

DT SWISS

products 2008



Experience

If you carry your bike up a mountain to get to the sweetest singletrack, ride a remote mountain route with your roadbike, or ride toward the sunset with your touring bike, to ride a bike is always an experience. Special experiences inspire us at DT Swiss to develop products for all challenges. With this catalog we give you the inspiration to seek new experiences with your bike.

Que vous grimpez au sommet d'une montagne pour aller chercher les plus beaux „Single Track“, que vous empruntriez les plus beaux cols avec votre vélo de route, ou simplement que vous suiviez le soleil lors d'une randonnée, rouler est toujours une expérience. Chez DT Swiss, ces expériences particulières nous inspirent dans le développement de nouveaux produits, dans toutes les disciplines. Nous espérons pouvoir vous apporter, avec ce catalogue l'envie de nouveaux challenges à vélo.

Location: Champéry, Switzerland (46°11'56.13"N - 6°56'1.63"E), Photo: Mike Schmid



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SUSPENSION

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Riding Styles


RR

Road Race

Speed is a road rider's motivation. The components in the RR range are built for an efficient transmission of power. The stiffness, weight and aerodynamic aspect of each wheel component has been optimized depending on the application.

La vitesse est la motivation première des coureurs sur route. Les composants de la gamme de produits RR sont conçus pour une transmission optimale de la puissance. En fonction de la catégorie de produits, l'aérodynamique, la rigidité et le poids des composants d'une roue doivent être optimisés.


XR

Cross Race

Cross Country riders strive to combine their experience of nature with their sportive ambitions, forever seeking the efficiency to become one with the bike. Just as constant riding leads to improved results for the committed cyclist, DT Swiss is constantly improving the XR product line with the intention to be lighter, stiffer and faster.

Un rider en Cross Country aime combiner l'expérience de la nature et ses ambitions sportives. Il veut améliorer son efficacité ainsi que celle de son vélo. De la même manière que des sorties régulières vous font progresser, DT Swiss est constamment entraîné à améliorer ses produits de Cross Country, plus légers, plus solides et plus performants.


XM

Cross Mountain

XM components are designed to address a rider's various mountain biking desires. Whether it's riding across the alps, around the world or in a bike marathon: A Cross Mountain rider sees product versatility and reliability as important to components as their weight and comfort.

Les composants de cette catégorie s'adressent à tous ceux qui veulent utiliser leur vélo sous toutes les formes possibles de ce sport! À travers les Alpes, autour du monde, lors d'une épreuve marathon. Versatilité et fiabilité sont particulièrement importantes pour ce type d'utilisateur, beaucoup plus que le confort et le poids.


EX

Enduro

Enduro riders are always looking for adventure. Whether it's long rides up remote summits, challenging downhill single track or even rides in the neighborhood bike park, the experience of the ride is the priority. EX products must offer a perfect balance between the agility of Cross Country and the toughness of Freeriding.

Les riders en Enduro recherchent l'aventure. Être le plus rapide est vraiment secondaire, le plus important étant la sortie elle-même. De longues montées vers les sommets éloignés, des descentes sinuose et étroites, ou bien une session au bikepark juste à côté. Les produits pour ce type d'utilisateur doivent faire la part entre le Cross Race et le Free Ride, être performants et solides à la fois.


FR

Free Ride

Freeriding is about interpretation of your surroundings. Where one might just see a solid rock, a fallen tree, or stair rails, freeriders recognize the riding potential: The rock is a cliff-drop, the tree a natural ladder and the stair rail an object for grinding. The FR line must first be tough and reliable because there is no room for compromises.

Rouler en Free Ride fait voir les choses sous un autre angle. Là où certains ne voient que des roches, un arbre déraciné, ou un escalier, d'autres y voient du potentiel. Le rocher devient un saut, le tronc d'arbre un passage en équilibre, et l'escalier une épreuve. Les produits de la ligne FR sont construits pour toutes ces utilisations, car la mauvaise interprétation ne peut pas être exclue dans le Free Ride.


