													Hub																		
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher	Clincher tubeless compatible	Tubular	Valve hole Presta / SV ø 6.5 mm	Material	Rim color			Hub axle system						Free wheel	Free wheel body			Disc mount		Hub color					
											Aluminum	Black	White	Carbon											Shimano 9 / 10 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11	Sram MTB XD 11	Center Lock <sup>®</sup>	IS (6-bolt)		
<b>SPLINE® wheels</b>																																
RC 28 SPLINE® C	100	622 x 15	15	21	28	●	●		●	●				●	●			●								○	●	○	○			white
RC 28 SPLINE® C	130	622 x 15	15	21	28	●	●		●	●				●				●						●		○	●	○	○			white
RC 38 SPLINE® C	100	622 x 15	15	21	38	●	●		●	●				●	●			●								○	●	○	○			white
RC 38 SPLINE® C	130	622 x 15	15	21	38	●	●		●	●				●				●						●		○	●	○	○			white
RC 38 SPLINE® T	100	633 x 21		21	38			●	●	●				●	●																	white
RC 38 SPLINE® T	130	633 x 21		21	38			●	●	●				●				●						●		○	●	○	○			white
RC 55 SPLINE® C	100	622 x 15	15	21	55	●	●		●	●				●	●																	white
RC 55 SPLINE® C	130	622 x 15	15	21	55	●	●		●	●				●				●						●		○	●	○	○			white
RC 55 SPLINE® T	100	633 x 21		21	55			●	●	●				●	●																	white
RC 55 SPLINE® T	130	633 x 21		21	55			●	●	●				●				●						●		○	●	○	○			white
RC 46 SPLINE® H	100	622 x 16	16	21	46	●	●		●	●				●	●																	white
RC 46 SPLINE® H	130	622 x 16	16	21	46	●	●		●	●				●				●						●		○	●	○	○			white
R 23 SPLINE®	100	622 x 18	18	23	23	●	●		●		●	●		●				●														black / polish
R 23 SPLINE®	130	622 x 18	18	23	23	●	●		●		●	●		●				●						●		○	●	○	○			black / polish
R 24 SPLINE®	100	622 x 18	18	23	23	●	●		●		●	●		●																		black
R 24 SPLINE®	130	622 x 18	18	23	23	●	●		●		●	●		●				●						●		○	●	○	○			black

● = Standard    ○ = Option    <sup>1)</sup> incl. washer for 10 speed

Nipples		Spokes								Technical data					Accessories								
DT Pro Lock® aluminum DT Pro Lock® brass	Nipple type	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	Tubeless ready tape	Tubeless valve	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]														
•		silver	20	DT aerolite®	DT aerolite®		290		290	black	radial	585	RR	•	100	•		○	○	•		•	
•		silver	24	DT aero comp®	DT aero comp®		302		300	black	2-cross	800	RR	•	100	•		○	○	•		•	
•		silver	20	DT aerolite®	DT aerolite®		281		281	black	radial	630	RR	•	100	•		○		•		•	
•		silver	24	DT aero comp®	DT aero comp®	293		291		black	2-cross	845	RR	•	100	•		○		•		•	
•		silver	20	DT aerolite®	DT aerolite®		281		281	black	radial	565	RR	•	100	•		○				•	
•		silver	24	DT aerolite®	DT aerolite®	293		291		black	2-cross	745	RR	•	100	•		○				•	
•		silver	20	DT aerolite®	DT aerolite®		265		265	black	radial	710	RR	•	100	•		○		•		•	
•		silver	24	DT aero comp®	DT aero comp®	276		276		black	2-cross	920	RR	•	100	•		○		•		•	
•		silver	20	DT aerolite®	DT aerolite®		265		265	black	radial	615	RR	•	100	•		○				•	
•		silver	24	DT aero comp®	DT aero comp®	276		276		black	2-cross	825	RR	•	100	•		○				•	
•		silver	20	DT aero comp®	DT aero comp®		275		275	black	radial	755	RR	•	110	•		○				•	
•		silver	24	DT aero comp®	DT aero comp®	285		283		black	2-cross	940	RR	•	110	•		○				•	
•		black	20	DT aero comp®	DT aero comp®		288		288	black	radial	700	R	•	110		•	○	○	•			
•		black	24	DT aero comp®	DT new aero®	297		295		black	2-cross	905	R	•	110		•	○	○	•			
•		black	20	DT aero comp®	DT aero comp®		288		288	black	radial	760	R	•	110		•	○	○	•			
•		black	24	DT aero comp®	DT new aero®	297		295		black	2-cross	965	R	•	110		•	○	○	•			

• = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

Model	Rim													Hub																		
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher	Clincher tubeless compatible	Tubular	Valve hole Presta / SV ø 6.5 mm	Material		Rim color			Hub axle system						Free wheel	Free wheel body			Disc mount		Hub color				
Carbon											Aluminum	Black	White	Carbon	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	DT Swiss Ratchet System®	Pawl system	Shimano 9 / 10 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11		Sram MTB XD 11	Center Lock®	IS (6-bolt)	
<b>SPLINE® db wheels</b>																																
<b>RC 28 SPLINE® C db</b>	100	622 x 15	15	21	28	●	●		●	●					●	○	●												●	○	black	
<b>RC 28 SPLINE® C db</b>	142	622 x 15	15	21	28	●	●		●	●					●				○	○	○	●	●			○	●	○	○	●	○	black
<b>RC 38 SPLINE® C db</b>	100	622 x 15	15	21	38	●	●		●	●					●	○	●											●	○	black		
<b>RC 38 SPLINE® C db</b>	142	622 x 15	15	21	38	●	●		●	●					●				○	○	○	●	●			○	●	○	○	●	○	black
<b>RC 38 SPLINE® T db</b>	100	633 x 21		21	38			●	●	●					●	○	●											●	○	black		
<b>RC 38 SPLINE® T db</b>	142	633 x 21		21	38			●	●	●					●				○	○	○	●	●			○	●	○	○	●	○	black
<b>R 23 SPLINE® db</b>	100	622 x 18	18	22	23	●	●		●		●	●				○	●	○	○									●	○	black / polish		
<b>R 23 SPLINE® db</b>	135	622 x 18	18	22	23	●	●		●		●	●							○	●	○	○		●		○	●	○	○	●	○	black / polish
<b>R 24 SPLINE® db</b>	100	622 x 18	18	22	23	●	●		●		●	●				●	○	○	○									●	○	black		
<b>R 24 SPLINE® db</b>	135	622 x 18	18	22	23	●	●		●		●	●							●	○	○	○		●		○	●	○	○	●	○	black

● = Standard    ○ = Convertible with included accessories    ○ = Option    <sup>1)</sup> incl. washer for 10 speed

Nipples		Spokes								Technical data					Accessories								
DT Pro Lock® aluminum DT Pro Lock® brass	Nipple type	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	Tubeless ready tape	Tubeless valve	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]														
●		silver	24	DT aerolite®	DT aerolite®	303		302		black	2-cross	605	RR	●	110			○	○	●		●	●
●		silver	24	DT aero comp®	DT aerolite®	302		300		black	2-cross	720	RR	●	110			○	○	●		●	●
●		silver	24	DT aerolite®	DT aerolite®	291		293		black	2-cross	670	RR	●	110			○		●		●	●
●		silver	24	DT aero comp®	DT aerolite®	292		291		black	2-cross	785	RR	●	110			○		●		●	●
●		silver	24	DT aerolite®	DT aerolite®	291		293		black	2-cross	605	RR	●	110							●	●
●		silver	24	DT aero comp®	DT aerolite®	292		291		black	2-cross	720	RR	●	110							●	●
●		black	24	DT new aero®	DT aero comp®	296		297		black	2-cross	765	R	●	110	●		○	○	●			●
●		black	24	DT aero comp®	DT new aero®	297		296		black	2-cross	890	R	●	110	●		○	○	●			●
●		black	24	DT new aero®	DT aero comp®	296		297		black	2-cross	820	R	●	110		●	○	○	●			●
●		black	24	DT aero comp®	DT new aero®	297		296		black	2-cross	955	R	●	110		●	○	○	●			●

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle



# WHEELS MTB PERFORMANCE OVERVIEW

SPLINE®		XC race	XC allround	All mountain/Trail	Enduro	Freeride	Downhill
XRC 1250 SPLINE®	27.5, 29	██████████	██████████	██████████			
XR 1501 SPLINE® ONE	26, 27.5, 29	██████████	██████████	██████████			
X 1700 SPLINE® TWO	27.5, 29	██████████	██████████	██████████			
X 1900 SPLINE®	26, 27.5, 29		██████████	██████████			
XM 1501 SPLINE® ONE	26, 27.5, 29		██████████	██████████	██████████		
M 1700 SPLINE® TWO	27.5, 29		██████████	██████████	██████████		
M 1900 SPLINE®	26, 27.5, 29		██████████	██████████	██████████		
EX 1501 SPLINE® ONE	26, 27.5, 29			██████████	██████████	██████████	
EX 1750 SPLINE®	26, 27.5			██████████	██████████	██████████	
E 1700 SPLINE® TWO	27.5, 29			██████████	██████████	██████████	
E 1900 SPLINE®	26, 27.5			██████████	██████████	██████████	

TRICON®		XC race	XC allround	All mountain/Trail	Enduro	Freeride	Downhill
XM 1550 TRICON®	26, 29	██████████	██████████	██████████	██████████		
M 1700 TRICON®	26	██████████	██████████	██████████	██████████		
FX 1950 TRICON®	26			██████████	██████████	██████████	██████████

CLASSIC		XC race	XC allround	All mountain/Trail	Enduro	Freeride	Downhill
XRC 950 T	26, 29	██████████	██████████				
FR 1950 CLASSIC	27.5				██████████	██████████	██████████

# WHEELS MTB

# WHEELS MTB **SPLINE®** OVERVIEW

**XRC 1250 SPLINE®**

**NEW**  
incl. XD kit



27.5  
29



28 mm  
21.5 mm  
20 mm

**EX 1750 SPLINE®**



26  
27.5



27 mm  
21 mm  
20 mm

**XR 1501 SPLINE® ONE**

**NEW**  
front wheel 29 PS<sup>1)</sup>



26  
27.5  
29



24 mm  
20 mm  
18 mm

**XM 1501 SPLINE® ONE**

**NEW**  
front wheel 29 PS<sup>1)</sup>



26  
27.5  
29



27 mm  
22.5 mm  
19.5 mm

**EX 1501 SPLINE® ONE**

**NEW**  
wheel size 29



26  
27.5  
29



30 mm  
25 mm  
21 mm

<sup>1)</sup> Predictive Steering for RS-1

**X 1700 SPLINE® TWO**

**NEW**



27.5  
29



24 mm  
20 mm  
18 mm

**M 1700 SPLINE® TWO**

**NEW**



27.5  
29



27 mm  
22.5 mm  
19.5 mm

**E 1700 SPLINE® TWO**

**NEW**



27.5  
29



30 mm  
25 mm  
21 mm

**X 1900 SPLINE®**

**NEW**  
wheel size 27.5



26  
27.5  
29



23 mm  
18 mm  
18.5 mm

**M 1900 SPLINE®**



26  
27.5  
29



24.5 mm  
19 mm  
19 mm

**E 1900 SPLINE®**



26  
27.5



28 mm  
22 mm  
20.5 mm



Model	Rim										Hub																			
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material	Rim color	Hub axle system								Free wheel	Free wheel body	Disc mount	Hub color					
XRC / XR wheels													5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>1)</sup> Thru axle	20/110 mm Thru axle	5/135 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	DT Swiss Ratchet System®	Pawl system	Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)	Hub color	
<b>XRC 1250 SPLINE® 27.5</b>	100	584 x 21.5	21.5	28	20	●	●	●	●	●	Carbon	Black	●	○	●		○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	●	○	●	○	●	○	black
<b>XRC 1250 SPLINE® 27.5</b>	142	584 x 21.5	21.5	28	20	●	●	●	●	●	Carbon	Black	●	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	●	○	●	○	●	○	black
<b>XRC 1250 SPLINE® 29</b>	100	622 x 21.5	21.5	28	20	●	●	●	●	●	Carbon	Black	●	○	●		○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	●	○	●	○	●	○	black
<b>XRC 1250 SPLINE® 29</b>	142	622 x 21.5	21.5	28	20	●	●	●	●	●	Carbon	Black	●	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	●	○	●	○	●	○	black
<b>XR 1501 SPLINE® ONE 26</b>	100	559 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	●		○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 26</b>	142	559 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 26</b>	142	559 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 27.5</b>	100	584 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	●		○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 27.5</b>	142	584 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 27.5</b>	142	584 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 29</b>	100	622 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	●		○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 29</b>	110	622 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	●	●		○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 29</b>	142	622 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver
<b>XR 1501 SPLINE® ONE 29</b>	142	622 x 20	20	24	18	●	●	●	●	●	Carbon	Black	○	○	○	○	○	○	○	○	DT Swiss Ratchet System®		Shimano 9 / 10 and Sram 9 / 10	○	○	○	○	○	○	black / silver

● = Standard    ○ = Convertible with included accessories    ○ = Option    <sup>1)</sup> Predictive Steering for RS-1

Nipples		Spokes								Technical data					Accessories included													
DT Pro Lock® aluminum	DT Pro Lock® brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	5 mm Endcaps / Axle	15 mm Endcaps	5 mm Sram MTB XD 11 kit	12 mm Sram MTB XD 11 kit	Tubeless ready tape	Tubeless valve	Valve adapter Schrader AV / Presta SV	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]																			
●		black	24	DT aero comp®	DT aero comp®	280	282		white	2-cross	635	XR	●	100	●		●					●			●	●	●	
●		black	24	DT aero comp®	DT aero comp®	281	278		white	2-cross	725	XR	●	100	●		●		●	●	●	●			●	●	●	
●		black	28	DT aero comp®	DT aero comp®	303	304		white	3-cross	695	XR	●	100	●		●					●			●	●	●	
●		black	28	DT aero comp®	DT aero comp®	304	303		white	3-cross	780	XR	●	100	●		●		●	●	●	●			●	●	●	
●		silver	28	DT competition®	DT competition®	275	273		black	3-cross	655	XR	●	100	●		●					●						
●		silver	28	DT competition®	DT competition®	275	274		black	3-cross	755	XR	●	100	●		●					●	●					
●		silver	28	DT competition®	DT competition®	275	274		black	3-cross	745	XR	●	100	●		●					●	●					
●		silver	28	DT competition®	DT competition®	287	288		black	3-cross	680	XR	●	100	●		●					●						
●		silver	28	DT competition®	DT competition®	288	287		black	3-cross	790	XR	●	100	●		●					●	●					
●		silver	28	DT competition®	DT competition®	288	287		black	3-cross	780	XR	●	100	●		●					●	●					
●		silver	28	DT competition®	DT competition®	305	306		black	3-cross	710	XR	●	100	●		●					●						
●		silver	28	DT competition®	DT competition®	305	306		black	3-cross	780	XR	●	100	●		●					●						
●		silver	28	DT competition®	DT competition®	307	305		black	3-cross	810	XR	●	100	●		●					●	●					
●		silver	28	DT competition®	DT competition®	307	305		black	3-cross	800	XR	●	100	●		●					●	●					

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

Model	Rim											Hub																						
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material		Rim color	Hub axle system							Free wheel	Free wheel body		Disc mount		Hub color							
												Carbon	Aluminum		5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>1)</sup> Thru axle	20/110 mm Thru axle	5/135 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt		12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	DT Swiss Ratchet System®		Pawl system	Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)		
<b>X wheels</b>																																		
<b>X 1700 SPLINE® TWO 27.5</b>	100	584 x 20	20	24	18	●			●			●	●	○	●																	●	○	silver / black
<b>X 1700 SPLINE® TWO 27.5</b>	142	584 x 20	20	24	18	●			●			●	●							○	○	○	●		●	●	○	○	○	○	○	○	○	silver / black
<b>X 1700 SPLINE® TWO 27.5</b>	142	584 x 20	20	24	18	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	silver / black
<b>X 1700 SPLINE® TWO 29</b>	100	622 x 20	20	24	18	●			●			●	●	○	●																	●	○	silver / black
<b>X 1700 SPLINE® TWO 29</b>	142	622 x 20	20	24	18	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	silver / black
<b>X 1700 SPLINE® TWO 29</b>	142	622 x 20	20	24	18	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	silver / black
<b>X 1900 SPLINE® 26</b>	100	559 x 18	18	23	18.5	●			●			●	●	○	●																	●		black
<b>X 1900 SPLINE® 26</b>	142	559 x 18	18	23	18.5	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	black
<b>X 1900 SPLINE® 27.5</b>	100	584 x 18	18	23	18.5	●			●			●	●	○	●																	●		black
<b>X 1900 SPLINE® 27.5</b>	142	584 x 18	18	23	18.5	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	black
<b>X 1900 SPLINE® 29</b>	100	622 x 18	18	23	18.5	●			●			●	●	○	●																	●		black
<b>X 1900 SPLINE® 29</b>	142	622 x 18	18	23	18.5	●			●			●	●							○	○	○	●		●	○	○	○	○	○	○	○	○	black

● = Standard

○ = Convertible with included accessories

○ = Option

<sup>1)</sup> Predictive Steering for RS-1

\* Attention: with pawl conversion kit!

Nipples		Spokes							Technical data					Accessories included														
DT Pro Lock® aluminum	DT Pro Lock® brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	5 mm Endcaps / Axle	15 mm Endcaps	5 mm Sram MTB XD 11 kit	12 mm Sram MTB XD 11 kit	Tubeless ready tape	Tubeless valve	Valve adapter Schrader AV / Presta SV	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]																			
●		black	28	DT competition®	DT competition®	286	287		black	3-cross	745	X	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	287	287		black	3-cross	875	X	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	287	287		black	3-cross	865	X	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	305	306		black	3-cross	780	X	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	306	306		black	3-cross	910	X	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	306	306		black	3-cross	900	X	●	110		●	●					●						●
	●	black	28	DT champion®	DT champion®	273	274		black	3-cross	800	X	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	274	273		black	3-cross	940	X	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	285	286		black	3-cross	845	X	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	286	287		black	3-cross	970	X	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	305	306		black	3-cross	870	X	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	306	305		black	3-cross	1015	X	●	110		●	●					●						

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

Model	Rim										Hub																					
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material	Rim color	Hub axle system								Free wheel	Free wheel body	Disc mount	Hub color							
XM wheels												Aluminum	Black	Carbon												Pawl system	Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)		
<b>XM 1501 SPLINE® ONE 26</b>	100	559 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	●														●	black / silver
<b>XM 1501 SPLINE® ONE 26</b>	142	559 x 22.5	22.5	27	19.5	●			●		●	●	●							●	○	○	●		●		●	○	●	●	black / silver	
<b>XM 1501 SPLINE® ONE 26</b>	142	559 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	○			●	○	○	●		●		○	●	●	●	black / silver	
<b>XM 1501 SPLINE® ONE 27.5</b>	100	584 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	●												●	black / silver		
<b>XM 1501 SPLINE® ONE 27.5</b>	142	584 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	○			●	○	○	●		●		○	●	●	●	black / silver	
<b>XM 1501 SPLINE® ONE 27.5</b>	142	584 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	○			●	○	○	●		●		○	●	●	●	black / silver	
<b>XM 1501 SPLINE® ONE 29</b>	100	622 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	●												●	black / silver		
<b>XM 1501 SPLINE® ONE 29</b>	110	622 x 22.5	22.5	27	19.5	●			●		●	●	●				●												●	black / silver		
<b>XM 1501 SPLINE® ONE 29</b>	142	622 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	○			●	○	○	●		●		○	●	●	●	black / silver	
<b>XM 1501 SPLINE® ONE 29</b>	142	622 x 22.5	22.5	27	19.5	●			●		●	●	●		●	○	○			●	○	○	●		●		○	●	●	●	black / silver	

● = Standard

○ = Convertible with included accessories






○ = Option

1) Predictive Steering for RS-1







Nipples		Spokes							Technical data					Accessories included														
DT Pro Lock® aluminum	DT Pro Lock® brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	5 mm Endcaps / Axle	15 mm Endcaps	5 mm Sram MTB XD 11 kit	12 mm Sram MTB XD 11 kit	Tubeless ready tape	Tubeless valve	Valve adapter Schrader AV / Presta SV	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]																			
																												
●		black	28	DT competition®	DT competition®	285	286		black	3-cross	790	M	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	286	285		black	3-cross	925	M	●	110		●	●				●	●						●
●		black	28	DT competition®	DT competition®	286	285		black	3-cross	915	M	●	110		●	●				●	●						●
●		black	28	DT competition®	DT competition®	304	305		black	3-cross	830	M	●	110		●	●					●						●
●		black	28	DT competition®	DT competition®	305	304		black	3-cross	965	M	●	110		●	●				●	●						●
●		black	28	DT competition®	DT competition®	305	304		black	3-cross	955	M	●	110		●	●				●	●						●
	●	black	28	DT champion®	DT champion®	273	274		black	3-cross	825	M	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	274	273		black	3-cross	965	M	●	110		●	●				●	●						
	●	black	28	DT champion®	DT champion®	285	286		black	3-cross	845	M	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	286	285		black	3-cross	985	M	●	110		●	●				●	●						
	●	black	28	DT champion®	DT champion®	304	305		black	3-cross	900	M	●	110		●	●					●						
	●	black	28	DT champion®	DT champion®	305	304		black	3-cross	1045	M	●	110		●	●				●	●						

● = Standard

○ = Convertible with included accessories

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

Model	Rim										Hub																					
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material	Rim color	Hub axle system								Free wheel	Free wheel body	Disc mount	Hub color							
EX wheels												Aluminum	Black	Carbon													Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)		
EX 1501 SPLINE® ONE 26	100	559 x 25	25	30	21	●			●		●	●	●		●	○	●				●	○	○							●	●	black / silver
EX 1501 SPLINE® ONE 26	142	559 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1501 SPLINE® ONE 26	142	559 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1501 SPLINE® ONE 27.5	100	584 x 25	25	30	21	●			●		●	●	●		●	○	●													●	○	black / silver
EX 1501 SPLINE® ONE 27.5	142	584 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1501 SPLINE® ONE 27.5	142	584 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1501 SPLINE® ONE 29	100	622 x 25	25	30	21	●			●		●	●	●		●	○	●													●	○	black / silver
EX 1501 SPLINE® ONE 29	142	622 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1501 SPLINE® ONE 29	142	622 x 25	25	30	21	●			●		●	●	●							●	○	○	●							●	○	black / silver
EX 1750 SPLINE® 26	110	559 x 21	21	27	20	●			●		●	●	●		○	○	●		●											●	○	white
EX 1750 SPLINE® 26	142	559 x 21	21	27	20	●			●		●	●	●							●	○	○	●							●	○	white
EX 1750 SPLINE® 26	150	559 x 21	21	27	20	●			●		●	●	●										●							●	○	white
EX 1750 SPLINE® 27.5	110	584 x 21	21	27	20	●			●		●	●	●		○	○	●		●											●	○	white
EX 1750 SPLINE® 27.5	142	584 x 21	21	27	20	●			●		●	●	●							●	○	○	●							●	○	white
EX 1750 SPLINE® 27.5	150	584 x 21	21	27	20	●			●		●	●	●										●							●	○	white

● = Standard    ○ = Convertible with included accessories    ○ = Option    1) Predictive Steering for RS-1



Model	Rim										Hub																					
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material	Rim color	Hub axle system								Free wheel	Free wheel body	Disc mount	Hub color							
E wheels												Aluminum	Black	Carbon													Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)		
<b>E 1700 SPLINE® TWO 27.5</b>	100	584 x 25	25	30	21	•					•	•			○	•			•											•	○	silver / black
<b>E 1700 SPLINE® TWO 27.5</b>	110	584 x 25	25	30	21	•					•	•							•										•	○	silver / black	
<b>E 1700 SPLINE® TWO 27.5</b>	142	584 x 25	25	30	21	•					•	•								•	○	○	•				•	○	•	○	silver / black	
<b>E 1700 SPLINE® TWO 27.5</b>	142	584 x 25	25	30	21	•					•	•								•	○	○	•				•	○	•	○	silver / black	
<b>E 1700 SPLINE® TWO 29</b>	100	622 x 25	25	30	21	•					•	•			○	•													•	○	silver / black	
<b>E 1700 SPLINE® TWO 29</b>	110	622 x 25	25	30	21	•					•	•							•										•	○	silver / black	
<b>E 1700 SPLINE® TWO 29</b>	142	622 x 25	25	30	21	•					•	•								•	○	○	•				•	○	•	○	silver / black	
<b>E 1700 SPLINE® TWO 29</b>	142	622 x 25	25	30	21	•					•	•								•	○	○	•				•	○	•	○	silver / black	
<b>E 1900 SPLINE® 26</b>	100	559 x 22	22	28	20.5	•					•	•			○	•													•	○	black	
<b>E 1900 SPLINE® 26</b>	110	559 x 22	22	28	20.5	•					•	•							•										•	○	black	
<b>E 1900 SPLINE® 26</b>	142	559 x 22	22	28	20.5	•					•	•								•	○	○	•				•	○	•	○*	black	
<b>E 1900 SPLINE® 27.5</b>	100	584 x 22	22	28	20.5	•					•	•			○	•													•	○	black	
<b>E 1900 SPLINE® 27.5</b>	110	584 x 22	22	28	20.5	•					•	•							•										•	○	black	
<b>E 1900 SPLINE® 27.5</b>	142	584 x 22	22	28	20.5	•					•	•								•	○	○	•				•	○	•	○*	black	

• = Standard

○ = Convertible with included accessories

○ = Option

1) Predictive Steering for RS-1

\* Attention: with pawl conversion kit!





# WHEELS MTB **TRICON®** OVERVIEW

## XM 1550 TRICON®



## M 1700 TRICON®



## FX 1950 TRICON®



## XRC 950 T



## FR 1950 CLASSIC



Model	Rim										Hub																				
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material		Rim color	Hub axle system								Free wheel	Free wheel body		Disc mount		Hub color			
												Carbon	Aluminum		Black	Carbon	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>1)</sup> Thru axle	20/110 mm Thru axle	5/135 mm RWS / Quick release		10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle		DT Swiss Ratchet System®	Pawl system	Shimano 9 / 10 and Sram 9 / 10
<b>XM / M / FX wheels</b>																															
<b>XM 1550 TRICON® 26</b>	100	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	●	○	●										●	○	black / gun metal
<b>XM 1550 TRICON® 26</b>	100	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	○	●										●	○	black / gun metal	
<b>XM 1550 TRICON® 26</b>	135	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	●	○	○			●	○	●	○	black / gun metal	
<b>XM 1550 TRICON® 26</b>	142	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	○	○	●			●	○	●	○	black / gun metal	
<b>XM 1550 TRICON® 29</b>	100	622 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	●	○										●	○	black / gun metal	
<b>XM 1550 TRICON® 29</b>	100	622 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	○	●										●	○	black / gun metal	
<b>XM 1550 TRICON® 29</b>	135	622 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	●	○	○			●	○	●	○	black / gun metal	
<b>XM 1550 TRICON® 29</b>	142	622 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	○	○	●			●	○	●	○	black / gun metal	
<b>M 1700 TRICON® 26</b>	100	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	●												●	○	black	
<b>M 1700 TRICON® 26</b>	100	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○		●										●	○	black	
<b>M 1700 TRICON® 26</b>	135	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					●	○	○	○			●	○	●	○	black	
<b>M 1700 TRICON® 26</b>	142	559 x 19.5	19.6	25.8	18.8	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	○	○	●			●	○	●	○	black	
<b>FX 1950 TRICON® 26</b>	100	559 x 23	23	30	21	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	○	●										●		green	
<b>FX 1950 TRICON® 26</b>	110	559 x 23	23	30	21	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon	○	○	○		●								●		green	
<b>FX 1950 TRICON® 26</b>	135	559 x 23	23	30	21	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	●	○	○			●	○	●		green	
<b>FX 1950 TRICON® 26</b>	142	559 x 23	23	30	21	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon					○	○	○	●			●	○	●		green	
<b>FX 1950 TRICON® 26</b>	150	559 x 23	23	30	21	●	●	●	●	●	●	Carbon	Aluminum	Black	Carbon								●			●	○	●		green	

● = Standard    ○ = Convertible with included accessories    ○ = Option    <sup>1)</sup> Predictive Steering for RS-1

Nipples		Spokes								Technical data					Accessories included													
DT Pro Lock <sup>®</sup> aluminum	DT Pro Lock <sup>®</sup> brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	5 mm Endcaps / Axle	15 mm Endcaps	5 mm Sram MTB XD 11 kit	12 mm Sram MTB XD 11 kit	Tubeless ready tape	Tubeless valve	Valve adapter Schrader AV / Presta SV	Rim tape	Wheel bag	Centering tools	Center Lock <sup>®</sup> / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]																			
●	●	black	24	DT aerolite <sup>®</sup>	DT aerolite <sup>®</sup>	256	247	258	248	white	open crowfoot	720	XM	●	110	●							●	●			●	
●	●	black	24	DT aerolite <sup>®</sup>	DT aerolite <sup>®</sup>	256	247	258	248	white	open crowfoot	730	XM	●	110								●	●			●	
●	●	black	24	DT aerolite <sup>®</sup>	DT new aero <sup>®</sup>	257	248	255	243	white	open crowfoot	855	XM	●	110	●							●	●			●	
●	●	black	24	DT aerolite <sup>®</sup>	DT new aero <sup>®</sup>	257	248	255	243	white	open crowfoot	850	XM	●	110								●	●			●	
●	●	black	30	DT aerolite <sup>®</sup>	DT aerolite <sup>®</sup>	284	277	286	280	white	open crowfoot	835	XM	●	110	●							●	●			●	
●	●	black	30	DT aerolite <sup>®</sup>	DT aerolite <sup>®</sup>	284	277	286	280	white	open crowfoot	845	XM	●	110								●	●			●	
●	●	black	30	DT aerolite <sup>®</sup>	DT new aero <sup>®</sup>	286	279	283	274	white	open crowfoot	970	XM	●	110	●							●	●			●	
●	●	black	30	DT aerolite <sup>®</sup>	DT new aero <sup>®</sup>	286	279	283	274	white	open crowfoot	965	XM	●	110								●	●			●	
●	●	black	24	DT new aero <sup>®</sup>	DT new aero <sup>®</sup>	256	247	258	249	black	open crowfoot	800	M	●	120	●							●	●			●	
●	●	black	24	DT new aero <sup>®</sup>	DT new aero <sup>®</sup>	256	247	258	249	black	open crowfoot	780	M	●	120								●	●			●	
●	●	black	24	DT new aero <sup>®</sup>	DT new aero <sup>®</sup>	257	249	255	244	black	open crowfoot	900	M	●	120	●							●	●			●	
●	●	black	24	DT new aero <sup>®</sup>	DT new aero <sup>®</sup>	257	249	255	244	black	open crowfoot	895	M	●	120								●	●			●	
●	●	black	30	DT aero comp <sup>®</sup>	DT aero comp <sup>®</sup>	251	243	252	244	white	open crowfoot	965	FR	●	130								●	●				
●	●	black	30	DT aero comp <sup>®</sup>	DT aero comp <sup>®</sup>	251	243	252	244	white	open crowfoot	960	FR	●	130								●	●				
●	●	black	30	DT aero comp <sup>®</sup>	DT aero comp <sup>®</sup>	253	245	252	243	white	open crowfoot	1035	FR	●	130	●							●	●				
●	●	black	30	DT aero comp <sup>®</sup>	DT aero comp <sup>®</sup>	253	245	252	243	white	open crowfoot	1040	FR	●	130								●	●				
●	●	black	30	DT aero comp <sup>®</sup>	DT aero comp <sup>®</sup>	253	245	253	244	white	open crowfoot	1070	FR	●	130								●	●				

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle

# WHEELS MTB CLASSIC

WHEELS MTB

COMPONENTS

ACCESSORIES

SUSPENSION

DT SWISS

Model	Rim										Hub																				
	Product name	Built-in width [mm]	Rim dimension	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Clincher tubeless ready	Clincher tubeless	Tubular	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Material	Rim color	Hub axle system								Free wheel	Free wheel body	Disc mount	Hub color						
							TUBE LESS READY	TUBELESS	TUBULAR	CARBON	Aluminum	Black	Carbon	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>1)</sup> Thru axle	20/110 mm Thru axle	5/135 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	DT Swiss Ratchet System®	Pawl system	Shimano 9 / 10 and Sram 9 / 10	Sram MTB XD 11	Center Lock®	IS (6-bolt)		
<b>XRC / FR wheels</b>																															
<b>XRC 950 T 26</b>	100	571 x 26		26	30		●	●		●			●	●	○	●													●	○	black / carbon
<b>XRC 950 T 26</b>	100	571 x 26		26	30		●	●		●			●	○	○	●													●	○	black / carbon
<b>XRC 950 T 26</b>	135	571 x 26		26	30		●	●		●			●						●	○	○	○		●		●	○	●	○	black / carbon	
<b>XRC 950 T 26</b>	142	571 x 26		26	30		●	●		●			●						○	○	○	●		●		●	○	●	○	black / carbon	
<b>XRC 950 T 29</b>	100	633 x 26		26	30		●	●		●			●	●	○													●	○	black / carbon	
<b>XRC 950 T 29</b>	100	633 x 26		26	30		●	●		●			●	○	○	●												●	○	black / carbon	
<b>XRC 950 T 29</b>	135	633 x 26		26	30		●	●		●			●						●	○	○	○		●		●	○	●	○	black / carbon	
<b>XRC 950 T 29</b>	142	633 x 26		26	30		●	●		●			●						○	○	○	●		●		●	○	●	○	black / carbon	
<b>FR 1950 CLASSIC 27.5</b>	110	584 x 27.5	27.5	33	22.5	●			○	●	●	●		○	○	○		●										●		black	
<b>FR 1950 CLASSIC 27.5</b>	142	584 x 27.5	27.5	33	22.5	●			○	●	●	●							○	○	○	●		●		●	○	●		black	
<b>FR 1950 CLASSIC 27.5</b>	150	584 x 27.5	27.5	33	22.5	●			○	●	●	●											●	●		●	○	●		black	

● = Standard    ○ = Convertible with included accessories    ○ = Option    1) Predictive Steering for RS-1

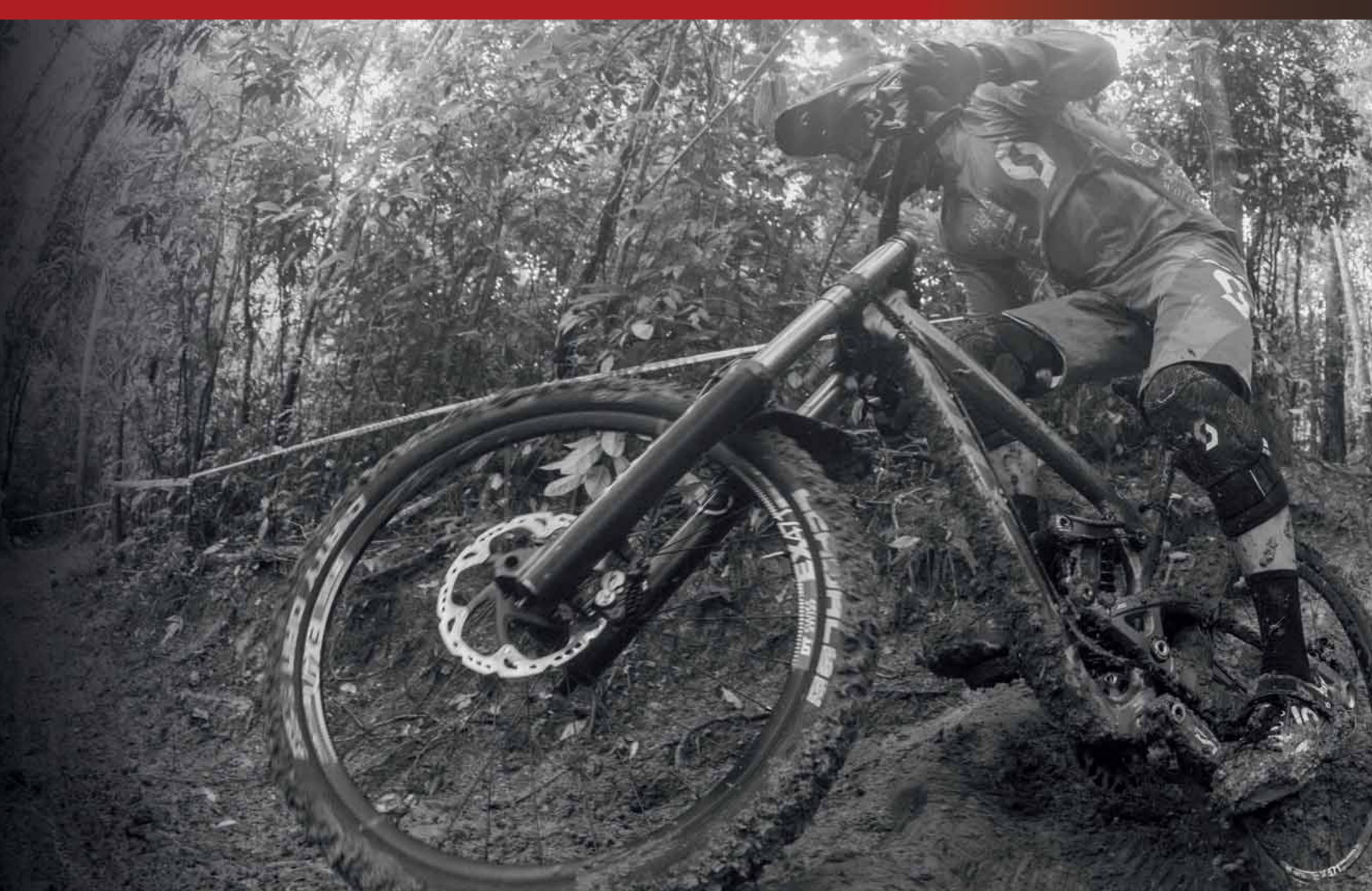
Nipples		Spokes								Technical data					Accessories included													
DT Pro Lock® aluminum	DT Pro Lock® brass	Nipple color	No. of spokes	Spoke type		Length				Spoke color	Lacing	Weight ± 5% [g]	Intended use	Axle clamping force (min./max.) 4000N / 8000N	Recommended system weight max. [kg]	RWS Ratchet wheelmounting system <sup>2)</sup>	Quick release wheelmounting system	5 mm Endcaps / Axle	15 mm Endcaps	5 mm Sram MTB XD 11 kit	12 mm Sram MTB XD 11 kit	Tubeless ready tape	Tubeless valve	Valve adapter Schrader AV / Presta SV	Rim tape	Wheel bag	Centering tools	Center Lock® / IS (6-bolt) adapter
				Left	Right	Left cross [mm]	Left radial [mm]	Right cross [mm]	Right radial [mm]																			
●	●	black	28	DT aerolite®	DT aerolite®	257	260		white	3-cross	510	XR	●	95	●											●	●	
●	●	black	28	DT aerolite®	DT aerolite®	257	260		white	3-cross	525	XR	●	95												●	●	
●	●	black	28	DT aerolite®	DT aerolite®	257	255		white	3-cross	610	XR	●	95	●										●	●	●	
●	●	black	28	DT aerolite®	DT aerolite®	257	255		white	3-cross	605	XR	●	95											●	●	●	
●	●	black	32	DT aerolite®	DT aerolite®	284	286		white	3-cross	580	XR	●	95	●										●	●		
●	●	black	32	DT aerolite®	DT aerolite®	284	286		white	3-cross	595	XR	●	95											●	●		
●	●	black	32	DT aerolite®	DT aerolite®	284	282		white	3-cross	680	XR	●	95	●										●	●	●	
●	●	black	32	DT aerolite®	DT aerolite®	284	282		white	3-cross	675	XR	●	95											●	●	●	
●	●	black	32	DT competition®	DT competition®	270	272		black	3-cross	960	FR	●	140			●					●	●					
●	●	black	32	DT competition®	DT competition®	272	272		black	3-cross	1060	FR	●	140						●	●	●	●					
●	●	black	32	DT competition®	DT competition®	271	271		black	3-cross	1090	FR	●	140						●	●	●	●					

● = Standard

○ = Option

<sup>2)</sup> For Quick release and Thru bolt, no Thru axle





**PATRICK THOME** // Gstaad-Scott Downhill Team // photo by: Sven Martin



RIMS // HUBS  
SPOKES // NIPPLES // RWS

# COMPONENTS



## DE Road Felgen

Neue Technologien heben das Erlebnis Rennradfahren in immer neue Sphären. Genau dies geschieht durch die jüngste Generation breiter und zugleich leichter Rennradfelgen. Durch die grosse Innenbreite entwickelt der Reifen mehr Volumen, was niedrigere Luftdrücke und dadurch mehr Komfort ermöglicht. Dank der tubeless ready Technologie verstärkt sich dieser Vorteil nochmals. Zudem steigt der Pannenschutz während der Rollwiderstand markant gesenkt wird.