TK

Trekking / Touring

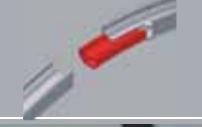
„There is no way to happiness. Happiness is the way.“ The words of the Dalai Lama and the motto of trekking cyclists are one in the same. They aren't bothered by the type of riding, the importance lies in where the ride takes place and ends up. Whether it's a remote country road or the Gobi Desert, across the Highlands or through the Americas, trekking bikers want to travel the world with eyes wide open not having to worry about issues with their equipment: That's what the TK components are made for.

„Il n'y a pas de chemin pour le bonheur, le bonheur est le chemin“, sont les mots du Dalai Lamas et de ceux qui pratiquent le Trekking. Peut importe comment ils roulent, l'important est où ils roulent. Des routes dans des pays lointains, ou le désert de Gobi, à travers les Highlands ou en Amérique du nord au sud. Ceux qui roulent en Trekking veulent voyager dans le monde les yeux grands ouverts, sans problème avec leur vélo. C'est pour ce type d'utilisation que sont conçus les produits Trekking.



Symbols

| | | | | |
|--|-------------------------------------|--|---|--|
| | Quick release | This is the typical wheelmounting system that was developed in 1922 by Tullio Campagnolo for road bicycles, and has been the standard since then for road and mountain bikes. | C'est le système original, développé en 1922 par Tullio Campagnolo pour les vélos de route, et qui constitue depuis lors le standard pour tous les vélos. | |
| | DT Swiss thru bolt | The DT Swiss thru bolt system is 100 % compatible with the quick release standard. Instead of a thin 5 mm shaft, the DT Swiss thru bolt is an alloy bolt with a diameter of 9 mm on the front hub and 10 mm in the rear. For mountain bikes with disc brakes, a thru bolt connection is a substantially stronger and therefore safer connection. | Ce nouveau système est 100 % compatible avec les blocages rapides standards. A la place d'un axe fin de 5 mm, le DT Swiss thru bolt est un axe vissé de 9 mm en aluminium à l'avant et 10 mm à l'arrière pour les VTT dotés de freins à disques. C'est beaucoup plus solide et sûr. | |
| | Thru axle | Contrary to the DT Swiss thru bolt system, a thru axle connection is not compatible with the quick release standard. The thru axle is always an integrated part of the frame or fork. The diameter of those axles is generally 20 mm in the front and 12 mm in the rear. | Non compatible avec les blocages rapides traditionnels, le thru axle (axe traversant) est partie intégrante du cadre ou de la fourche. Le diamètre ce des axes est généralement de 20 mm à l'avant et 12 mm à l'arrière. | |
| | Bolt on | The bolt on system is mainly used for BMX and single speed frames with horizontal dropouts. Two independent bolts, which thread into the axle, are used to connect the wheel with the frame or the fork. | Le système „bolt on“ (visé) était jusqu'à présent principalement utilisé en BMX ou sur des vélos Single Speed. Deux vis indépendantes sont vissées directement sur l'axe. | |
| | DT Swiss ratchet system® | The patented freehub system which utilizes precise star ratchets, guarantees an extremely high load capacity and reliability. The "no tool concept" of this system allows for easy routine maintenance. | Le système breveté DT Swiss de roue libre utilise deux couronnes crantées (les rochers) garantissant une fiabilité très élevée, tout en étant d'un entretien aisé. | |
| | Two pawl system | A proven freehub system with two pawls that offer dependable function. | L'éprouvé système de roue libre à 2 cliquets, un système sur lequel on peut compter. | |
| | No tool | No special tools needed for routine maintenance. | Aucun outil spécifique n'est nécessaire pour l'entretien courant. | |
| | Stainless cartridge bearings | These bearings are made of stainless steel (balls and races) and are sealed. Our stainless bearings are of the highest quality for a long life cycle and continuous low rolling resistance. | Ces roulements sont fabriqués en acier inoxydable (billes et cages) et sont à joints étanches. Ils sont dotés de très faibles coefficients de frottements pour un cycle d'utilisation optimal. | |
| | Ceramic cartridge bearings | These bearings have ceramic balls, stainless steel races and are sealed. Due to the very hard ceramic balls, they have an even lower rolling resistance than a stainless steel bearing while also being lighter and stiffer. DT Swiss only uses the highest quality ceramic bearings! | Ces roulements ont des billes en céramique, des cages en acier inoxydable et des joints étanches. Ils ont une résistance. Ils ont une résistance au roulement encore plus faible tout en étant plus légers et plus solides. DT Swiss n'utilise que des billes en céramique de qualité optimale. | |