## FR Jantes Road

Les nouvelles technologies permettent de prendre encore plus de plaisir à vélo. C'est exactement le cas avec la nouvelle génération de jantes pour route larges et légères. La largeur interne plus importante donne plus de volume au pneu, permettant de rouler avec moins de pression et donc avec un confort élevé. La technologie tubeless ready amplifie cet effet tout en améliorant la résistance aux crevaisons et en diminuant la résistance au roulement.

## EN Road rims

New technologies continually improve the experience of riding a road bike. That's just what happens with the newest generation of wide and at the same time lightweight road bike rims. Thanks to the rim's large inner width, the tire has an increased volume, allowing for lower air pressure and thus a more comfortable ride. The tubeless ready technology further improves comfort while featuring much better pinch flat resistance and lower rolling resistance.

## IT Cerchi Road

Le nuove tecnologie rendono il piacere di andare in bici sempre più intenso. Questo è il caso della nuova generazione di cerchi per bici da corsa larghi e leggeri. La larghezza incrementata aumenta il volume del copertone, permettendo di abbassare la pressione per pedalare con più di confort. La tecnologia tubeless ready evidenzia questo effetto, previene la maggior parte delle forature e riduce la resistenza al rotolamento.



#### DE **MTB Felgen**

Das PHR System findet seinen Weg ins Mittelklasse-segment der Cross Country, All Mountain und Enduro Felgen. Die der Felge beiliegenden Squorx Nippel richten sich dank ihrer sphärischen Form perfekt in Belastungsrichtung aus und übertragen die Kräfte über die ebenfalls mitgelieferten PHR Unterlagscheiben gleichmässig in die Felge. Das PHR System ermöglicht es breite, haltbare und leichte Laufräder zu bauen – genau das was die/der moderne MountainbikerIn will!

#### FR **Jantes MTB**

Le système PHR fait son apparition dans une nouvelle famille de jantes cross country, all mountain et enduro au prix attractif. Les écrous Squorx inclus s'alignent parfaitement dans le sens de tirage du rayon grâce à leur forme sphérique. Les entretoises PHR aussi incluses distribuent les forces uniformément dans la jante. Avec ces technologies il est possible de monter des roues à la fois larges, fiables et légères – exactement ce que demandent les VTTistes d'aujourd'hui!

#### EN **MTB rims**

The PHR system trickles down to a family of new and affordable cross country, all mountain and enduro rims. The included Squorx nipples align perfectly with the occurring forces thanks to their spherical shape. The also included PHR washers, on which the nipples sit, distribute the loads evenly into the rim. With these features the system allows us to build wide, durable and lightweight wheels – just what modern day mountain bikers want!

#### IT **Cerchi MTB**

Il sistema PHR viene applicato per la prima volta su un nuovo gruppo di cerchi economici da cross country, all mountain ed enduro. I nipples Squorx inclusi si allineano perfettamente nel senso dei carichi grazie alla loro testa a forma sferica. Tramite la specifica rondella, anch'essa inclusa, i carichi vengono ripartiti in modo uniforme sul cerchio. Con tutti questi dettagli il sistema PHR consente di costruire ruote larghe, durevoli e leggere – esattamente ciò che richiedono i biker moderni!

# RIMS ROAD / TREKKING / E-BIKE PERFORMANCE OVERVIEW

Road rims	Flat	Mixed	Mountain	Training	Race	Trekking/E-Bike	Cyclo Cross	TT/Triathlon
RR 440	██████████	██████████	██████████	██████████	██████████		████	
RR 440 asymmetric	██████████	██████████	██████████	██████████	██████████		████	
RR 585	██████████	██████████		██████████	██████████	██████████	██████████	██████████
R 460	██████████	██████████	██████████	██████████	██████████		██████████	

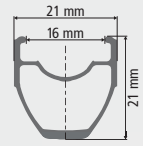
Trekking/E-Bike	Flat	Mixed	Mountain	Training	Race	Trekking/E-Bike	Cyclo Cross	TT/Triathlon
TK 540						██████████	██████████	
TK 540 disc						██████████	██████████	
535						██████████		
535 700c						██████████		
545d						██████████		
545d 700c						██████████		

# RIMS ROAD

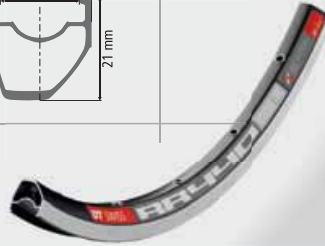
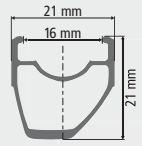


# RIMS ROAD / TREKKING / E-BIKE OVERVIEW

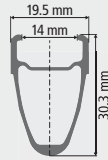
## RR 440



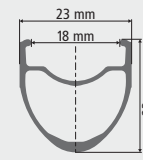
## RR 440 asymmetric



## RR 585

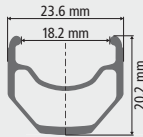


## R 460

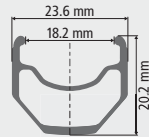


**NEW**

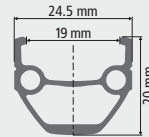
## TK 540



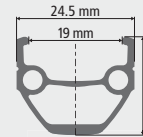
## TK 540 disc



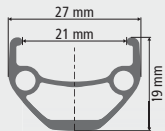
## 535



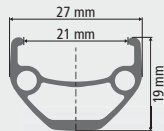
## 535 700c



## 545d



## 545d 700c



Model	Dimension					Rim joint				Brake		Holes					Eyelets			Color		Technical data				Accessories			
	Product name	Rim dimension [mm]	ERD [mm]	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Carbon	Welded	Sleeve joint	Pin joint	Disc brake	Rim brake	20 holes	24 holes	28 holes	32 holes	36 holes	None	Single	Double	UD Carbon	Black	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Weight ± 5% [g]	Intended use	Recommended system weight max. [kg]	Max. spoke tension [N]	Tubeless ready with tape
<b>Road rims</b>																													
RR 440	622 x 16	599	16	21	21	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	450	RR	110	1200	○
RR 440 asymmetric	622 x 16	599	16	21	21	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	450	RR	110	1200	○
RR 585	622 x 15	582	15	19.5	30.3	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	580	RR	130	1200		
R 460	622 x 18	596	18	23	23	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	460	R	110	1200	○	
<b>Trekking/E-Bike rims</b>																													
TK 540	622 x 19	600	19	23.6	20.2	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	545	TK	130	1200		
TK 540 disc	622 x 19	600	19	23.6	20.2	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	545	TK	130	1200		
535	559 x 19	537	19	25.2	20.7	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	530	TK/E	140	1200		
535 700c	622 x 19	600	19	25.2	20.7	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	600	TK/E	140	1200		
545d	559 x 21	541	21	26.7	19	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	540	TK/E	140	1200		
545d 700c	622 x 21	604	21	26.7	19	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	605	TK/E	140	1200		

● = Standard    ○ = Option

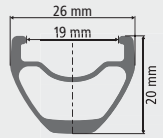
# RIMS MTB PERFORMANCE OVERVIEW

MTB rims		XC race	XC allround	All mountain/Trail	Enduro	Freeride	Downhill
XRC 320	26, 29	██████████	██████████	██████████			
XR 331	26, 27.5, 29	██████████	██████████	██████████			
XR 400	26, 29	██████████	██████████	██████████			
X 392	27.5, 29	██████████	██████████	██████████			
XMC 350	27.5, 29			██████████	██████████		
XM 401	26, 27.5, 29		██████████	██████████	██████████		
M 442	27.5, 29			██████████	██████████		
EX 471	26, 27.5, 29			██████████	██████████	██████████	
EX 500	26			██████████	██████████	██████████	
E 512	27.5, 29				██████████	██████████	
533d	26, 27.5, 29			██████████	██████████	██████████	
FR 570	27.5				██████████	██████████	██████████
FR 600	26				██████████	██████████	██████████

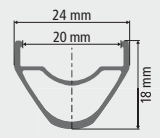
# RIMS MTB

# RIMS **MTB OVERVIEW**

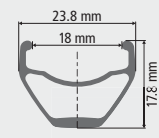
### XRC 320



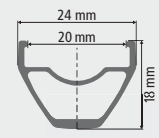
### XR 331



### XR 400



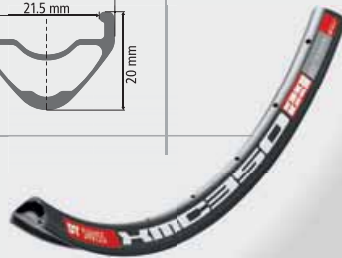
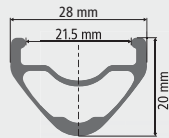
### X 392



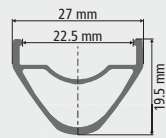
**NEW**



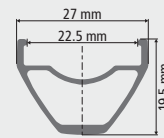
### XMC 350



### XM 401



### M 442



**NEW**



Model	Dimension					Rim joint				Brake		Holes					Eyelets			Color		Technical data				Accessories				
	Product name	Rim dimension [mm]	ERD [mm]	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Carbon	Welded	Sleeve joint	Pin joint	Disc brake	Rim brake	20 holes	24 holes	28 holes	32 holes	36 holes	None	Single	Double	UD Carbon	Black	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Weight ± 5% [g]	Intended use	Recommended system weight max. [kg]	Max. spoke tension [N]	Tubeless ready with tape	
<b>XR / X rims</b>																														
<b>XRC 320</b>	559 x 19	540	19	26	20	•				•				•			•				•	•			325	XR	100	1200	○	
<b>XRC 320 29</b>	622 x 19	602	19	26	20	•				•				•			•				•	•			370	XR	100	1200	○	
<b>XR 331</b>	559 x 20	543 <sup>1)</sup>	20	24	18		•			•				•	•		•				•	•			340	XR	100	1200	○	
<b>XR 331 27.5</b>	584 x 20	568 <sup>1)</sup>	20	24	18		•			•				•	•		•				•	•			355	XR	100	1200	○	
<b>XR 331 29</b>	622 x 20	606 <sup>1)</sup>	20	24	18		•			•				•	•		•				•	•			380	XR	100	1200	○	
<b>XR 400</b>	559 x 18	544	18	23.8	17.8		•			•		•	•	•			•				•	•			400	XR	110	1200	○	
<b>XR 400 29</b>	622 x 18	606	18	23.8	17.8		•			•		•	•	•			•				•	•			450	XR	110	1200	○	
<b>X 392 27.5</b>	584 x 20	568	20	24	18			•		•				•	•		•				•	•			415	X	110	1200	○	
<b>X 392 29</b>	622 x 20	606	20	24	18			•		•				•	•		•				•	•			440	X	110	1200	○	
<b>XM / M rims</b>																														
<b>XMC 350 27.5</b>	584 x 21.5	566	21.5	28	20	•				•				•			•				•	•			370	XM	110	1200	○	
<b>XMC 350 29</b>	622 x 21.5	604	21.5	28	20	•				•				•			•				•	•			395	XM	110	1200	○	
<b>XM 401 26</b>	559 x 22.5	540 <sup>1)</sup>	22.5	27	19.5		•			•				•	•		•				•	•			410	XM	110	1200	○	
<b>XM 401 27.5</b>	584 x 22.5	565 <sup>1)</sup>	22.5	27	19.5		•			•				•	•		•				•	•			430	XM	110	1200	○	
<b>XM 401 29</b>	622 x 22.5	603 <sup>1)</sup>	22.5	27	19.5		•			•				•	•		•				•	•			460	XM	110	1200	○	
<b>M 442 27.5</b>	584 x 22.5	565	22.5	27	19.5			•		•				•	•		•				•	•			465	M	110	1200	○	
<b>M 442 29</b>	622 x 22.5	603	22.5	27	19.5			•		•				•	•		•				•	•			495	M	110	1200	○	

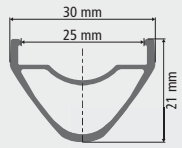
• = Standard

○ = Option

<sup>1)</sup> incl. PHR washer

# RIMS **MTB OVERVIEW**

## EX 471

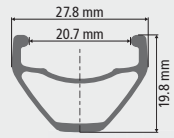


**NEW**

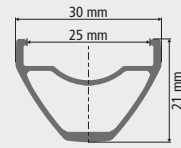
size 29



## EX 500



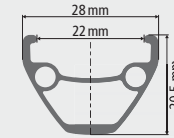
## E 512



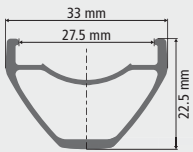
**NEW**



## 533d



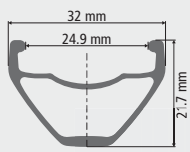
## FR 570



**NEW**



## FR 600





Model	Dimension					Rim joint				Brake		Holes					Eyelets			Color		Technical data				Accessories				
	Product name	Rim dimension [mm]	ERD [mm]	Rim inner width [mm]	Rim outer width [mm]	Rim height [mm]	Carbon	Welded	Sleeve joint	Pin joint	Disc brake	Rim brake	20 holes	24 holes	28 holes	32 holes	36 holes	None	Single	Double	UD Carbon	Black	Valve hole Presta / SV ø 6.5 mm	Valve hole Schrader / AV ø 8.5 mm	Weight ± 5% [g]	Intended use	Recommended system weight max. [kg]	Max. spoke tension [N]	Tubeless ready with tape	
<b>EX/E rims</b>																														
<b>EX 471</b>	559 x 25	537 <sup>1)</sup>	25	30	21		●			●				●	●		●					●	●	475	EX	110	1200	○		
<b>EX 471 27.5</b>	584 x 25	562 <sup>1)</sup>	25	30	21		●			●				●	●		●					●	●	500	EX	110	1200	○		
<b>EX 471 29</b>	622 x 25	600 <sup>1)</sup>	25	30	21		●			●				●	●		●					●	●	530	EX	110	1200	○		
<b>EX 500</b>	559 x 21	540	21	27.8	19.8		●			●					●		●					●	●	500	EX	130	1200	○		
<b>E 512 27.5</b>	584 x 25	562	25	30	21			●		●				●	●		●					●	●	525	E	130	1200	○		
<b>E 512 29</b>	622 x 25	600	25	30	21			●		●				●	●		●					●	●	560	E	130	1200	○		
<b>533d</b>	559 x 22	539	22	27.7	20.3				●	●				●	●		●					●	●	520	E	130	1200	○		
<b>533d 27.5</b>	584 x 22	564	22	27.7	20.3				●	●				●	●		●					●	●	540	E	130	1200	○		
<b>533d 29</b>	622 x 22	602	22	27.7	20.3				●	●				●	●		●					●	●	575	E	130	1200	○		
<b>FR/F rims</b>																														
<b>FR 570 27.5</b>	584 x 27.5	560	27.5	33	22.5		●			●				●			●					●	●	590	FR	140	1200	○		
<b>FR 600</b>	559 x 25	538	25	32	21.7		●			●				●	●		●					●	●	600	FR	140	1200	○		

● = Standard

○ = Option

<sup>1)</sup> incl. PHR washer

# HUBS PERFORMANCE OVERVIEW

Hubs	Road race	Road allround	MTB XC	MTB trail	MTB gravity	Trekking
180 carbon ceramic	██████████	██████████	██████████	██████████	██████████	██████████
240s straightpull	██████████	██████████	██████████	██████████	██████████	██████████
240s	██████████	██████████	██████████	██████████	██████████	██████████
350 straightpull	██████████	██████████	██████████	██████████	██████████	██████████
350	██████████	██████████	██████████	██████████	██████████	██████████
540		██████████	██████████	██████████	██████████	██████████

# HUBS



## DE **Road disc Naben**

Scheibenbremsen sind auf dem Vormarsch! Eine Entwicklung welche DT Swiss vollkommen unterstützt! Die bessere Dosierbarkeit sowie maximale Bremspower auch bei Schlechtwetter sprechen für sich und heben das Erlebnis Rennradfahren auf das nächste Level. Deshalb bietet DT Swiss bereits heute neben zahlreichen Laufrädern auch die Nabenklassiker 180 carbon ceramic, 240s und 350 in vielen Varianten als Scheibenbremsenversion an.

## FR **Moyeux Road disc**

Les freins à disque sont à la tendance! DT Swiss encourage pleinement ce développement. Une plus grande sensibilité et une force de freinage maximale, même par temps de pluie, sont des atouts qui rendent le vélo de route encore plus plaisant. C'est pourquoi DT Swiss offre déjà de nombreuses options de roues et de moyeux, dont les populaires 180 carbon ceramic, 240s et 350 dans des versions spécifiques pour frein à disque.

## EN **Road disc hubs**

Disc brakes are gaining momentum! DT Swiss fully supports this development and is very committed to it. The better modulation and full braking power also in adverse weather conditions speak for themselves and push the pleasure that is road riding to the next level. Beside many wheel options, DT Swiss already offers all popular hub models from the 180 carbon ceramic to the 240s and the 350 in disc brake versions.

## IT **Mozzi Road disc**

Il freno a disco prende sempre più piede! DT Swiss sostiene pienamente questa evoluzione. L'eccezionale modulazione e la massima potenza di frenata anche in condizioni meteorologiche avverse lo rendono la migliore soluzione, ed elevano il piacere della corsa su strada al livello successivo. Oltre ad una vasta gamma di ruote per freno a disco, DT Swiss propone anche i mozzi 180 carbon ceramic, 240s e 350 in versione per freno a disco.

**DE** **Naben**

Einfachster Aufbau, höchste Zuverlässigkeit. Dafür stehen DT Swiss Naben. Von der Materialwahl der Freilaufkomponenten über die Dimensionierung der Lager bis hin zur spanabhebenden Bearbeitung des Nabengehäuses steckt in jedem Element einer DT Swiss Nabe das geballte Wissen Schweizer Ingenieure. Dieser Grad an Perfektion sowie die Kompatibilität mit allen Schalt- und Achssystemen machen DT Swiss Naben zum Mass aller Dinge.

**FR** **Moyeux**

Construction simple, fiabilité maximale. Voilà comment se définissent les moyeux DT Swiss. Du choix des matériaux pour les pièces de la roue libre au dimensionnement des roulements jusqu'à l'usinage des corps de moyeu, chaque élément du moyeu intègre tout le savoir faire des ingénieurs DT Swiss. Cet degré de perfection et la compatibilité avec tous les systèmes de transmission et d'axe contribuent à la réputation exceptionnelle des moyeux DT Swiss.

**EN** **Hubs**

Simple construction, highest reliability. That's what DT Swiss hubs stand for. From the material choice for the freehub components to the dimensioning of the bearings to the machining of the hub shells, every part of a DT Swiss hub integrates all the know-how of Swiss engineers. This level of perfection as well as the compatibility with all drivetrain and axle systems are the ingredients for the perfect reputation that DT Swiss hubs are known for.

**IT** **Mozzi**

Concezione semplice, affidabilità massima. Ecco ciò che definisce i mozzi DT Swiss. Dalla scelta dei materiali per i componenti della ruota libera al dimensionamento dei cuscinetti fino alla lavorazione dei corpi del mozzo, ogni elemento di un mozzo DT Swiss contiene tutto il know-how dell'ingegneria Svizzera. Questo livello di perfezione e la compatibilità con tutti i sistemi di trasmissione e di perni contribuiscono alla eccellente reputazione dei mozzi DT Swiss.

# HUBS 180 CARBON CERAMIC

Front non disc 5 mm



**NEW**

color

Rear non disc 5 mm



**NEW**

color

Front Center Lock® 15 mm



**NEW**

Road hub

Rear Center Lock® 12 mm



**NEW**

Road hub

# HUBS 180 CARBON CERAMIC

Model	Hub axle system	Spoke holes	Color	Disc mount	Free wheel body	Technical data			Accessories
						Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	
Product name	Built-in width [mm]	20 holes 24 holes 28 holes 32 holes 36 holes 40 holes	Black White Polished	Center Lock® IS (6-bolt)	Shimano 9 / 10 / 11 and Sram 9 / 10 Shimano 11 Road <sup>1)</sup> Campagnolo 9 / 10 / 11 Sram MTB XD 11	Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	Center Lock® / IS (6-bolt) adapter
<b>180 non disc</b>	5/100 mm RWS / Quick release 9/100 mm DT Swiss Thru bolt 15/100 mm Thru axle 15/110 mm PS <sup>3)</sup> Thru axle 20/110 mm Thru axle Lefty 5/130 mm RWS / Quick release 5/135 mm RWS / Quick release 5/145 mm RWS / Quick release 10/135 mm DT Swiss Thru bolt 12/135 mm Thru axle 12/142 mm Thru axle 12/150 mm Thru axle bolt on								
<b>Front</b>	100	● ● ● ● ● ●	● ● ● ● ● ●	● ●		2.4	2.0	100	
<b>Rear</b>	130		● ● ● ● ● ●		○ ● ○	2.4	2.0	183	
	130		● ● ● ● ● ●		○ ○ ● ○	2.4	2.0	190	
<b>180 Road db Center Lock®</b>				● ●					
<b>Front</b>	100	○ ○ ●	● ● ● ● ● ●	● ●		2.5	2.0	105	●
<b>Rear</b>	142		● ● ● ● ● ●	● ●	○ ● ○	2.5	2.0	202	●
<b>180 MTB db Center Lock®</b>				● ●					
<b>Front</b>	100	● ○ ○	● ● ● ● ● ●	● ●		2.5	2.0	108	●
	100	○ ○ ●	● ● ● ● ● ●	● ●		2.5	2.0	105	●
<b>Rear</b>	135		● ● ● ● ● ●	● ●	● ○	2.5	2.0	207	●
	142		○ ○ ○ ●	● ●	● ○ ●	2.5	2.0	202	●
	142		○ ○ ○ ●	● ●	○ ●	2.5	2.0	195	●

● = Standard

○ = Convertible with included accessories

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1

WHEELS

COMPONENTS

ACCESSORIES

SUSPENSION

DT SWISS



# HUBS 240S STRAIGHTPULL

Front non disc 5 mm



Rear non disc 5 mm



Front Center Lock® 15 mm



**NEW**  
Road hub

Rear Center Lock® 12 mm



**NEW**  
Road hub

Front 15/110 mm Predictive Steering



**NEW**  
Predictive Steering

Rear IS 12 mm



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

# HUBS 240S STRAIGHTPULL

Model	Hub axle system													Spoke holes					Color			Disc mount		Free wheel body				Technical data			Accessories					
	Product name	Built-in width [mm]	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>3)</sup> Thru axle	20/110 mm Thru axle	Lefty	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	5/145 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	bolt on	20 holes	24 holes	28 holes	32 holes	36 holes	40 holes	Black	White	Polished	Center Lock®	IS (6-bolt)	Shimano 9 / 10 / 11 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11		Sram MTB XD 11	Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	Center Lock® / IS (6-bolt) adapter
<b>240s non disc</b>																																				
<b>Front</b>	100	●														●						●											2.5	2.0	107	
<b>Rear</b>	130							●									●					●				○	●	○	○			2.5	2.0	212		
<b>240s Road db Center Lock®</b>																																				
<b>Front</b>	100	○	○	●													●	●				●		○								2.5	2.0	118		
<b>Rear</b>	142								○		○	○	●				●	●				●		○	○	●		○			2.5	2.0	220			
<b>240s MTB db Center Lock®</b>																																				
<b>Front</b>	100	●	○	○													●					●		○							2.5	2.0	122			
	100	○	○	●													●					●		○							2.5	2.0	118			
<b>Rear</b>	135							●		○	○	○					●					●		○	●			○			2.5	2.0	231			
	142							○		○	○	●					●					●		○	●			○			2.5	2.0	227			
	142							○		○	○	●					●					●		○	○	●					2.5	2.0	216			
<b>240s MTB db IS</b>																																				
<b>Front</b>	100	●	○	○													●					●		●							2.5	2.0	130			
	100	○	○	●													●					●		●							2.5	2.0	127			
<b>Front oversize</b>	110	○	○	○		●													●			●		●							2.5	2.0	164			
<b>Front Predictive Steering<sup>3)</sup></b>	110			●																		●		○							2.5	2.0	176			
<b>Rear</b>	135							●		○	○	○					●					●		●	●			○			2.5	2.0	237			
	142							○		○	○	●					●					●		●	●			○			2.5	2.0	232			
	142							○		○	○	●					●					●		○	●			●			2.5	2.0	222			
	150											●					●					●		●	●			○			2.5	2.0	276			

● = Standard

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1

# HUBS 240S CLASSIC

Front non disc 5 mm



Rear non disc 5 mm



Front Center Lock® 15 mm



**NEW**  
Road hub

Rear Center Lock® 12 mm



**NEW**  
Road hub













Front IS 20 mm



Rear IS 12 mm



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

Model	Hub axle system	Spoke holes	Color	Disc mount	Free wheel body	Technical data			Accessories
						Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	
Product name	Built-in width [mm]								
<b>240s non disc</b>	5/100 mm RWS / Quick release 9/100 mm DT Swiss Thru bolt 15/100 mm Thru axle 15/110 mm PS <sup>3)</sup> Thru axle 20/110 mm Thru axle Lefty 5/130 mm RWS / Quick release 5/135 mm RWS / Quick release 5/145 mm RWS / Quick release 10/135 mm DT Swiss Thru bolt 12/135 mm Thru axle 12/142 mm Thru axle 12/150 mm Thru axle bolt on	20 holes 24 holes 28 holes 32 holes 36 holes 40 holes	Black White Polished	Center Lock® IS (6-bolt)	Shimano 9 / 10 / 11 and Sram 9 / 10 Shimano 11 Road <sup>1)</sup> Campagnolo 9 / 10 / 11 Sram MTB XD 11	Spoke hole ø [mm] Optimized spoke ø [mm] Weight ± 5% [g] <sup>2)</sup>		Center Lock® / IS (6-bolt) adapter	
<b>240s non disc</b>				 					
<b>Front</b>	100	●	● ● ● ●	●		2.4 2.0 105			
<b>Rear</b>	130	●	● ● ● ●	●	○ ● ○ ○	2.4 2.0 209			
	130	●	● ● ● ●	●	○ ○ ● ○	2.4 2.0 209			
<b>240s Road db Center Lock®</b>				 					
<b>Front</b>	100	○ ○ ●	● ●	● ○		2.5 2.0 126			
<b>Rear</b>	142		● ● ● ●	● ○	○ ● ○	2.5 2.0 228			
<b>240s MTB db Center Lock®</b>				 					
<b>Front fifteen</b>	100	● ○ ○	● ●	● ○		2.5 2.0 130			
	100	○ ○ ●	● ●	● ○		2.5 2.0 126			
<b>Rear</b>	135		● ○ ○ ○	● ○ ●	○ ○	2.5 2.0 233			
	142		● ● ● ●	● ○ ○	● ●	2.5 2.0 218			
	142		● ● ● ●	● ○ ●	○ ○	2.5 2.0 228			
<b>240s MTB db IS</b>				 					
<b>Front</b>	100	● ○	● ●	●		2.5 2.0 145			
<b>Front oversize</b>	110	○ ○ ○ ●	●	●		2.5 2.0 165			
<b>Rear</b>	135		● ○ ○ ○	● ●	○ ○	2.5 2.0 244			
	142		● ● ● ●	● ●	○ ○	2.5 2.0 240			
	142		● ● ● ●	● ○	● ●	2.5 2.0 230			
	150		●	●	○ ○	2.5 2.0 275			
<b>240s Lefty</b>				 					
<b>Front</b>	Lefty	●	● ● ● ●	●		2.4 2.0 124			
<b>240s single speed</b>				 					
<b>Rear</b>	135	●	●	● ○		2.5 2.0 243			
	135	●	●	● ○		2.5 2.0 308			

● = Standard

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1

# HUBS 350 STRAIGHTPULL

Front Center Lock® 5 mm



Rear Center Lock® 5 mm



Front Center Lock® 15 mm



**NEW**  
Road hub

Rear Center Lock® 12 mm



**NEW**  
Road hub

Front IS 20 mm



Rear IS 12 mm



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

# HUBS 350 STRAIGHTPULL

Model	Hub axle system	Spoke holes	Color	Disc mount	Free wheel body	Technical data			Accessories																												
						Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>																													
Product name	Built-in width [mm]	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>3)</sup> Thru axle	20/110 mm Thru axle	Lefty	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	5/145 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	bolt on	20 holes	24 holes	28 holes	32 holes	36 holes	40 holes	Black	White	Polished	Center Lock®	IS (6-bolt)	Shimano 9 / 10 / 11 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11	Sram MTB XD 11	Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	Center Lock® / IS (6-bolt) adapter			
<b>350 non disc</b>		●	●	●	●	●	●	●	●	●	●	●	●	●	●										CL	IS											
<b>Front</b>	100	●															●						●										2.5	2.0	110		
<b>Rear</b>	130							●										●					●			○	●	○					2.5	2.0	264		
<b>350 Road db Center Lock®</b>		●	●	●	●	●	●	●	●	●	●	●	●	●	●										CL	IS											
<b>Front</b>	100	○	●														●	●					●	○									2.5	2.0	136		
<b>Rear</b>	142								○		○	○	●				●	●					●	○	○	●	○	○	○	○			2.5	2.0	244		
<b>350 MTB db Center Lock®</b>		●	●	●	●	●	●	●	●	●	●	●	●	●	●										CL	IS											
<b>Front</b>	100	●																●					●	○									2.5	2.0	151		
	100	○	●															●					●	○									2.5	2.0	130		
<b>Rear</b>	135							●	○	○	○						●						●	○	●		○	○	○			2.5	2.0	271			
	142							○	○	○	●						●						●	○	○	●	○	○	○			2.5	2.0	243			
	142							○	○	○	●						●						●	○	●	○	○	○	○			2.5	2.0	267			
<b>350 MTB db IS</b>		●	●	●	●	●	●	●	●	●	●	●	●	●	●										CL	IS											
<b>Front</b>	110					●													●				●										2.5	2.0	239		
	100	●																●					●										2.5	2.0	160		
	100	○	●															●					●										2.5	2.0	137		
<b>Rear</b>	135							●	○	○	○						●						●	●		○	○	○	○			2.5	2.0	279			
	142							○	○	○	●						●						●	●		○	○	○	○			2.5	2.0	274			
	142							○	○	○	●						●						●	○		●	○	○	○			2.5	2.0	252			

● = Standard

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1



# HUBS 350 CLASSIC

Front Center Lock® 5 mm



Rear Center Lock® 5 mm



Front Center Lock® 15 mm



**NEW**  
Road hub

Rear Center Lock® 12 mm



**NEW**  
Road hub

Front IS 15 mm



Rear IS 12 mm



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS



Model	Hub axle system											Spoke holes				Color			Disc mount		Free wheel body				Technical data			Accessories							
	Product name	Built-in width [mm]	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>3)</sup> Thru axle	20/110 mm Thru axle	Lefty	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	5/145 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	bolt on	20 holes	24 holes	28 holes	32 holes	36 holes	40 holes	Black	White	Polished	Center Lock®	IS (6-bolt)		Shimano 9 / 10 / 11 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11	Sram MTB XD 11	Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>
<b>350 non disc</b>																																			
<b>Front</b>	100	●																●	●			●										2.6	2.0	149	
<b>Rear</b>	130							●										●	●			●					○	●	○			2.6	2.0	265	
	130							●											●	●			●				○	○	●			2.6	2.0	252	
<b>350 Road db Center Lock®</b>																																			
<b>Front</b>	100	○		●												●	●	●				●										2.6	2.0	136	
<b>Rear</b>	142								○		○	○	●					●	●	●		●					○	●	○		○	2.6	2.0	267	
<b>350 MTB db Center Lock®</b>																																			
<b>Front</b>	100	●																				●										2.6	2.0	156	
	100	○		●															●	●		●										2.6	2.0	136	
<b>Rear</b>	135							●			○	○	○					●	●			●					●		○		○	2.6	2.0	272	
	142							○			○	○	●					●	●			●					●		○		○	2.6	2.0	267	
	142							○			○	○	●					●	●			●					○	○	●		○	2.6	2.0	244	
<b>350 MTB db IS</b>																																			
<b>Front</b>	100	●																				●										2.6	2.0	194	
	100	○		●															●	●		●										2.6	2.0	172	
	110					●													●	●		●										2.6	2.0	239	
<b>Rear</b>	135							●			○	○	○					●	●			●					●	●		○		2.6	2.0	305	
	142							○			○	○	●					●	●			●					●	●		○		2.6	2.0	300	
	142							○			○	○	●				●	●	●			●					○	●		○		2.6	2.0	277	
	150														●			●	●			●					○	○		○		2.6	2.0	344	

● = Standard

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1

# HUBS 540 CLASSIC

Front IS 5 mm



Rear IS 5 mm



Model	Hub axle system													Spoke holes				Color			Disc mount		Free wheel body			Technical data			Accessories							
Product name	Built-in width [mm]	5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>3)</sup> Thru axle	20/110 mm Thru axle	Lefty	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	5/145 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	bolt on	20 holes	24 holes	28 holes	32 holes	36 holes	40 holes	Black	White	Polished	Center Lock®	IS (6-bolt)	Shimano 9 / 10 / 11 and Sram 9 / 10	Shimano 11 Road <sup>1)</sup>	Campagnolo 9 / 10 / 11	Sram MTB XD 11	Spoke hole ø [mm]	Optimized spoke ø [mm]	Weight ± 5% [g] <sup>2)</sup>	Center Lock® / IS (6-bolt) adapter		
<b>540 tandem</b>																																				
<b>Front</b>	100	●																																		
<b>Rear</b>	135							●													●	●	●		●	●						2.8	2.34	477		
	145								●													●	●	●		●	●					2.8	2.34	510		

● = Standard

○ = Option

<sup>1)</sup> incl. washer for 10 speed

<sup>2)</sup> Weight without CL adapter, Quick release or Thru axle

<sup>3)</sup> Predictive Steering for RS-1



# SPOKES



## DE **Vielfältiges Angebot**

Von der perfekten Aerospeiche für Strassenprofis wie Sylvain Chavanel im Kampf mit dem Gegenwind bis zur super stabilen und dennoch leichten Rundspeiche für Downhillprofis wie Danny Hart bietet DT Swiss ein Sortiment von Speichen für jeden Einsatzzweck an. Abgerundet wird das Angebot durch zahlreiche Durchmesservarianten und Farboptionen, so dass dem perfekten Laufrad nichts im Wege steht!

## FR **Offre vaste**

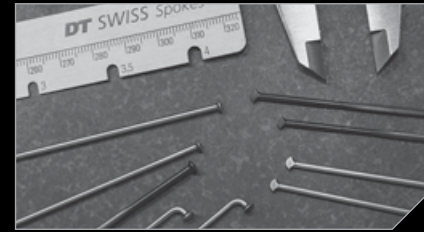
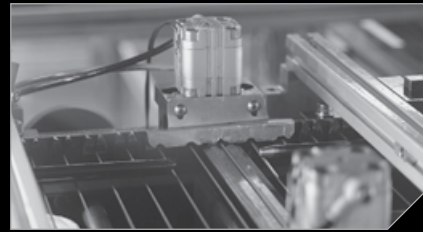
Du rayon plat à l'aérodynamique parfaite pour des pros comme Sylvain Chavanel qui doivent lutter contre le vent au rayon rond hyper solide mais léger pour les descendeurs professionnels comme Danny Hart, DT Swiss offre un rayon adapté à chaque utilisation. Finalement l'offre se complète avec de nombreuses options de diamètre et de couleur, permettant à chacun de se monter la roue parfaite.

## EN **Wide offer**

From the perfect aero spoke for professional road riders like Sylvain Chavanel who fight the wind to the super strong, but lightweight round-profile spoke for downhill pros like Danny Hart, DT Swiss offers a spoke for every use. The offer is rounded out by numerous diameter and color options, leaving that perfect wheel only a quality build away.

## IT **Vasta gamma**

Dal raggio aerodinamico piatto per i professionisti su strada come Sylvain Chavanel, che lottano contro il vento, al raggio tondo robustissimo e leggero per i discelisti del calibro di Danny Hart, DT Swiss offre il prodotto perfetto per ogni uso. Numerose opzioni di diametro e di colore completano la gamma, permettendo ad ognuno di montare la ruota ideale.

**DE** **Draht**

DT Swiss kontrolliert jedes Detail der Speichenfertigung. Am Anfang und von höchster Wichtigkeit ist das Rohmaterial. In permanenter Zusammenarbeit mit Partnern aus der Metallurgie wird für jedes Produkt die ideale Zusammensetzung ermittelt.

**Verarbeitung**

Die Umformung vom Draht zur Speiche geschieht auf von DT Swiss entwickelten Maschinen. Dies garantiert eine hochpräzise Ausführung bei gleichzeitig verbesserten Materialeigenschaften.

**Schnittstelle**

Die Verbindung von der Speiche zum Nippel und zur Nabe ist von höchster Bedeutung für die Haltbarkeit. Die Auslegung dieser kritischen Stelle erfordert ein hohes Mass an Erfahrung und Ingenieurskompetenz – beides Werte wofür DT Swiss seit Jahrzehnten steht.

**EN** **Wire**

DT Swiss controls every detail of the process of spoke manufacturing. A process beginning with the all important raw material. Closely working with metallurgists, the ideal alloy is determined for every product.

**Manipulation**

The form giving process creating a spoke from wire is done on DT Swiss developed machines. This ensures a high precision execution while improving the material's properties.

**Interface**

The interface between the spoke and the nipple or the hub is highly important for the durability. Shaping and dimensioning these critical areas requires a high level of experience and engineering know-how – both values that DT Swiss has been known for for decades.

**FR** **Fil**

DT Swiss contrôle chaque détail dans la production des rayons, et le produit de départ est d'une importance fondamentale. Grâce à une collaboration continue avec nos partenaires de la métallurgie, l'alliage idéal est trouvé pour chaque produit.

**Elaboration**

La transformation du fil en rayon se fait sur des machines développées par DT Swiss. Ceci garantit une précision maximale et permet d'améliorer en même temps les propriétés du matériel.

**Liaison**

La connexion du rayon avec l'écrou et le moyeu est primordiale pour la durabilité. Le dimensionnement de ces zones demande un savoir faire et une compétence en ingénierie importante – deux facteurs pour lesquels DT Swiss se distingue depuis des décennies.