| | | | |
|--|--|--|---|
|  Center lock® | center lock® rotor mounting system licensed by Shimano®, Inc. | Fixation centrale pour center lock® rotor sous Shimano®, Inc. |  |
|  IS (6-bolt) | International standard for disc brake mounting with 6 bolts. | Standard international du frein à disque (6 trous). |  |
|  SBWT® welded | (strength boost welding technology)® First two small blocks (sleeves) are pressed in both ends of the rim to stabilize the profile during the welding process. During the welding process the two ends move towards each other to achieve a solid joint. Then the seam gets CNC machined. This process guarantees the best rim joint. | Deux petites pièces d'aluminium sont pressées de chaque côté de la jante pour stabiliser le profil durant la soudure, ce qui confère au cerceau une rigidité au niveau de la jointure et une solidité maximale, puis les surfaces de freinages sont usinées CNC. |  |
|  Sleeve joint | A precise sleeve connects the profile. This guarantees optimal stabilization in all directions. This is the best alternative to SBWT® welded rims. | Un manchon usiné assure la connexion du profil. Cela garantie une parfaite résistance à la torsion et c'est la meilleure alternative aux jantes soudées. |  |
|  DT Swiss wear control | DT Swiss rims for rim brake feature wear control indicators on the sidewalls. They show the extend of rim wear. The DT Swiss wear control EN standard compliant. | Des témoins d'usure sont placés tout le long des surfaces de freinage des jantes pour patins de freins, signalant précisément à l'utilisateur l'état d'usure de la jante. |  |
|  Double butted | Double butted spokes are thinner in the center than at each end due to DT Swiss' unique cold forging technology which reduces the diameter of the spoke for better strength to weight performance with improved elasticity. Only the cold forging process assures the highest mechanical quality. | Les rayons „double butted“ sont plus fins sur la partie centrale qu'aux extrémités. DT Swiss a développé sa propre technologie de forgeage à froid pour réduire le diamètre du rayon. Seul un forgeage à froid assure les plus hautes qualités mécaniques. |  |
|  Triple butted | These spokes have three different diameters to adapt even further to higher loads, and of course triple butted spokes are also cold forged! | Ce rayon a trois différents diamètres pour encore mieux s'adapter aux charges. Ils sont bien entendu également forgés à froid. |  |
|  Bladed | These spokes have a flat (bladed) middle section for better aerodynamics. As in our butted spokes, the coldforging process is used for optimization of its mechanical properties. | Ce rayon a une section plate (profilée) pour une meilleure aérodynamique. Comme nos autres rayons, le plat est obtenu également par un forgeage à froid pour de meilleures propriétés mécaniques. |  |
|  Launch control | This function ensures that the fork compresses but does not extend. By pressing down the Launch Control button, the rebound circuit is closed, which allows the front of the bike to be lowered to the desired level for climbing. If the adjustable release threshold is exceeded via impact, the launch control will be deactivated and the fork returns to its initial setting immediately. | Cette fonction ferme le circuit de rebond de manière à ce que la fourche ne travaille qu'en compression. En appuyant sur l'avant du vélo la hauteur peut ainsi être ajusté, si lors d'un impact le seuil d'ajustement est dépassé, la fonction est désactivée et la fourche retrouve son débattement standard. |  |



Location: Biel, Switzerland (47° 6'52.25"N - 7°16'59.28"E)
Rider: Patrick Villard, Photo: Silvan Bürge



Since every gram counts in a race, our suspension engineers work closely with professional cross country racers to ensure that the performance and durability of the suspension products are absolutely ideal. Not only do the XR suspension products shine on the winner's podium, but in everyday use as well.