**IT** **Filo**

DT Swiss controlla ogni dettaglio nella produzione dei raggi. La materia prima utilizzata per la produzione ha la massima importanza. Collaborando continuamente con partner della metallurgia, si determina la lega ideale per ogni prodotto.

**Lavorazione**

I processi che trasformano un filo d'acciaio in un raggio vengono eseguiti su macchinari costruiti da DT Swiss. Questo garantisce un'esecuzione precisissima e migliora le caratteristiche del materiale.

**Connessione**

La connessione tra il raggio, il nipplo e il mozzo è di massima importanza per l'affidabilità. Il dimensionamento di questa sezione critica richiede un livello di esperienza e di ingegneria importante – valori per cui DT Swiss è conosciuta da decenni.



# SPOKES **OVERVIEW**



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

Model	Thread				Length	Shape	Head	Diameters			Bladed		Angle	Gauges	Color				Weight	E-Bike			
	Product name	1.8 mm   FG 2.0 Thread (DIN 79012)	2.0 mm   FG 2.3 Thread (DIN 79012)	2.34 mm   FG 2.6 Thread (DIN 79012)				Length of thread 9 – 10 mm	Range [mm]	Double butted	Tripple butted	Bladed			Height of head [mm]	Diameter 1 [mm]	Diameter 2 [mm]	Diameter 3 [mm]			Width [mm]	Thickness [mm]	90-95°
DT champion®	•			•	140 – 315				6	1.8	1.8	1.8			•	15	•					359	
DT champion®		•		•	140 – 315				6.2	2	2	2			•	14	•	•				444	
DT champion®			•	•	140 – 315				7.8	2.34	2.34	2.34			•	13	•					591	•
DT champion® straightpull		•		•	140 – 315					2	2	2				14	•	•				440	
DT competition®	•			•	238 – 300	•			6	1.8	1.6	1.8			•	15   16   15	•					311	
DT competition®		•		•	238 – 300	•			6.2	2	1.8	2			•	14   15   14	•	•	•	•		382	
DT competition® straightpull		•		•	238 – 300	•				2	1.8	2				14   15   14	•	•				378	
DT competition® race		•		•	238 – 300	•			6.2	2	1.6	2			•	14   16   14	•	•				312	
DT competition® race straightpull		•		•	238 – 300	•				2	1.6	2				14   16   14	•	•				308	
DT super comp®	•			•	247 – 308		•		6.2	1.8	1.7	2			•		•	•				318	
DT revolution®		•		•	247 – 308	•			6.2	2	1.5	2			•	14   17   14	•	•				283	
DT alpine®		•		•	260 – 305	•			7.8	2	2.34	2.34			•	14   13	•	•				586	•
DT alpine III®		•		•	260 – 305		•		7.8	2	1.8	2.34			•	14   15   13	•	•				418	•
DT aerolite®		•		•	238 – 300	•	•		6.2	2		2	2.3	0.9	•		•	•	•	•		278	
DT aerolite® straightpull		•		•	238 – 300	•	•			2		2	2.3	0.9			•	•				274	
DT aero speed®	•			•	215 – 305		•		6	1.8		1.8	2.3	1.2	•		•	•				355	
DT new aero®		•		•	215 – 305		•		6.2	2		2	3.3	1.1	•		•	•				437	
DT aero comp®		•		•	238 – 300	•	•		6.2	2		2	2.3	1.2	•		•	•				380	
DT aero comp® straightpull		•		•	238 – 300	•	•			2		2	2.3	1.2			•	•				376	

• = Standard

# NIPPLES PERFORMANCE OVERVIEW

Nipples		Road race	Road allround	Mountain XC	Mountain trail	Mountain gravity	Trekking / E-Bike
DT standard aluminum	1.8 mm <sup>1)</sup>	██████████	██████████	██████████	██████████		
	2.0 mm <sup>1)</sup>	██████████	██████████	██████████	██████████	██████████	
DT standard brass	1.8 mm <sup>1)</sup>	██████████	██████████	██████████	██████████		
	2.0 mm <sup>1)</sup>	██████████	██████████	██████████	██████████	██████████	██████████
	2.34 mm					██████████	██████████
DT Pro Head® brass	1.8 mm <sup>1)</sup>	██████████	██████████	██████████	██████████		
	2.0 mm <sup>1)</sup>	██████████	██████████	██████████	██████████	██████████	██████████
	2.34 mm <sup>1)</sup>					██████████	██████████
DT hidden aluminum	2.0 mm <sup>1)</sup>	██████████	██████████				
DT Squorx Pro Head® aluminum	1.8 mm <sup>1)</sup>	██████████	██████████	██████████	██████████		
	2.0 mm <sup>1)</sup>	██████████	██████████	██████████	██████████	██████████	
DT Squorx Pro Head® brass	2.0 mm <sup>1)</sup>	██████████	██████████	██████████	██████████	██████████	██████████

<sup>1)</sup> Available also as DT Swiss Pro Lock® nipple (integrated thread lock system)

# NIPPLES

# NIPPLES **OVERVIEW**



DT SWISS  
SUSPENSION  
ACCESSORIES  
COMPONENTS  
WHEELS

Model	Thread	Length					Thread coating		Color							Weight	E-Bike	
		12 mm	14 mm	15 mm	16 mm	14.5 mm	Without DT Swiss Pro Lock®	DT Swiss Pro Lock®	Silver	Black	Gold	Green	Blue	Turquoise	Violet			Red
Product name	1.8 mm   FG 2.0 Thread (DIN 79012) 2.0 mm   FG 2.3 Thread (DIN 79012) 2.34 mm   FG 2.6 Thread (DIN 79012)																± 5% for 64 nipples [g]	E-Bike use
<b>DT standard brass</b> <b>DT Pro Lock® standard brass</b>		•	•				○	○	•	•							64	
		•					○	○	•	•							73	
		•			•		○	○	•	•							84	
			•				○	○	•	•							62	•
			•				○	○	•	•							71	•
					•		○	○	•	•							82	•
				•			•		•	•							56	•
				•		•	•		•	•							112	•
<b>DT standard aluminum</b> <b>DT Pro Lock® standard aluminum</b>		•					○	○	•	•	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	21	
		•					○	○	•	•							24	
		•			•		○	○	•	•							27	
			•				○	○	•	•	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	• <sup>1)</sup>	20	
			•				○	○	•	•							23	
			•				○	○	•	•							26	
<b>DT Pro Head® brass</b> <b>DT Pro Lock® Pro Head® brass</b>		•					○	○	•	•							61	
		•					○	○	•	•							70	
			•				○	○	•	•							59	•
			•				○	○	•	•							68	•
				•			○	○	•	•							74	•
<b>DT hidden aluminum</b> <b>DT Pro Lock® hidden aluminum</b>			•				○	○	•								22	
<b>DT squorx Pro Head® aluminum</b> <b>DT Pro Lock® Squorx Pro Head® aluminum</b>		•				•	○	○	•	•							27	
			•				○	○	•	•						•	26	
<b>DT squorx Pro Head® brass</b> <b>DT Pro Lock® Squorx Pro Head® brass</b>			•				○	○	•	•							79	•



DT (Pro Lock®) standard aluminum  
DT (Pro Lock®) standard brass



DT (Pro Lock®) Pro Head® brass



DT (Pro Lock®) hidden aluminum



DT Pro Lock® Squorx Pro Head® aluminum  
DT Pro Lock® Squorx Pro Head® brass

• = Standard    ○ = Option    <sup>1)</sup> Only without DT Pro Lock®







RWS



## DE **RWS (Ratchet Wheelmounting System)**

Mit dem RWS System lassen sich Laufräder schnell, mit überragender Spannkraft und absolut sicher befestigen. Deutlich gesenkte Preise sowie die Verfügbarkeit für alle Systeme mit offenen Ausfallenden und für 12 mm Steckachs-Systeme, machen aus dem RWS das ideale Nachrüstobjekt. In bester Schweizer Präzision verarbeitet ist dieses Laufadbefestigungssystem komplett aus geschmiedetem, gefrästem und eloxiertem Aluminium hergestellt.

## FR **RWS (Ratchet Wheelmounting System)**

Le système RWS permet une installation de la roue rapide, sûre et avec une force de serrage supérieure à tout autre système. Les prix baissés considérablement et la disponibilité de versions pour toutes les pattes ouvertes et tous les systèmes d'axe traversant 12 mm, font du RWS une pièce de tuning idéale. Ces serrages sont réalisés entièrement en aluminium forgé, usiné et anodisé et possèdent une finition digne de la fameuse précision Suisse.

## EN **RWS (Ratchet Wheelmounting System)**

The RWS system secures wheels safely, quick and with unrivalled clamping force. Significantly lowered prices and available options for all open and 12 mm Thru axle dropouts turn the RWS into the perfect upgrade product for 2015. These fine skewers are manufactured completely out of aluminium, featuring a forged lever as well as machined and anodized axles. Finally, the finish quality is a fine example of Swiss precision.

## IT **RWS (Ratchet Wheelmounting System)**

Il sistema RWS consente di montare le ruote in modo rapido, sicuro e con una forza di accoppiamento superiore. Una notevole riduzione dei prezzi e la compatibilità con tutti i sistemi con forcellini aperti e con tutti i sistemi a perno passante da 12 mm, fanno del RWS il prodotto ideale per la personalizzazione. Lavorati con precisione Svizzera, la leva è forgiata ed il perno in alluminio è tornito ed anodizzato.

**DE** **Road**

Die Profis vom Schweizer Pro Continental Team IAM Cycling vertrauen auch im Rennen auf das RWS System. Schnell geöffnet und geschlossen bietet es maximale Sicherheit sowohl bei waghalsigen Alpenabfahrten als auch im Zielsprint.

**Cross Country**

Im Rennen braucht Nino Schurter maximale Präzision bei der Linienwahl. Genau dies erlaubt ihm das RWS System dank der überragenden Steifigkeit.

**Enduro**

Nico Lau gewinnt sowohl super schnelle als auch sehr technische Enduro Prüfungen. Das RWS System gibt ihm dabei das Vertrauen die Bremsen offen zu lassen.

**EN** **Road**

The pros of the Swiss Pro Continental team IAM Cycling trust the RWS system in all races. Fast to open and fast to close it offers maximum security for all out descents in the Alps and the finish sprint.

**Cross Country**

Nino Schurter needs maximum precision when navigating rock gardens. That's just what the RWS system delivers thanks to its superior stiffness.

**Enduro**

Nico Lau wins both high speed and the most technical enduro stages at EWS races. The RWS system gives him the confidence to stay off the brakes.

**FR** **Road**

En course, les coureurs de l'équipe Suisse Pro Continental IAM Cycling font confiance dans le système RWS. Il offre une sécurité maximale pour des descentes et les sprints à l'arrivée tout en étant rapide à ouvrir et à fermer.

**Cross Country**

Nino Schurter a besoin d'une précision maximale pour passer les pierreries. C'est exactement ce que le système RWS lui offre grâce à sa rigidité exceptionnelle.

**Enduro**

Nico Lau remporte des étapes hyper rapides et techniques lors des courses enduro. Le système RWS lui apporte la confiance dont il a besoin pour ne pas toucher aux freins.

**IT** **Road**

In corsa, i professionisti della squadra Svizzera Pro Continental IAM Cycling hanno fiducia nel sistema RWS. Veloce da aprire e da chiudere offre la massima sicurezza per le discese in montagna come per le volate all'arrivo.

**Cross Country**

Nino Schurter ha bisogno della massima precisione per mantenere la traiettoria tra i sassi. Ecco ciò che offre il sistema RWS con la sua superiore rigidità.

**Enduro**

Nico Lau vince prove di enduro sia su percorsi veloci che su percorsi molto tecnici. L'RWS gli dà la fiducia necessaria per non fargli toccare i freni.

# RWS OVERVIEW

RWS QR 5 mm Road titan



RWS QR 5 mm Road steel



RWS QR 5 mm MTB titan



RWS Thru bolt 10 mm



RWS Thru axle 15 mm



RWS E-Thru Thru axle 12 mm



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

Model	Weight ± 5% [g]	Hub axle system												Axle material			Lever material		
		5/100 mm RWS / Quick release	9/100 mm DT Swiss Thru bolt	15/100 mm Thru axle	15/110 mm PS <sup>1)</sup> Thru axle	20/110 mm Thru axle	5/130 mm RWS / Quick release	5/135 mm RWS / Quick release	5/140 mm RWS / Quick release	5/145 mm RWS / Quick release	10/135 mm DT Swiss Thru bolt	12/135 mm Thru axle	12/142 mm Thru axle	12/150 mm Thru axle	AL6/V4 grade 5 titanium	High-strength steel	7075 Aluminum	Alloy	Synthetic
<b>Road</b>																			
<b>RWS Road titan</b>	45	●													●			●	
	46						●								●			●	
	47							●							●			●	
<b>RWS Road steel</b>	50	●														●		●	
	54						●									●		●	
	55							●								●		●	
<b>MTB</b>																			
<b>RWS MTB titan</b>	44	●													●			●	
	47							●							●			●	
	50	●														●		●	
<b>RWS MTB steel</b>	54						●									●		●	
	55								●							●		●	
	58		●														●	●	
<b>RWS Thru bolt</b>	70									●							●	●	
	64											●					●	●	
<b>RWS Thru axle</b>	64											●					●	●	
<b>RWS E-Thru Thru axle</b>	71											●					●	●	
<b>RWS 15 mm Thru axle</b>	72			●													●	●	
<b>RWS 15 mm PS<sup>1)</sup> Thru axle</b>	74				●												●	●	

● = Standard

<sup>1)</sup> Predictive Steering for RS-1

WHEELS

COMPONENTS

ACCESSORIES

SUSPENSION

DT SWISS







AXLE CONVERSION KITS // ROTOR KITS  
TUBELESS SOLUTIONS // PROLINE

# ACCESSORIES

# AXLE CONVERSION KITS **FRONT**

Model	Kit Art. No.	Contain			Convertible hubs										Convertible wheels													
		Endcaps	Axle	RWS	180 Center Lock® fifteen front	180 Road db Center Lock®	240s straightpull Center Lock® fifteen front	240s straightpull Road db Center Lock®	240s Center Lock® fifteen front	240s db IS oversize front	240s db IS front	240s Road db Center Lock®	350	350 straightpull Road db Center Lock®	350 Road db Center Lock®	XRC 1250 SPLINE® front	XR 1501 SPLINE® ONE front	XM 1501 SPLINE® ONE front	EX 1501 SPLINE® ONE front	EX 1750 SPLINE® front	X/M/E 1700 SPLINE® TWO front	X/M/E 1900 SPLINE® front	XM 1550 TRICON® front	M 1700 TRICON® front	FX 1950 TRICON® front	XRC 950 T front	FR 1950 CLASSIC front	
<b>Convert into 5 mm QR</b> 																												
<b>5/100 mm fifteen / TRICON® QR front</b>	HWGXXX0002328S	●			○	○	○	○	○		○					●	●	●	●				○				●	
<b>5/100 mm oversize QR front</b>	HWYXXX00S2479S	●							○										○							○		○
<b>Adapter 15 mm / QR for 350 / 370 TA front</b>	HRCXXX00N4369S		●									○	○	○						○	○		○					
<b>Convert into 9 mm Thru bolt</b> 																												
<b>9/100 mm disc brake TB front</b>	HWGXXX0001919S	●								○																		
<b>9/100 mm fifteen / TRICON® TB front</b>	HWGXXX0002326S	●			○	○	○	○	○		○					○	○	○	○				●			○		
<b>9/100 mm oversize TB front</b>	HWGXXX0002478S	●							○										○							○		○
<b>Convert into 15 mm Thru axle</b> 																												
<b>15/100 mm fifteen / TRICON® TA front</b>	HWGXXX0002149S	●			○	●	○	●	○		●		●	●	●	●	●	●				●			●		●	
<b>15/100 mm oversize TA front</b>	HWYXXX00S2477S	●							○										○							○		○
<b>Convert into 20 mm Thru axle</b> 																												
<b>20/110 mm oversize TA front</b>	HWYXXX00S2480S	●							○										●						●		●	

● = Standard    ○ = Convertible with included accessories    ○ = Option



# ROTOR KITS ROAD

Model	Contain	Convertible hubs												Convertible wheels																				
		Product name	Kit Art. No.	Endcap right	180 / 240 / 350 Road non disc	180 Road db Center Lock®	240s straightpull Center Lock®	240s straightpull Road db Center Lock®	240s straightpull IS	240s Center Lock®	240s db IS	240s Road db Center Lock®	350 straightpull Center Lock®	350 straightpull IS	350 Center Lock®	350 db IS	RRC 32 DICUT® C/T	RRC 46 DICUT® C/T	RRC 66 DICUT® C/T	RR 21 DICUT®	R 20 DICUT®	RC 28 SPLINE® C	RC 28 SPLINE® C db	RC 38 SPLINE® C/T	RC 38 SPLINE® C/T db	RC 46 SPLINE® H	RC 55 SPLINE® C/T	R 23 SPLINE®	R 23 SPLINE® db	R 24 SPLINE®	R 24 SPLINE® db			
<b>Convert into 5 mm QR</b>																																		
5/130 mm QR rear Ratchet for Shimano 11 speed	HWYABX00S2775S	●	○	○						●	●	●			○	○	○			●	●	●	●	●	●	●								
5/130 mm QR rear Ratchet for Shimano 11 speed SL	HWYABX00S3184S	●	○	○						○	○	○			○	○	○			○	○	○	○	○	○	○	○							
5/130 mm QR rear Ratchet for Campagnolo	HWYABX00S1296S	●	○	○						○	○	○			○	○	○			○	○	○	○	○	○	○	○							
5/135 mm QR rear Ratchet for SRAM XD 11 speed	HWYAAAX00S3115S	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○					○	○	○	○	○	○							
5/130 mm QR rear 3 pawl for Shimano 11 speed	HWYABX00S6151S	●																			●							●	●	●	●			
5/130 mm QR rear 3 pawl for Campagnolo	HWYABM00S6234S	●																			○							○	○	○	○			
5/135 mm QR rear 3 pawl for SRAM XD 11 speed	HWYAAAM00S3906S	●																			○							○	○	○	○			
<b>Convert into 10 mm Thru bolt</b>																																		
10/135 mm TB rear Ratchet for SRAM XD 11 speed	HWYAAAX00S3218S	●			○	○	○	○	○	○	○	○	○	○	○	○	○																	
10/135 mm TB rear 3 pawl for Shimano 11 speed	HWYAAAM00S3907S	●																										○	○	○	○			
<b>Convert into 12 mm Thru axle</b>																																		
12/135 mm TA rear Ratchet for SRAM XD 11 speed	HWYAAAX00S3382S	●			○	○	○	○	○	○	○	○	○	○	○	○	○																	
12/142 mm TA rear Ratchet for SRAM XD 11 speed	HWYAAAX00S3188S	●			○	○	○	○	○	○	○	○	○	○	○	○	○																	
12/142 mm TA rear 3 pawl for Shimano 11 speed	HWYABM00S6152S	●																										○	○	○	○			



● = Standard    ○ = Option    Shimano 11 speed incl. 10 speed washer

COMPONENTS WHEELS ACCESSORIES SUSPENSION DT SWISS





# TUBELESS SOLUTIONS



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS



DE

EN

FR

IT

## DT Swiss nipple wrenches



Der passende Nippelspanner für DT Swiss Nippel mit innenliegendem Antrieb. Erhältlich für DT Swiss Nippel in Sechskant (blauer Griff **1**), Torx (schwarzer Griff **2**) oder Vierkant (roter Griff **3**) Ausführung.

- Geringere Handkräfte beim Vorspannen der Speichen
- Erleichtert die Arbeit mit Flachspeichen
- Auch für Hochprofilfelgen geeignet (max. 100 mm)
- Entwickelt von DT Swiss

The matching nipple wrench for DT Swiss nipples with an internal drive. Available for DT Swiss nipples with hexagonal (blue handle **1**), torx (black handle **2**) or square (red handle **3**) heads.