XRC

patented

| | Travel Débattement | Weight ± 5 % Poids ± 5 % | Spring System Système de ressort | Damping System Système d'amortissement | Adjuster Réglage | Drop out Système de serrage |
|-------------------|-----------------------|-----------------------------|-------------------------------------|---|----------------------------|--------------------------------|
| XRC 80 RL remote | 80 mm / 3 inches | 1'380 g | | | | |
| XRC 100 RL remote | 100 mm / 4 inches | 1'380 g | Air, coil negative spring | open oil bath | Rebound, Lockout (Remote*) | |

* The Remote Lockout Control System is factory installed and ready to use.

Options: V-Brake Implants, Disc-Hose Guide Implant



XRR rigid forks see page 57 - 58



XR Carbon

patented

| Built-in-width Entraxes | Travel ± 2 mm Course ± 2 mm | Weight ± 5 % Poids ± 5 % | Spring System Système de ressorts | Damping System Système d'amortissement | Adjuster Réglage | Option Option |
|----------------------------|--------------------------------|-----------------------------|--------------------------------------|---|---------------------|---|
| 152 mm | 31 mm | 139 g | | | | XMR/XR Remote Control, 49 g ± 5 % (without cable) |
| 165 mm | 37.5 mm | 146 g | Air, Elastomer negative spring | Oil damping | Rebound, Lockout | |
| 190 mm | 50 mm | 159 g | | | | |
| 200 mm | 55 mm | 165 g | | | | |



Tech Specs see page 68 - 69



Location: Grimsel, Switzerland (46°34'26.28"N - 8°20'21.18"E)
Rider: Silvan Bürgi, Photo: Harald Philipp

The XM suspension allows you to build a speedy racebike as well as a comfortable All-Mountain bike. Lower weight and increased stiffness are the traits that make the XM components so versatile. Long climbs are easily conquered with the fork locked and lowered and the shock locked, while all the plush travel makes the descent a joyride.

Vous pouvez aussi bien vous monter un vélo pour la compétition qu'un „all mountain“ confortable avec cette gamme de composants. Des produits polyvalents avec un faible poids combiné à une très bonne rigidité. La fourche bloquée en position basse contribue à faciliter les longues ascensions, et les descentes avec un débattement important deviennent une vraie partie de plaisir!

XMC



patented

| | Travel Débattement | Weight ± 5 % Poids ± 5 % | Spring System Système de ressort | Damping System Système d'amortissement | Adjuster Réglage | Drop out Système de serrage |
|--------------------|-----------------------|-----------------------------|-------------------------------------|---|--|--------------------------------|
| XMC 100 Air RTLC | 100 mm / 4 inches | 1'510 g | | | | |
| XMC 130 Air RTLC | 130 mm / 5 inches | 1'570 g | Air, coil negative spring | open oil bath | Rebound, Compression, Launch Control, Launch Control Threshold | |
| XMC 80 29er RTLC* | 80 mm / 3 inches | 1'620 g | | | | |
| XMC 100 29er RTLC* | 100 mm / 4 inches | 1'620 g | | | | |

*more 29er products on page 54/55



XM 180



patented

| Built-in-width Entraxes | Travel ± 2 mm Course ± 2 mm | Weight ± 5 % Poids ± 5 % | Spring System Système de ressort | Damping System Système d'amortissement | Adjuster Réglage | Option Option |
|----------------------------|--------------------------------|-----------------------------|--------------------------------------|---|---------------------|--|
| 152 mm | 31 mm | 172 g | | | | |
| 165 mm | 37.5 mm | 181 g | Air, Elastomer negative spring | Oil damping | Rebound, Lockout | XM/XR Remote Control, 49 g ± 5 % (without cable) |
| 190 mm | 50 mm | 198 g | | | | |
| 200 mm | 55 mm | 206 g | | | | |

Tech Specs see page 68 - 69





Location: Les Crosets, Switzerland (46°10'37.30"N - 6°50'46.17"E)

Rider: Harald Philipp, Photo: Silvan Bürge



The EXC 150 fork offers 20 mm more travel than the XMC 130 for extra travel reserves in rough terrain, while the thru-axle version increases the stiffness, allowing the rider greater control over the bike. At the rear, the continuous adjustable compression platform of the EX 200 shock reduces the pedal bobbing effect and improves the wheel's contact with the ground.