- Less hand force needed
- Facilitates work with bladed spokes
- Also suitable for high profile rims (max. 100 mm)
- Developed by DT Swiss

La clé correcte pour les écrous DT Swiss avec empreinte à l'interne de la jante. Disponible pour les écrous DT Swiss en version hexagonale (poignée bleue **1**), torx (poignée noire **2**) ou carrée (poignée rouge **3**).

- Force nécessaire à la tension des rayons réduite
- Facilite le travail avec les rayons plats
- Convient aussi pour les jantes à profil haut (max. 100 mm)
- Développé par DT Swiss

La chiave adatta per i nipples DT Swiss con un innesto all'interno del cerchio. Disponibile per i nipples DT Swiss in versione esagonale (manico blu **1**), torx (manico nero **2**) o quadrata (manico rosso **3**).

- Richiede meno forza manuale
- Facilita il lavoro con i raggi piatti
- Idoneo anche per cerchi ad alto profilo (max. 100 mm)
- Sviluppato da DT Swiss

## Spokey



Professionelles Werkzeug für ein passgenaues Umfassen der Nippel.

Professional tool for a precise fit onto the nipple.

Outil professionnel garantissant une prise précise de l'écrou.

Utensile professionale per una presa precisa dei nipples.

## DT Swiss aero spoke holder



0.8-1.0 mm / 1.0-1.3 mm

Diese Speichenhalter verhindern das Verdrehen von Flachspeichen (z.B. DT aerolite) beim Zentrieren oder Lauftradbau. Durch ihre Konstruktion kann die Speiche so nah wie möglich beim Nippel gehalten und somit das Verdrehen verhindert werden. Kompatibel mit allen DT Swiss Zentrierwerkzeugen.

These spoke holders effectively eliminate spoke twist when truing or building wheels with bladed spokes (e.g. DT aerolite). Thanks to their design, the spoke can be held close to the nipple, which eliminates twisting. Compatible with all DT Swiss nipple wrenches.

Empêchent la torsion des rayons plats lors de la mise en tension ou du dévoilage. La forme spécifique permet le maintien du rayon très proche de l'écrou pour faciliter le travail. Compatibles avec tous les clés de rayon DT Swiss.

Questi porta-raggi eliminano efficacemente la torsione del raggio durante la centratura o realizzazione della ruota con raggi bladed (per es. DT aerolite). Grazie alla loro progettazione, il raggio può essere tenuto vicino al nipple, con conseguente eliminazione del rischio di torsione. Compatibili con tutte le chiavi nipples DT Swiss.

## Spoke head punch



Durchschlag mit konkaver Spitze, passend auf DT Swiss Speichenköpfe. Verbessert den Sitz des Speichenkopfes im Nabenflansch.

Punch with concave head, fitting onto DT Swiss spoke heads. Improves seating of the spoke head in the hub flange.

Enfonceur avec pointe concave, fonctionne avec toutes les têtes de rayon DT Swiss. Optimise la position de la tête dans le flasque.

Punzone a testa concava, adatto per le teste dei raggi DT Swiss. Migliora l'alloggiamento della testa del raggio nella flangia del mozzo.

## Spoke ruler



Zum Messen von Speichenlängen und Speichendurchmessern.

For measuring spoke lengths and diameters.

Pour mesurer la longueur et le diamètre des rayons.

Per misurare le lunghezze e i diametri dei raggi.

## Brake pads



Bremsbeläge für DT Swiss Carbonfelgen. Swisstop Black Prince: Neue, verbesserte Gummimischung für kontrolliertes, lineares Bremsverhalten.

Brakepads for DT Swiss carbon rims. Swisstop Black Prince: New pad compound offering linear and controlled braking.

Patins de frein pour les roues DT Swiss carbone. Swisstop Black Prince: nouvelle composition du patin pour un freinage contrôlé et linéaire.

Pastiglie di freno per le ruote DT Swiss in carbonio. Swisstop Black Prince: nuova composizione della pastiglia per una frenata controllata e lineare.

DE

## DT truing stand



Der DT truing stand ist der ultimative Zentrier-stander. Das Profigerät besteht aus geschliffenem, anodisiertem Aluminium mit oberflächen-gehärteten Stahlführungen und Aufnahmen.

- Höchste Qualität, einfachste Bedienung
- Spart Zeit beim Laufradbau
- Kompatibel mit allgängigen Fahrradlaufrädern (12" – 29") mit Schnellspann- oder Steckachse
- Dank drei präzisen Multilink-Armen sind die Messpunkte frei wählbar
- Genaue, spielfreie Taster für Höhen- und Seitenschlag
- Höchste Steifigkeit und feste Klemmung
- Laufrad kann auch mit Bereifung zentriert werden
- Zum verschrauben, aufstellen oder im Schraubstock einklemmen
- Optionen: Analoge Messuhren inklusive Messeinsatz mit Kugel, spezielle Messeinsätze mit gerundetem Teller oder kugelgelagerter Stahlrolle, Zentrieradapter für alle Achsvarianten.

EN

The DT Swiss truing stand is the ultimate stand used by professionals. It is made of precision machined, polished and anodized aluminum with hardened steel guides and mounts.

- High-end quality and easy handling
- Quicker wheel building
- Compatible with all current bicycle wheels (12" – 29") with Quick release or Thru axle
- Three precision multilink arms providing a wide range of contact points
- Playfree precision gauges to measure lateral and vertical dish
- Extremely stiff and solid clamping
- Wheel can be trued with tires
- Can be installed on a table or clamped into a vice
- Upgrades: Analog gauges including measuring insert with ball, special measuring inserts with rounded washers or ball bearing steel roll, truing adapters for all axle configurations.

FR

Le centreur de roue DT Swiss est l'arme ultime des monteurs professionnels. Usiné en aluminium poli, anodisé et doté de pattes de fixation en acier.

- Qualité de fabrication extraordinaire, utilisation facile
- Gain de temps lors du montage de roue
- Compatible avec toutes les roues vélo (12" – 29")
- Trois bras articulés multiposition
- Capteurs de précision pour le saut et le voile
- Fixation de la roue optimale
- Le pneu ne doit pas être démonté pour le dévoilage
- Peut être serré dans un étau ou vissé sur un banc
- Options: Indicateurs analogues de saut et de voile, adaptateurs pour tout type d'axe.

IT

Il centraruote DT Swiss è il meglio che può essere utilizzato dai professionisti. È realizzato in alluminio lucidato ed anodizzato, lavorato a macchina di precisione con guide ed attacchi in acciaio temprato.

- Massima qualità e facilità di utilizzo
- Montaggio ruota più rapido
- Compatibile con tutte le ruote per bici disponibili in commercio (12" – 29") provviste di sgancio rapido o perno passante
- Tre braccia di precisione che offrono numerosi punti di contatto
- Indicatori di precisione per misurare il cerchio lateralmente e verticalmente
- Serraggio estremamente rigido e solido
- La ruota può essere centrata con i pneumatici
- Può essere installata su un tavolo oppure serrata in una morsa
- Upgrades: indicatori analogici comprensivi di inserto di misurazione a sfera, gli inserti di misurazione speciali con rondelle arrotondate oppure rullo in acciaio su cuscinetto a sfera, adattatori di centraggio per tutte le misure di perno.

## DT tensio (analog)



Der analoge Tensiometer DT tensio ist ein Präzisionsinstrument zum Messen der Speichen-spannungen im Laufrad. Diese DT Swiss Entwicklung, 100% Swiss made, ist für das schrittweise Vorspannen der Speichen während des Laufradbbaus sowie der Kontrolle der Speichen-spannung bestimmt. Für jeden professionellen Laufradbauer unerlässlich, ist er mit allen Speichentypen kompatibel, einschliesslich Flachspeichen. Der Tensiometer wird im praktischen Handkoffer geliefert.

The analog tensiometer is a high-precision tool to measure spoke tensions. Developed by DT Swiss and 100% Swiss made, it is used to precisely measure the spoke tension step by step during the wheel building process. The DT Swiss tensiometer is a necessity for any professional wheel builder. It can be used with all spoke types including flat spokes. Includes case.

Le tensiomètre analogique est un instrument de précision pour mesurer la tension des rayons. Cet outil développé par DT Swiss et fabriqué 100% en Suisse, vous permet de contrôler la tension des rayons pendant le montage de la roue. Indispensable à tous les monteurs professionnels et compatible avec tous types de rayons (rayons plats inclus). Il est livré dans une boîte protectrice.

Il tensiometro analogico è un utensile di alta precisione per misurare la tensionatura del raggio. Sviluppato da DT Swiss e realizzato al 100% in Svizzera, è utilizzato per misurare accuratamente la tensionatura del raggio passo a passo durante il processo di montaggio della ruota. Il tensiometro DT Swiss è indispensabile per qualunque costruttore professionista di ruote. Può essere utilizzato con tutti i tipi di raggi, inclusi i raggi piatti. Involo in dotazione.

## DT tensio (digital)



Die digitale Messuhr erlaubt ein schnelles und präzises Ablesen der Werte. Über den Opto-RS232 Datenausgang lassen sich die Messwerte via Verbindungskabel auf einen PC oder Drucker übertragen. Anwendbar für alle Speichentypen, einschliesslich Flachspeichen. Lieferung inklusive Koffer. 100% Swiss made.

The digital tensiometer is equipped with a digital gauge, allowing fast and easy reading of measurements. Using its Opto-RS232 data output device, the measured values can be transmitted directly to a PC or printer via connecting cable. Suitable for all spoke types, including flat spokes. Includes case. 100% Swiss made.

Le tensiomètre digital vous permet de voir facilement et rapidement les valeurs de tension, grâce à son compteur Opto-RS232. Les informations peuvent être transmises directement sur un ordinateur ou imprimées à l'aide d'un câble de connexion. Il est compatible avec tous types de rayons (rayons plats inclus) et 100% Swiss made. Il est livré dans une boîte protectrice.

Il tensiometro digitale è dotato di un indicatore digitale che consente di leggere le misurazioni velocemente ed agevolmente. L'utilizzo del dispositivo di uscita dati Opto-RS232 consente di trasmettere i valori misurati direttamente a un PC oppure a una stampante tramite un cavo di connessione. Adatto per tutti i tipi di raggi, inclusi i raggi piatti. Involo in dotazione. Realizzato al 100% in Svizzera.

Weiteres Zubehör finden sie unter [www.dtswiss.com](http://www.dtswiss.com)

For more information see [www.dtswiss.com](http://www.dtswiss.com)

Plus d'informations sur [www.dtswiss.com](http://www.dtswiss.com)

Più informazioni su [www.dtswiss.com](http://www.dtswiss.com)





JOLANDA NEFF // Liv Pro XC Team // photo by: Sven Martin



FORKS // SHOCKS

# SUSPENSION

WHEELS

COMPONENTS

ACCESSORIES

SUSPENSION

DT SWISS

# FORKS PERFORMANCE OVERVIEW

Forks O.D.L (Open – Drive – Lock) technology			XC race	XC allround	Marathon	All mountain / Trail	Enduro
with aluminum crown	OPM 100	26, 27.5, 29	██████████	██████████	██████████		
	OPM 120	26, 27.5, 29	██████████	██████████	██████████		
	OPM 130	29			██████████	██████████	██████████
	OPM 140	26			██████████	██████████	██████████
	OPM 150	26, 27.5			██████████	██████████	██████████

Forks O.L (Open – Lock) technology			XC race	XC allround	Marathon	All mountain / Trail	Enduro
with aluminum crown	OPM 100	26, 27.5, 29	██████████	██████████	██████████		
	OPM 120	26, 27.5, 29	██████████	██████████	██████████		
	OPM 130	29			██████████	██████████	██████████
	OPM 140	26			██████████	██████████	██████████
	OPM 150	26, 27.5			██████████	██████████	██████████



# FORKS



**DE** Maximale Effizienz, sofort und überall!

O.D.L ermöglicht die Anpassung des Fahrwerks an jede Fahr-situation. Durch die dreistufige Dämpfungsverstellung direkt am Federelement oder vom Lenker aus, verwirklicht es den Traum von einem Mountainbike für alles. O.D.L lässt die/der BikerIn zwischen dem offenen Open Mode für grobes Gelände, dem strafferen Drive Mode für eine optimale Effizienz in leichterem Terrain sowie dem Lockout Mode für Asphaltpassagen und Sprints wählen.

**FR** Efficacité maximale, partout et tout le temps!

Avec O.D.L on peut adapter ses suspensions au terrain. Le réglage de l'amortissement à trois positions sur la fourche ou grâce au levier au guidon réalise le rêve de tout VTTiste: avoir le vélo idéal à chaque instant. O.D.L permet aux cyclistes d'avoir le choix entre l'Open Mode pour les terrains défoncés, le Drive Mode plus sportif pour une efficacité optimale dans les parties roulantes ou le Lockout Mode pour l'asphalte et les sprints.

**EN** Maximum efficiency, anytime and anywhere!

O.D.L allows you to adapt your setup to the riding situation. Its three stages, on the fly damping adjustment on the suspension unit itself or from the handlebar remote, turns every mountain biker's dream of the right bike for all situations into reality. O.D.L lets the rider choose between the Open Mode for rough terrain, the Drive Mode for optimum efficiency on smoother trails or the Lockout Mode for asphalt transitions and sprints.

**IT** La massima efficienza, ovunque e subito!

L'O.D.L è il sistema perfetto per adattare il settaggio alla situazione di guida. I suoi tre settaggi differenti possono essere selezionati direttamente sull'ammortizzatore o dal comando al manubrio, realizzando il sogno dei biker: avere la bici perfetta in ogni momento. O.D.L permette di cambiare da Open Mode per tratti tecnici, al Drive Mode più rigido per la massima efficienza nei tratti scorrevoli o al Lockout Mode per l'asfalto e gli sprint.



**DE** Einfach zuverlässig

Das O.L Dämpfungssystem ist die Wahl all jener, die lieber auf ihrem Bike sitzen als darüber nachzudenken. Für lange Anstiege und Sprints gegen die Kumpels bietet es einen Lockout Mode, für alle anderen Situationen ist der Open Mode zuständig. Er gibt den Federweg immer dann frei, wenn er benötigt wird und sorgt so für volle Kontrolle. Das O.L Dämpfungssystem ist einfach aufgebaut und dadurch leicht und zuverlässig. Erhältlich als Standard- oder Remote-Version.

**FR** Simplement fiable

Le système d'amortissement O.L est le choix de tout ceux qui préfèrent aller rouler que d'en parler. Pour les longues montées et les sprints entre potes, il offre le Lockout Mode, toutes les autres situations sont gérées par l'Open Mode. Celui-ci libère le débattement au moment où on en a besoin et procure ainsi un contrôle absolu du vélo. Le système O.L est d'une conception simple pour être très léger et fiable. Disponible en version standard ou remote.

**EN** Simply reliable

The O.L damping system is the choice of all those who prefer to ride their bike instead of talking about it. For long uphill and for sprints it has a Lockout Mode, all other riding situations are tackled in the Open Mode which frees the travel only when needed to keep the rider in full control at any moment. The O.L damping system is designed to be simple and reliable and available in a standard or a remote version.

**IT** Semplicemente affidabile

Il sistema di smorzamento O.L è la scelta di quelli che preferiscono andare in bici piuttosto che parlarne. Le salite lunghe e gli sprint con gli amici si effettuano nel Lockout Mode. Tutte le altre situazioni vengono affrontate con l'Open Mode che libera l'escursione solo quando necessario per garantire il massimo controllo della bici in qualsiasi momento. Il sistema O.L è concepito per essere semplice, affidabile e leggero. Disponibile in versione standard o remote.

# FORKS **OVERVIEW**

OPM O.L 100 mm

**NEW**



OPM O.D.L 120 mm

**NEW**



OPM O.L 140 mm

**NEW**



OPM O.D.L 150 mm

**NEW**



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

# FORKS O.D.L DAMPING SYSTEM

Model	Weight	Travel					Dropout	Fork slider		Spring	Damping		Remote		Diameter		Crown	Material steerer
		100 mm	120 mm	130 mm	140 mm	150 mm		Color	Material		O.L = Open – Lock	O.D.L = Open – Drive – Lock	Yes	No	Stanchions	Steerer		
Product name	± 3% [g] incl. RWS						15 / 100 mm	Matte black	One piece magnesium	NCS	O.L = Open – Lock	O.D.L = Open – Drive – Lock	Yes	No	ø 32 mm	Tapered 1.5 – 1 1/8"	A = Aluminum (black painted)	A = Aluminum (black anodize)
<b>O.D.L (Open – Drive – Lock) technology</b>																		
<b>OPM 100 26</b>	1570	●					●	●	●	●		●	○	●	●	●	●	●
<b>OPM 120 26</b>	1575		●				●	●	●	●		●	○	●	●	●	●	●
<b>OPM 140 26</b>	1630				●		●	●	●	●		●	○	●	●	●	●	●
<b>OPM 150 26</b>	1630					●	●	●	●	●		●	○	●	●	●	●	●
<b>OPM 100 27.5</b>	1585	●					●	●	●	●		●	○	●	●	●	●	●
<b>OPM 120 27.5</b>	1590		●				●	●	●	●		●	○	●	●	●	●	●
<b>OPM 150 27.5</b>	1630					●	●	●	●	●		●	○	●	●	●	●	●
<b>OPM 100 29</b>	1615	●					●	●	●	●		●	○	●	●	●	●	●
<b>OPM 120 29</b>	1670		●				●	●	●	●		●	○	●	●	●	●	●
<b>OPM 130 29</b>	1690			●			●	●	●	●		●	○	●	●	●	●	●

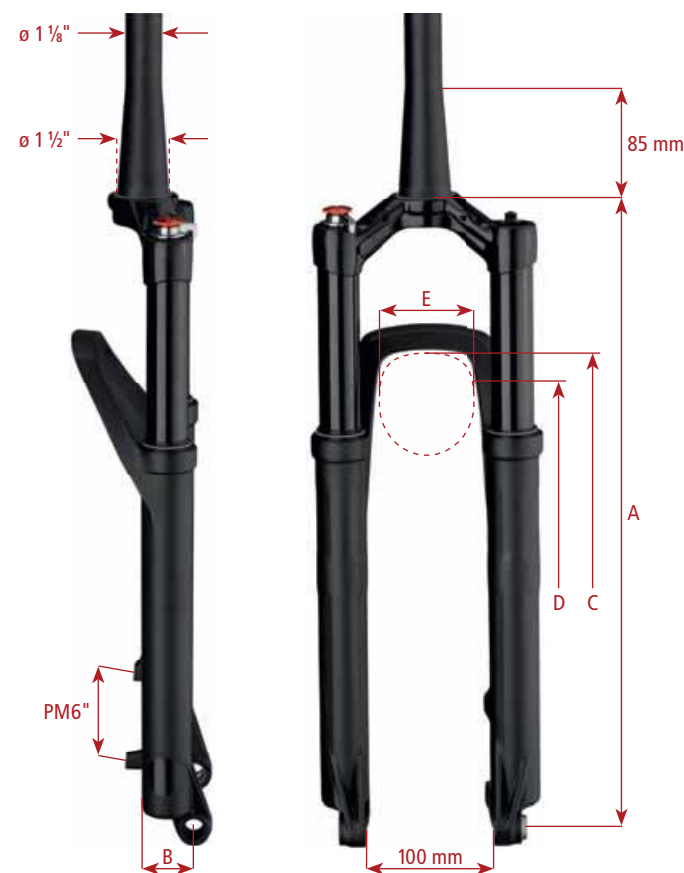
● = Standard    ○ = Option

# FORKS O.L DAMPING SYSTEM

Model	Weight	Travel					Dropout	Fork slider		Spring	Damping		Remote		Diameter		Crown	Material steerer
		100 mm	120 mm	130 mm	140 mm	150 mm		Color	Material		O.L = Open - Lock	O.D.L = Open - Drive - Lock	Yes	No	Stanchions	Steerer		
Product name	± 3% [g] incl. RWS						15 / 100 mm	Matte black	One piece magnesium	NCS	O.L = Open - Lock	O.D.L = Open - Drive - Lock	Yes	No	ø 32 mm	Tapered 1.5 - 1 1/8"	A = Aluminum (black painted)	A = Aluminum (black anodize)
<b>O.L (Open - Lock) technology</b>																		
<b>OPM 100 26</b>	1570	●					●	●	●	●	●		○	●	●	●	●	●
<b>OPM 120 26</b>	1575		●				●	●	●	●			○	●	●	●	●	●
<b>OPM 140 26</b>	1630				●		●	●	●	●			○	●	●	●	●	●
<b>OPM 150 26</b>	1630					●	●	●	●	●			○	●	●	●	●	●
<b>OPM 100 27.5</b>	1585	●					●	●	●	●			○	●	●	●	●	●
<b>OPM 120 27.5</b>	1590		●				●	●	●	●			○	●	●	●	●	●
<b>OPM 150 27.5</b>	1630					●	●	●	●	●			○	●	●	●	●	●
<b>OPM 100 29</b>	1615	●					●	●	●	●			○	●	●	●	●	●
<b>OPM 120 29</b>	1670		●				●	●	●	●			○	●	●	●	●	●
<b>OPM 130 29</b>	1690			●			●	●	●	●			○	●	●	●	●	●