EXC



| | Travel <i>Débattement</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Spring System <i>Système de ressort</i> | Damping System <i>Système d'amortissement</i> | Adjuster <i>Réglage</i> | Drop out <i>Système de serrage</i> |
|---------------------|------------------------------|------------------------------------|--|--|--|--|
| EXC 150 Air RTLC | 150 mm / 6 inches | 1'590 g | Air, coil negative spring | open oil bath | Rebound, Compression, Launch Control, Launch Control Threshold |   |
| EXC 150 Air RTLC 20 | 150 mm / 6 inches | 1'690 g | | | |  |



EX 200



| Built-in-width <i>Entraxes</i> | Travel ± 2 mm <i>Course ± 2 mm</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Spring System <i>Système de ressort</i> | Damping System <i>Système d'amortissement</i> | Adjuster <i>Réglage</i> | Option <i>Option</i> |
|-----------------------------------|---------------------------------------|------------------------------------|--|--|-----------------------------|---|
| 165 mm | 37.5 mm | 192 g | | | | HPR Remote Control, 49 g ± 5 %, (without cable) |
| 190 mm | 50 mm | 208 g | Air, Elastomer negative spring | Oil damping | Rebound, hydraulic platform | |
| 200 mm | 55 mm | 219 g | | | | |
| 222 mm | 63.5 mm | 236 g | | | | |



Location: Grimsel, Switzerland (46°34'9.56"N - 8°20'13.10"E)

Rider: Petra Tschanz, Photo: Silvan Bürge

RRC 1250



patented

100 % Swiss made, the sleek carbon fiber of the RRC 1250 wheels glide smoothly over the asphalt. Our lightest hubshells rotate around precise ceramic cartridge bearings while the bladed aero spokes complete the connection between the hub and our handmade carbon rim. Since the RRC 1250 has been designed utilizing a clincher rim, it works with a classic tube and tire.

„La nouvelle paire de roues RRC 1250 glisse sur l'asphalte avec élégance, et la fibre de carbone brille au soleil“. Elles sont composées de notre moyeu le plus léger, doté de roulements annulaires en céramique, de rayons profilés et une jante carbone fait main. Les RRC 1250 sont des jantes à pneu.



RWS road titan
see page 52 - 53



| | Built-in width Entraxe | Color Couleur | Weight + 5 % Poids ± 5 % | Rim Jante | Hub Moyeu | Spokes Rayon | Lacing Type de croisement | Nipple Ecrous | Accessories Accessoires |
|---------------------------|---------------------------|------------------------------------|-----------------------------|-----------------|--------------|-----------------|------------------------------|-----------------------|---|
| RRC 1250 front | 100 mm | carbon black with white/red decals | 570 g | carbon clincher | | 18 | radial | DT pro lock aluminium | rim tape, wheel bag, RWS road titan, special brake pads |
| RRC 1250 Shimano® rear | 130 mm | carbon black with white/red decals | 680 g | carbon clincher | | 24 | 2-cross | DT pro lock aluminium | rim tape, wheel bag, RWS road titan, centering tool, special brake pads |
| RRC 1250 Campagnolo® rear | 130 mm | carbon black with white/red decals | 680 g | carbon clincher | | 24 | 2-cross | DT pro lock aluminium | rim tape, wheel bag, RWS road titan, centering tool, special brake pads |

Tech Specs & Recommendation of use see page 64

RR 1450 mon Chasseral



patented

On long rides over many high passes and lonely roads, heavy and uncomfortable wheels become quite a burden. The solution is the DT Swiss climbing wheel set - the RR 1450 mon Chasseral. At only 1450 grams, it features double butted spokes with a damping midsection, providing you with all the comfort you need in a light wheel set.

La paire de roues DT Swiss pour la montagne. Conçues pour des longs parcours avec plusieurs cols. Des roues lourdes et inconfortables seraient un réel handicap. Les RR 1450 mon Chasseral sont montées avec des rayons double butted, avec une partie centrale de section réduite et amortissante qui procure du confort et bien sur de la légèreté.