● = Standard    ○ = Option

Model	Technical data							
Product name	Hose guide	Ride height (A) ± 3 mm [mm]	Fork offset (B) [mm]	Tire diameter max. (C) [mm]	Max. diameter (D) at tire width (E) [mm]	Max. tire width (E) [mm]	Recommended system weight max. [kg]	Disc mount
<b>O.D.L (Open – Drive – Lock) technology</b>								
OPM 100 26	●	478	41	690	670	65	130	PM6" max. 210 mm
OPM 120 26	●	498	41	690	670	65	130	PM6" max. 210 mm
OPM 140 26	●	518	41	690	670	65	130	PM6" max. 210 mm
OPM 150 26	●	528	41	690	670	65	130	PM6" max. 210 mm
OPM 100 27.5	●	488	41	718	698	65	130	PM6" max. 210 mm
OPM 120 27.5	●	508	41	718	698	65	130	PM6" max. 210 mm
OPM 150 27.5	●	538	41	718	698	65	130	PM6" max. 210 mm
OPM 100 29	●	505	45	756	733	62	130	PM6" max. 210 mm
OPM 120 29	●	525	45	756	733	62	130	PM6" max. 210 mm
OPM 130 29	●	535	45	756	733	62	130	PM6" max. 210 mm
<b>O.L (Open – Lock) technology</b>								
OPM 100 26	●	478	41	690	670	65	130	PM6" max. 210 mm
OPM 120 26	●	498	41	690	670	65	130	PM6" max. 210 mm
OPM 140 26	●	518	41	690	670	65	130	PM6" max. 210 mm
OPM 150 26	●	528	41	690	670	65	130	PM6" max. 210 mm
OPM 100 27.5	●	488	41	718	698	65	130	PM6" max. 210 mm
OPM 120 27.5	●	508	41	718	698	65	130	PM6" max. 210 mm
OPM 150 27.5	●	538	41	718	698	65	130	PM6" max. 210 mm
OPM 100 29	●	505	45	756	733	62	130	PM6" max. 210 mm
OPM 120 29	●	525	45	756	733	62	130	PM6" max. 210 mm
OPM 130 29	●	535	45	756	733	62 </td <td>130</td> <td>PM6" max. 210 mm</td>	130	PM6" max. 210 mm



● = Standard



# SHOCKS PERFORMANCE OVERVIEW

Shocks O.D.L (Open – Drive – Lock) technology	XC race	XC allround	Marathon	All mountain / Trail	Enduro
X 313 Carbon	██████████	██████████	██████████	██████████	██████████
X 313 Aluminum	██████████	██████████	██████████	██████████	██████████

Shocks O.L (Open – Lock) technology	XC race	XC allround	Marathon	All mountain / Trail	Enduro
M 212 Aluminum	██████████	██████████	██████████	██████████	██████████

# SHOCKS



**DE** **SAB (Smooth Auto Balancing)**

Dank Smooth Auto Balancing sprechen DT Swiss Federbeine noch feiner an. Gleichzeitig sind die neuen Dämpfer mehr als 10 g leichter geworden. SAB ist simpel und effizient. Das System besteht einzig aus einer Einkerbung in der Luftkammer. Diese sorgt dafür, dass im Ruhezustand in der Negativluftkammer ein leicht höherer Druck herrscht als in der Positivluftkammer. Dadurch reduziert sich die Federkraft zu Beginn, die Federung spricht feiner an und bietet dabei mehr Komfort und Traktion.

**EN** **SAB (Smooth Auto Balancing)**

With Smooth Auto Balancing, DT Swiss shocks become even more supple and save more than 10 g over previous versions. SAB is simple and efficient, the system only consists of one strategically placed groove in the air chamber. When the shock is extended, this groove ensures a slightly higher pressure in the negative air chamber than in the positive air chamber. This reduces the spring force at the beginning of the stroke, resulting in a smoother spring function for more comfort and traction.

**FR** **SAB (Smooth Auto Balancing)**

Grâce au Smooth Auto Balancing, les amortisseurs DT Swiss deviennent encore plus sensibles et perdent environ 10 g sur la balance. SAB est simple et efficace. Le système ne consiste qu'à une rainure entre les chambres à air positive et négative. Elle assure une pression légèrement plus haute dans la chambre négative lorsque l'amortisseur est détendu. Cela réduit la résistance sur les premiers millimètres du débattement, la suspension est donc plus sensible pour plus de confort et de grip.

**IT** **SAB (Smooth Auto Balancing)**

Grazie allo Smooth Auto Balancing, gli ammortizzatori DT Swiss diventano ancora più sensibili agli urti, oltre ad ottenere un risparmio di peso di 10 g. Il sistema consiste in un incavo nella camera d'aria, il quale permette di ottenere una pressione nella camera negativa leggermente più alta di quella nella camera positiva quando l'ammortizzatore è completamente esteso. Di conseguenza la molla è meno dura all'inizio dell'escursione per una maggiore sensibilità che conferisce più confort e grip.



**O.D.L.**  
OPEN – DRIVE – LOCK

**DE** **X 313 O.D.L. (Open – Drive – Lock)**

O.D.L. Dämpfer bieten überall und jederzeit das richtige Setup: Voll offen für die Abfahrt, erhöhte Dämpfung für Traktion sowie eine ideale Position bergauf und schliesslich das Lockout für Asphaltanstiege und Sprints. Der X 313 Carbon vereint diese Verstellbarkeit mit einem Rekordgewicht. Seine Carbon Luftkammer ist das Resultat eines einzigartigen Prozesses welcher ein Carbon Gewinde sowie perfekte Oberflächen erzeugt. Der Dämpfer für sportliche Cross Country- und Trailbikes!

**FR** **X 313 O.D.L. (Open – Drive – Lock)**

Avec les amortisseurs O.D.L. on roule avec un réglage parfait, toujours et partout: tout ouvert pour descendre ou plus ferme pour avoir une meilleure position et du grip dans les montées cassantes. Finalement le lockout est en place pour la route et les sprints. Le X 313 Carbon lie cette ajustabilité à un poids record. Sa chambre à air en carbone est produite lors d'un processus propre à DT Swiss dont un filetage en carbone et des surfaces parfaites sont le résultat. Le choix pour tout vélo de XC et trail sportif!

**EN** **X 313 O.D.L. (Open – Drive – Lock)**

O.D.L. shocks offer the right setup, anywhere and anytime: Fully open for descending or stiffer for a balanced uphill position and traction on rough terrain. Last but not least, the full lockout for long climbs and to win the finish line sprint. The X 313 Carbon pairs this adjustability with record low weight. Its carbon air chamber is made in a proprietary process which produces a carbon thread and perfectly smooth surfaces, making it the perfect choice for all sporty trail or XC racing bikes!

**IT** **X 313 O.D.L. (Open – Drive – Lock)**

Gli ammortizzatori O.D.L. offrono il settaggio perfetto ovunque e subito: Aperto per la discesa o indurito per una posizione e un grip ideale nelle salite. Il lockout è perfetto per le salite su strada e per gli sprint. Il modello X 313 Carbon abbina questa flessibilità ad un peso record. Il corpo in carbonio è ottenuto da un processo di produzione unico che crea un filetto in carbonio e delle superfici perfette. La scelta perfetta per tutte le biciclette XC da competizione!

# SHOCKS OVERVIEW

X 313 Carbon O.D.L



X 313 O.D.L



M 212 O.L



WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS

Model	Weight	Dimension				Air chamber, finish		Spring system		Damping			Adjustments		Remote		Mounting system
Product name	± 3% [g] <sup>1)</sup>	165 (A) x 38 (D) mm	190 (A) x 50 (D) mm	200 (A) x 50 (D) mm	200 (A) x 55 (D) mm	Carbon fiber	Aluminum black anodized	ABS	SAB	Superlight, factory tuned hydraulic damping circuit lockout	Drive mode additional, LS setup	HS rebound & HS compression factory tuned, LS rebound, lockout	Rebound O.D.L (Open – Drive – Lock)	Rebound O.L (Open – Lock)	Yes	No	Ball joint
<b>O.D.L (Open – Drive – Lock) technology</b>																	
X 313 Carbon	145	●	●	●	●	●		●		●	●	●	●			●	●
X 313 Carbon remote	165 <sup>2)</sup>	●	●	●	●	●		●		●	●	●	●		●		●
X 313	185	●	●	●	●		●		●	●	●	●	●		●		●
X 313 remote	205 <sup>2)</sup>	●	●	●	●		●		●	●	●	●	●		●		●
<b>O.L (Open – Lock) technology</b>																	
M 212	185	●	●	●	●		●		●	●		●	●		●		●
M 212 remote	205 <sup>2)</sup>	●	●	●	●		●		●	●		●	●		●		●



A = Eye-to-eye [mm]  
 D = Travel [mm]  
 B1/B2 = Bolt diameter [mm]  
 C1/C2 = Mounting hardware width [mm]

More information about diameters (B1/B2, C1/C2) see [www.dtswiss.com](http://www.dtswiss.com)

● = Standard    ○ = Option    <sup>1)</sup> weight at 165 x 38 mm    <sup>2)</sup> incl. lightweight single stage Lever



























































# DT SWISS

	DE	EN	FR	IT
<b>One Piece Mag</b>	 <p>DT Swiss verwendet modernste Konstruktionsmethoden sowie ein Spritzgussverfahren damit die One Piece Mag Tauchrohre ein ideales Verhältnis von Gewicht zu Steifigkeit erreichen.</p>	<p>DT Swiss employs advanced engineering processes and a magnesium injection molding process to achieve an ideal strength to weight ratio on these One Piece Mag lowers.</p>	<p>Pour les fourreaux One Piece Mag DT Swiss emploie des méthodes de construction avancées et un processus de moulage par injection de magnésium pour obtenir une relation idéale entre poids et rigidité.</p>	<p>DT Swiss applica i più moderni metodi nella costruzione dei foderi One Piece Mag fusi ad iniezione in magnesio per ottenere il rapporto ideale tra peso e rigidità.</p>
<b>O.D.L (Open – Drive – Lock)</b>	 <p>O.D.L ermöglicht die Anpassung des Fahrwerks an jedes Gelände. Ganz offen, mit erhöhter Dämpfung oder ganz blockiert bietet es die optimale Einstellung in jeder Situation.</p>	<p>O.D.L allows you to adapt your setup to any terrain. Fully open, stiffened or fully locked it offers maximum performance in any riding situation.</p>	<p>Avec O.D.L on peut adapter ses suspensions à tous les terrains. Tout ouvert, durcit ou complètement bloqué, on profite du bon réglage dans n'importe quelle situation de pilotage.</p>	<p>O.D.L – un semplice sistema per adattare le sospensioni al terreno. Completamente aperto, parzialmente chiuso o completamente chiuso, permette il setting ideale per qualsiasi situazione di guida.</p>
<b>O.L (Open – Lock)</b>	 <p>Das O.L Dämpfungssystem bietet zwei Fahr-Modi: Den super feinfühligen Open Mode für grobes Gelände und den Lockout Mode für Asphalt und Sprints. Einfach und zuverlässig.</p>	<p>O.L damping lets you choose between two riding modes: The super smooth Open Mode for rough trails or the Lockout Mode for paved surfaces and sprinting. Simple and reliable.</p>	<p>L'amortissement O.L permet de choisir facilement entre deux modes de roulage: le Open Mode très onctueux et le Lockout Mode pour l'asphalte et les sprints. Simple et fiable.</p>	<p>Il sistema di smorzamento O.L permette di scegliere tra due settaggi: L'Open Mode molto sensibile per sentieri impegnativi ed il Lockout Mode per l'asfalto e le volate. Semplice ed affidabile.</p>
<b>ABS (Auto Balancing Spring)</b>	 <p>Hochleistungsluftfederung. Positiv- und Negativluftkammer werden über ein einziges Ventil optimal auf das Fahrergewicht eingestellt.</p>	<p>High performance air spring system. Both the positive and negative air chamber are set up to the rider weight via a single valve.</p>	<p>Ressort à air haute performance, dont les pressions dans la chambre positive et négative sont ajustées au poids du pilote par une seule valve.</p>	<p>Auto Balancing Spring – molla d'aria ad alte prestazioni. Le camere d'aria positiva e negativa vengono regolate seguendo il peso del pilota con una sola valvola.</p>
<b>NCS (Negative Coil Spring)</b>	 <p>NCS ist ein Hochleistungs-Luftfederungssystem mit einer Stahl-Negativfeder. Diese ist so ausgelegt, dass unabhängig vom Fahrergewicht eine ideale Kennlinie erreicht wird.</p>	<p>NCS is a high performance air spring system featuring a negative coil spring. It is designed to achieve a perfect spring rate, and therefore performance, irrespective of the rider weight.</p>	<p>NCS est une suspension à air avec un ressort négatif en acier. Sa conception permet d'offrir une courbe, et donc une performance idéale indépendante du poids du pilote.</p>	<p>NCS è un sistema di sospensione ad aria con una molla negativa in acciaio. La sua concezione permette di ottenere una caratteristica della molla ideale, indipendente dal peso del pilota.</p>
<b>SAB (Smooth Auto Balancing)</b>	 <p>Das SAB System besteht einzig aus einer Einkerbung in der Luftkammer. Es verbessert das Ansprechverhalten des Federbeins wesentlich, ist superleicht und dazu wartungsarm.</p>	<p>The SAB system simply consists of a strategically placed groove in the air chamber. It greatly improves small bump sensitivity, is super light and very low maintenance.</p>	<p>Le système SAB consiste dans une simple excroissance dans la chambre à air. Il améliore considérablement la sensibilité de l'amortisseur, est très léger et nécessite un entretien minimal.</p>	<p>Il sistema SAB consiste semplicemente in un piccolo incavo strategicamente posizionato nella camera d'aria. Ottimizza la sensibilità dell'ammortizzatore, è molto leggero e molto affidabile.</p>
<b>Remote control</b>	 <p>Das Remote control ermöglicht die Bedienung der Federelemente vom Lenker aus.</p>	<p>The Remote control allows the manipulation of the suspension from the handlebar.</p>	<p>Le Remote control permet le réglage des suspensions au guidon.</p>	<p>Il Remote control consente di azionare la sospensione dal manubrio.</p>

	DE 	EN 	FR 	IT 
<b>Tubular</b>	 Tubular Reifen sind für den Wettkampfeinsatz das Nonplusultra. Sie punkten mit sehr geringem Rollwiderstand und Gewicht bei maximalem Grip.	Tubular tires are every racers dream. Glued to tubular specific rims they are super light, offer a lot of grip and feature extremely low rolling resistance.	Les boyaux sont le choix préféré de tout coureur. Collés sur une jante spécifique ils offrent un rendement et une adhérence optimale pour un poids très faible.	I tubolari sono la scelta perfetta per un uso agonistico e vengono incollati su cerchi specifici. La resistenza al rotolamento ed il peso sono minimali ed offrono sempre un grip ottimale.
<b>Tubeless</b>	 Ein geschlossenes Felgenbett ermöglicht die Montage von standard tubeless Reifen.	Closed rim bed allows the installation of standard tubeless tires.	Jante non percée permettant le montage de pneus tubeless standard.	La base del cerchio priva di fori consente di installare pneumatici tubeless standard.
<b>Tubeless ready</b>	 Tubeless ready Felgen sind auf den Einsatz von tubeless Kits und Reifen ausgelegt. Sie ermöglichen einen korrekten Sitz des tubeless Felgenbandes und des tubeless Reifens.	Tubeless ready rims are designed for use with tubeless kits and tubeless (ready) tires. Tubeless ready rims make for simple and quick tubeless setups.	Les jantes tubeless ready sont conçues pour l'utilisation avec un kit tubeless et des pneus tubeless (ready). Elles permettent un maintien correct du fond de jante et du pneu.	I cerchi tubeless ready sono concepiti per l'uso di un kit tubeless e pneumatici tubeless (ready). Permettono un montaggio rapido del copertone e del nastro tubeless.
<b>Tubeless compatible</b>	 Tubeless kompatible Felgen können mit einem tubeless Kit für den schlauchlosen Einsatz umgerüstet werden.	Tubeless compatible rims can be converted to a tubeless use with the help of a tubeless kit.	Les jantes tubeless compatible peuvent être converties avec un tubeless kit pour une utilisation sans chambre à air.	I cerchi tubeless compatible possono essere convertiti per l'uso senza camera d'aria per mezzo di un kit tubeless.
<b>Carbon</b>	 Carbon lässt sich genau entsprechend den auftretenden Belastungen einsetzen. Dadurch können konkurrenzlos leichte und widerstandsfähige Teile konstruiert werden.	Carbon parts can be dimensioned to resist the exact forces they are subjected to. This enables engineers to design parts with an unmatched strength to weight ratio.	Le carbone peut être parfaitement adapté aux forces auxquelles il doit résister. Cela permet de construire des pièces au rapport résistance/poids inégalable.	Le parti in carbonio possono essere dimensionate per resistere esattamente alle forze cui sono soggette. Risultano componenti con un rapporto tra leggerezza e resistenza senza paragone.
<b>Quick release</b>	 Der Schnellspanner ist das gebräuchlichste Laufradbefestigungssystem für Rennräder und Mountainbikes. Es basiert auf 5 mm starken Achsen am Vorder- und Hinterrad.	The most popular wheel mounting system for road and mountain bikes. It uses axles with a 5 mm diameter for front and rear wheels.	Le système de montage de roue le plus populaire pour les vélos de route et les VTT. Il utilise des axes au diamètre de 5 mm pour les roues avant et arrière.	Il sistema di montaggio della ruota più popolare per le bici da strada e le mountainbike. Pèrni da 5 mm di diametro per le ruote anteriori e posteriori.
<b>DT Swiss Thru bolt</b>	 Durch die 9 und 10 mm starken Achsen erhöht das DT Swiss Thru bolt System sowohl die Systemsteifigkeit als auch die Sicherheit und ist mit Standard Ausfallenden kompatibel.	By using 9 and 10 mm strong axles the DT Swiss Thru bolt system significantly increases stiffness and safety while being 100% compatible with standard dropouts.	En utilisant des axes de 9 et 10 mm le système DT Swiss Thru bolt augmente fortement la rigidité et la sécurité tout en étant 100% compatible avec des pattes standard.	Con perni da 9 e 10 mm il sistema DT Swiss Thru bolt aumenta sostanzialmente la rigidità e la sicurezza rimanendo 100% compatibile con i forcellini convenzionali.
<b>Lefty</b>	 Lefty Federgabeln verwenden einen eigenen Nabenstandard. Dabei wird das Laufrad über eine Inbusschraube direkt mit der Gabelachse verschraubt.	Lefty forks use a proprietary axle system whereby the wheel is bolted directly to the fork axle through an Allen bolt.	Les fourches Lefty utilisent un standard d'axe spécifique par lequel la roue est vissée directement sur l'axe de la fourche avec une vis hexagonale.	Le forcelle Lefty utilizzano un proprio standard specifico. La ruota si monta con una vite esagonale direttamente sull'asse della forcella.
<b>Thru axle front</b>	 Steckachs-Laufradverbindungen sind nicht mit Ausfallenden für Schnellspanner kompatibel, die Steckachse ist immer Bestandteil der Gabel. Der Durchmesser der Achse beträgt 15 oder 20 mm.	The Thru axle connection is not compatible with the Quick release standard. Thru axles are always an integrated part of the fork. The diameter of the axle is generally 15 or 20 mm.	Le Thru axle n'est pas compatible avec les pates standard pour blocages rapides. Le Thru axle (axe traversant) fait toujours partie intégrante de la fourche. Le diamètre de ces axes est généralement de 15 ou 20 mm.	Il perno passante non è compatibile con lo standard a sgancio rapido. I perni passanti sono sempre parte integrante della forcella. Il diametro del perno è generalmente di 15 o 20 mm.

	DE	EN	FR	IT
<b>Thru axle rear</b>				
	Das 12 mm System vereint die überlegene Steifigkeit einer Steckachse mit der Anwendungsfreundlichkeit und dem Leichtgewicht des konventionellen Schnellspanners.	The 12 mm system is as stiff as a normal Thru axle but at the same time as user friendly and lightweight as a conventional Quick release.	Le système 12 mm possède la rigidité d'un axe traversant normal tout en étant aussi rapide en utilisation et léger qu'un blocage rapide conventionnel.	Il sistema 12 mm ha la rigidezza di un perno passante convenzionale, sempre offrendo però la semplicità e la leggerezza di uno sgancio rapido.
<b>Bolt on</b>				
	Das Laufrad wird über zwei Schrauben mit dem Rahmen oder der Gabel verschraubt. Oft zu finden an BMX- und Single Speed Rahmen mit horizontalen Ausfallenden.	The bolt on system firmly connects the wheel to the dropouts with two bolts. It is mainly found on BMX and single speed frames using horizontal dropouts.	Le système bolt on utilise deux vis pour serrer la roue au cadre ou à la fourche. Il est surtout utilisé en BMX et sur des vélos single speed.	Il sistema bolt on utilizza due bulloni per fissare la ruota al telaio o alla forcella. E' utilizzato principalmente sulle BMX e sulle bici single speed.
<b>DT Swiss Ratchet System®</b>				
	Das patentierte und hochpräzise Zahnscheibensystem garantiert höchste Belastbarkeit und Zuverlässigkeit. Durch das no-tool Konzept ist es einfach und schnell zu warten.	The patented, high precision Ratchet System® features extremely high load capacity and reliability. The no tool concept allows for an easy execution of routine maintenance.	Ce système breveté est basé sur deux disques dentés de haute précision et est extrêmement fiable et résistant. Grâce au concept no tool il est très facile à entretenir.	Utilizzando due cricchetti di precisione, questo sistema ha una capacità di carico ed un'affidabilità elevatissima. La manutenzione è facilissima grazie al concetto no tool.
<b>Pawl system</b>				
	Ein bewährtes Freilaufsystem mit Klinken (pawls), zuverlässig und sicher.	A proven freewheel system with pawls, reliable and safe.	Le système éprouvé de roue libre à cliquets offre fiabilité et sécurité.	Un sistema a ruota libera, consolidato, con cricchetti, affidabile e sicuro.
<b>Center Lock®</b>				
	Von Shimano Inc. lizenzierte Bremsscheibenaufnahme.	Brake rotor mounting system licensed by Shimano Inc.	Système de fixation centrale pour disques, licencié par Shimano Inc.	Il sistema di montaggio del rotore del freno su licenza Shimano Inc.
<b>IS (6-bolt)</b>				
	Internationaler Standard zur Bremsscheibemontage mit 6 Schrauben.	International rotor mounting standard using 6 bolts.	Standard international pour montage du disque de frein à 6 trous.	Standard internazionale di montaggio del rotore che utilizza 6 viti.
<b>RWS</b>				
	Patentiertes Laufrad-Befestigungssystem. Steifer, sicherer und leichter zu bedienen als ein Schnellspanner. 100% Scheibenbremsen tauglich.	Patented wheelmounting system. Stiffer, safer and more user friendly than conventional Quick releases. 100% disc brake compatible.	Système de montage de roue breveté. Plus rigide, sur, et plus facile à utiliser que les serrages rapides conventionnels. 100% compatible frein à disque.	Sistema di montaggio della ruota brevettato. Più rigido, sicuro e facile da usare rispetto agli sganci rapidi tradizionali. Compatibile al 100% con i freni a disco.
<b>Welded</b>				
	Das Schweissverfahren erzeugt die präziseste, leichteste und stabilste Felgenverbindung. Die Schweissnaht wird für einen absolut glatten Übergang perfekt verputzt.	Welding creates the most precise, lightweight and strong rim connection possible. The seam is perfectly smoothed to guarantee a perfect fit and brake performance.	La connection par soudure est la plus précise, légère et durable. Après la soudure le joint est ébavuré et poncé pour obtenir un raccord parfait et invisible.	La congiunzione più precisa, leggera e resistente si ottiene con la saldatura. La congiunzione viene poi raccordata con la massima precisione per garantire un funzionamento perfetto.
<b>Sleeved</b>				
	Bei diesem Verfahren wird ein Formteil (sleeve) gleichmässig in beide Enden des Profils gepresst. Die Sleeve Joint Verbindung ist die beste Alternative zu den geschweissten Felgen.	A precise sleeve connects the profile. This guarantees optimum resistance against all occurring loads. The sleeve joint connection is the best alternative to welded rims.	Chaque extrémité du profil de la jante est pressé sur un manchon de précision. La connection sleeve joint garantit une parfaite résistance à la torsion et une fiabilité à toute épreuve.	Un manicotto di precisione chiude il profilo e garantisce dunque una resistenza ottima a tutti i carichi. Il giunto a manicotto è la migliore alternativa ai cerchi saldati.

	DE 	EN 	FR 	IT 	
<b>Pin joint</b>		Zwei Stahl Inserts werden formschlüssig in die Enden des Profils eingepresst. Die so entstandene Verbindung ist präzise, haltbar und wirtschaftlich.	Two steel inserts are press fitted into both ends of the profile. The achieved pin joint connection is precise, strong and economic.	Deux pièces en acier sont pressées dans le profil de la jante. La connection ainsi obtenue est précise, durable et économique.	Due manicotti in acciaio vengono pressati in entrambi i lati del profilo. Il raccordo così ottenuto è preciso, durabile ed economico.
<b>No tool</b>		Für die normale Wartung wird kein Spezialwerkzeug benötigt.	No special tools needed for routine maintenance.	Aucun outil spécifique n'est nécessaire pour l'entretien régulier.	Per la manutenzione di routine non occorre alcun utensile speciale.
<b>Double butted</b>		Diese Speichen verfügen über einen kaltgeschmiedeten, verjüngten Mittelteil. So verbessert sich sowohl das Verhältnis von Festigkeit zu Gewicht als auch die Elastizität der Speiche.	These spokes feature a cold forged, thinned middle part giving the spoke a better strength to weight performance and improved elasticity.	Ces rayons possèdent une partie centrale réduite forgée à froid. Ceci améliore considérablement le rapport poids/résistance et l'élasticité du rayon.	Questi raggi possiedono una parte centrale a spessore ridotto tramite forgiatura a freddo, ottenendo un miglior rapporto tra resistenza e peso e una migliore elasticità.
<b>Triple butted</b>		Durch ein Kaltschmiedeverfahren werden diese Speichen zweifach verjüngt. So können sie noch besser an die auftretenden Kräfte angepasst werden.	Achieved by using a cold forging process, triple butted spokes feature three different diameters to adapt even further to the occurring loads.	Un processus du forgeage à froid produit un rayon très léger avec trois diamètres différents pour encore mieux s'adapter aux contraintes qui apparaissent.	Questi raggi hanno tre diametri diversi tramite forgiatura a freddo, per adattarsi ancora meglio alle sollecitazioni.
<b>Bladed</b>		Ein flacher Mittelteil ermöglicht bessere Aerodynamik. Wie bei unseren reduzierten Speichen wird auch diese Umformung per Kaltschmiedeverfahren erreicht.	These spokes have a flat bladed central section for improved aerodynamics. As with our butted spokes, cold forging is used to produce the aero section and to optimize mechanical properties.	Les rayons bladed sont plats pour une meilleure aérodynamique. Comme sur les rayons «butted», le forgeage s'effectue à froid pour améliorer les propriétés mécaniques.	Una sezione centrale piatta risulta in una migliore aerodinamica. Come per tutti i nostri raggi la forgiatura viene realizzata a freddo.
<b>DT Swiss Pro Lock®</b>		Das in die Nippel eingespritzte Schraubensicherungssystem ermöglicht den Bau von extrem haltbaren Laufrädern.	A patented liquid injected into the nipple thread allows for extremely durable wheel builds.	Une colle adhésive à deux composants injectée dans le filet permet le montage de roues extrêmement fiables.	Un liquido brevettato, iniettato nel filetto dei nipples, consente di realizzare ruote estremamente durevoli.
<b>DT Swiss Wear Control®</b>		Die DT Swiss Wear Control® Markierungen zeigen den Verschleissgrad der Felge an und sind EN konform.	The DT Swiss Wear Control® shows the extent of rim wear. It is compliant to the European standard.	Des témoins d'usure indiquent l'état d'usure de la jante. Le DT Swiss Wear Control® est conforme aux normes européennes.	Il DT Swiss Wear Control® evidenzia lo stato di usura del cerchio. È conforme allo standard europeo.
<b>Straight pull</b>		Straight pull Speichen haben keinen Speichenbogen und eliminieren so einen Schwachpunkt konventioneller Speichen. Trotzdem sind sie mit Standardwerkzeugen zentrier- und ersetzbar.	Straight pull spokes have no spoke elbow, which eliminates the biggest weakpoint of conventional spokes. They are still true- and replaceable with conventional tools.	Les rayons straight pull ont une tête de rayon droite, éliminant un point faible des rayons classiques. Ils sont toujours ajustables et remplaçables avec des outils conventionnels.	I raggi straight pull hanno la testa dritta, eliminando così un punto debole dei raggi convenzionali. Rimangono sempre centrabili e sostituibili con attrezzi convenzionali.
<b>Ceramic cartridge bearings</b>		Diese Lager verwenden Keramikugeln und Inox Laufflächen. Neben dem geringen Gewicht sind die Lager haltbarer und rollen dank den sehr harten Keramikugeln extrem leicht.	These bearings use stainless steel races and ceramic balls. Due to their hardness they feature super low rolling resistance, low weight and are extremely long lasting.	Ces roulements utilisent des billes en céramique et des cages en inox. Ils ont une résistance au roulement très faible tout en étant super légers et solides.	Questi cuscinetti utilizzano sfere in ceramica e guide di scorrimento inox. Hanno una minor resistenza al rotolamento ed una durata e leggerezza superiore.

# DT SWISS **TIRE PRESSURE / TIRE DIMENSION**

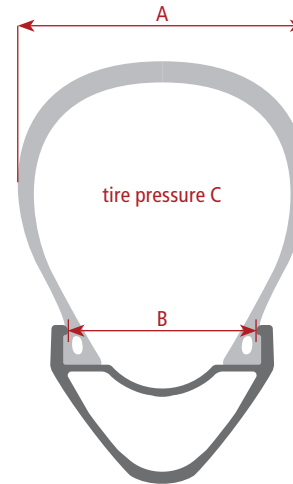


WHEELS  
COMPONENTS  
ACCESSORIES  
SUSPENSION  
DT SWISS



Tire width		Rim inner width					Max. tire pressure	
[mm] (A)	[inch] (A)	15 – 17.9 mm (B)	18 – 19.9 mm (B)	20 – 22.4 mm (B)	22.5 – 24.4 mm (B)	24.5 – 27.5 mm (B)	[bar] (C)	[psi] (C)
20	0.80	●					9.5	138
23	0.90	●	●				9.0	131
25	1.00	●	●				8.5	123
28	1.10	●	●	●			7.8	113
30	1.20	●	●	●			7.2	104
32	1.25	●	●	●			6.8	99
35	1.35	●	●	●	●		6.0	87
37	1.40		●	●	●		5.7	83
40	1.50		●	●	●	●	5.5	80
42	1.60		●	●	●	●	5.2	75
44	1.70		●	●	●	●	5.0	73
47	1.85		●	●	●	●	4.7	68
50	1.95		●	●	●	●	4.4	64
52	2.05		●	●	●	●	4.1	59
54	2.10		●	●	●	●	3.8	55
57	2.20		●	●	●	●	3.5	51
60	2.35		●	●	●	●	3.2	46
62	2.50			●	●	●	2.9	42
65	2.60				●	●	2.7	39
68	2.70				●	●	2.5	36
71	2.80					●	2.3	33
74	2.90					●	2.1	30
76	3.00					●	1.9	28

● = Compatible



- A** Refer to technical information on tires.  
For example: Road: 622 x **23** // mtb: 29 x **2.35**
- B** Refer to technical information on DT Swiss rims.  
For example: 622 x **20**
- C** For conventional clincher tire systems (tubetype, tubeless ready and tubeless).  
The tire pressure must stay within the tire manufacturers specified pressure but never exceed the max. tire pressure specified by DT Swiss.

**Tubular tires:**  
When using tubular tires, refer to the tire pressures specified by the tire manufacturer.



## Editors

Caroline Roduit  
Daniel Berger  
Daniel Schmid  
Julia Oberle  
Marco Giarrana  
Remo Heutschi  
Stefan Riehle

## Design & Layout Workbook

Boris Chiaradia  
Marion Schmid  
Miriam Ledermann

## Photos studio

Fred Leiser

## Photos action

Marius Maaseverd  
Michael Riehle  
Sven Martin

© by DT SWISS AG | 201408

Printed by KOPRINT AG

Subject to technical alterations,  
errors and misprints excepted.

All rights reserved.

A big thanks to all those, who supported  
the making of this catalog!

**DT Swiss products are protected by  
one or more of the following patents:**

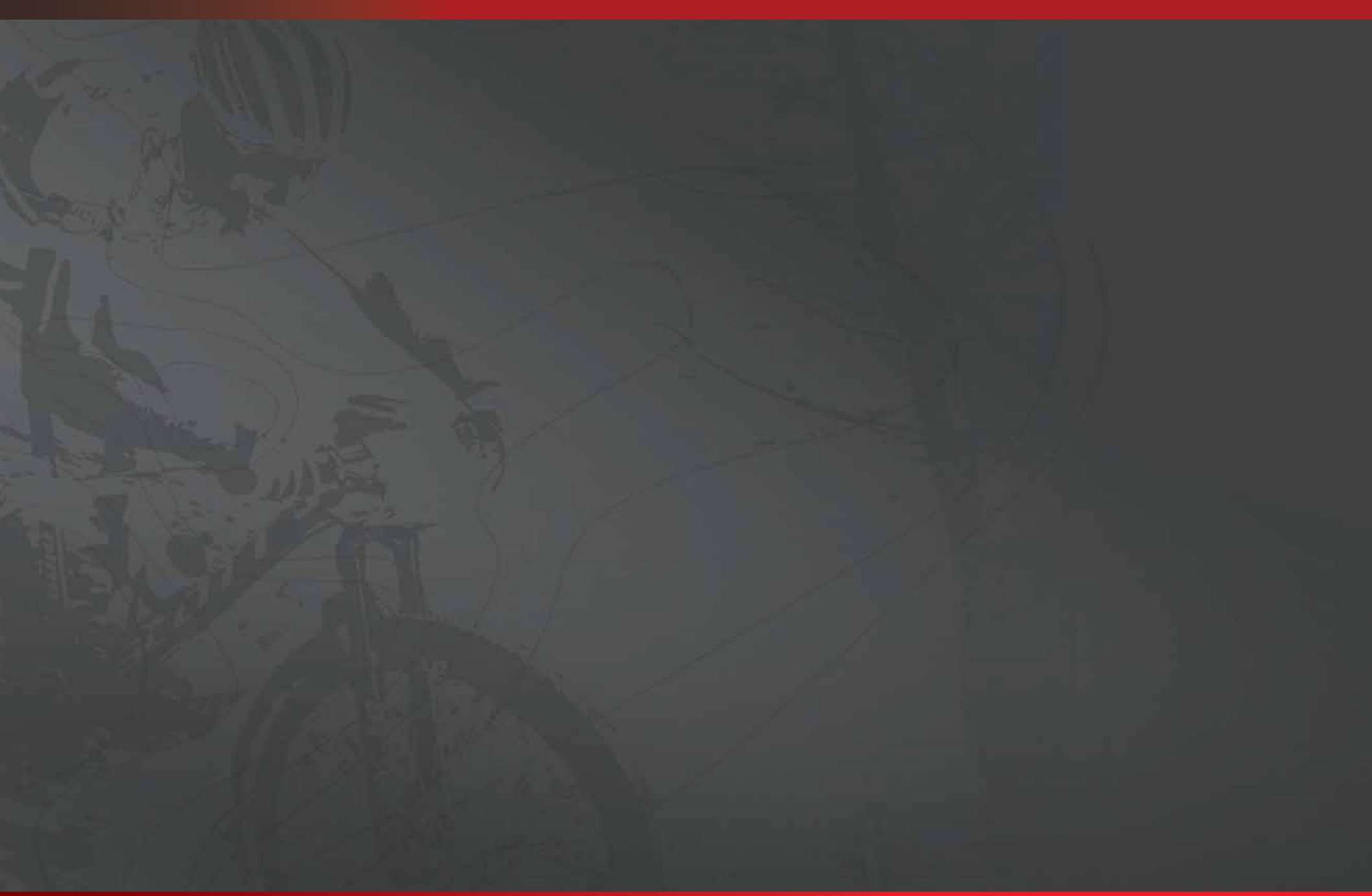
### Wheels & Components

US 5676227  
US 6557684  
US 6557946  
US 6588564  
US 6955509  
US 7087128  
US 7179026  
US 7562755  
US 7603776  
US 7658452  
US 7926884  
US 8070235  
US 8113529  
US 8113593  
US 8186768  
US 8696213

### Suspension

US 6938887  
US 7000907  
US 7299908  
US 7806390  
US 8029010  
US 8104782  
US 8181979  
US 8196947

international equivalents,  
other patents pending



Switzerland:

**DT SWISS AG**  
Längfeldweg 101  
CH - 2504 Biel/Bienne

[info.ch@dtswiss.com](mailto:info.ch@dtswiss.com)

Poland:

**DT SWISS POLSKA SP. Z O.O.**  
ul. Towarowa 36  
PL - 64-600 Oborniki

[info.pl@dtswiss.com](mailto:info.pl@dtswiss.com)

Asia:

**DT SWISS (ASIA) LTD.**  
No. 26, 21st Road, Industr. Park  
TW - 408 Taichung-City

[info.tw@dtswiss.com](mailto:info.tw@dtswiss.com)

USA:

**DT SWISS, INC.**  
2493 Industrial Blvd.  
US - 81505 Grand Junction/CO

[info.us@dtswiss.com](mailto:info.us@dtswiss.com)

Germany:

**DT SWISS DEUTSCHLAND GMBH**  
Pixeler Strasse 56  
DE - 33378 Rheda – Wiedenbrück

[info.de@dtswiss.com](mailto:info.de@dtswiss.com)

France:

**DT SWISS (FRANCE) S.A.S.**  
Route de Gourdon  
FR - 06620 Le Bar sur Loup

[info.fr@dtswiss.com](mailto:info.fr@dtswiss.com)

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