| | Built-in width Entraxe | Color Couleur | Weight ± 5 % Poids ± 5 % | Rim Jante | Hub Moyeu | Spokes Rayon | Lacing Type de croisement | Nipple Ecrous | Accessories Accessoires |
|--|---------------------------|-----------------------------------|-----------------------------|--------------|--------------|-----------------|------------------------------|------------------------------------|---|
| RR 1450 mon Chasseral front | 100 mm | white with black/ white decals | 640 g | | | 28 | radial | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release |
| RR 1450 mon Chasseral Shimano® rear | 130 mm | white with black/ white decals | 780 g | | | 28 | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |
| RR 1450 mon Chasseral Campagnolo® rear | 130 mm | white with black/ white decals | 780 g | | | 28 | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |



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Da muss man als DT Mitarbeiter rauf: In den 1100 m Aufstieg zu unserem Hausberg, dem Chasseral, gewinnt man Ehre und Anerkennung in der Firma - oder verliert beides.

You have to go through that as an employee of DT Swiss. On the 1100 vertical meters up to the Mount Chasseral, next to our factory in Biel, you gain honor and tribute in the company - or you loose both.

Location: Chasseral, Switzerland (47° 9'14.54"N - 7° 2'45.16"E)

Riders: Sonja Müller, Daniel Berger, Valentin Wendel / Photo: Silvan Bürgi

RR 1850



patented

For road cyclists who seek power out of every muscle fiber, the RR 1850 is the best choice. Maximum speed at finish line sprints are what the stiffer wheels in the DT Swiss lineup are designed for. The stiff 30 mm deep aero section rim and the aero spokes contribute to the high speeds, the rest comes from you.

Pour les rouleurs puissants et qui demandent du rendement la RR 1850 constitue le meilleur choix. Une vitesse maximale lors d'un sprint, c'est une des caractéristiques de la roue la plus rigide de la gamme DT Swiss avec des jantes semi profilées et des rayons aérodynamiques, le reste n'est qu'affaire de puissance dans les jambes!



| | Built-in width Entraxe | Weight ± 5 % Poids ± 5 % | Rim Jante | Hub Moyeu | Spokes Rayon | Lacing Type de croisement | Nipple Ecrous | Accessories Accessoires |
|-----------------------------|---------------------------|---------------------------------|--------------|--------------|-----------------|------------------------------|---------------------------------|--|
| RR 1850 front | 100 mm | 850 g | | | 20 aero | radial | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release |
| RR 1850 Shimano® rear | 130 mm | 1'000 g | | | 24 aero | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |
| RR 1850 Campagnolo® rear | 130 mm | 1'000 g | | | 24 aero | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |
| Color option: | RR 1850 white | white with black / gray decals | | | | | | |
| | RR 1850 black | black with black / white decals | | | | | | |



Location: Campione, Italy (45°46'36.11"N - 10°45'36.28"E)

Rider: Harald Philipp, Photo: Silvan Bürge



Location: Nizza, France (43°41'40.32"N - 7°16'41.40"E)

Rider: Harald Philipp, Photo: Silvan Bürge

R 1900



patented

Versatility is the strength of this wheel set. Fast on flat roads and fleet-footed in the mountains. R 1900 stands for swiss quality in a modern design.

La polyvalence est la principale caractéristique de ces roues. Rapides sur le plat et à l'aise en montagne. Un design moderne au standard de qualité suisse.



| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> |
|----------------------|----------------------------------|-----------------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|-------------------------|---|
| R 1900 front | 100 mm | black with black/ white decals | 830 g | | | 20 | radial | DT pro lock brass | rim tape, wheel bag, quick release |
| R 1900 Shimano® rear | 130 mm | black with black/ white decals | 1070 g | | | 24 | 2-cross | DT pro lock brass | rim tape, wheel bag, quick release, centering tool |

Tech Specs & Recommendation of use see page 64

XR 1480 MTB non disc



patented



DT Swiss tubelesskit
see page 61

The **Classic Line** wheels stand for understatement. High quality without compromise and the features from our top wheels in a timeless design.



| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> |
|------------------|----------------------------------|--------------------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|---------------------------------|---|
| XR 1480 front | 100 mm | silver gray with black/red decals | 680 g | | | 28 | radial | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release |
| XR 1480 rear | 135 mm | silver gray with black/red decals | 800 g | | | 28 | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |

La ligne classique de roues par excellence! La qualité sans compromis, des caractéristiques haut de gamme et un design intemporel.

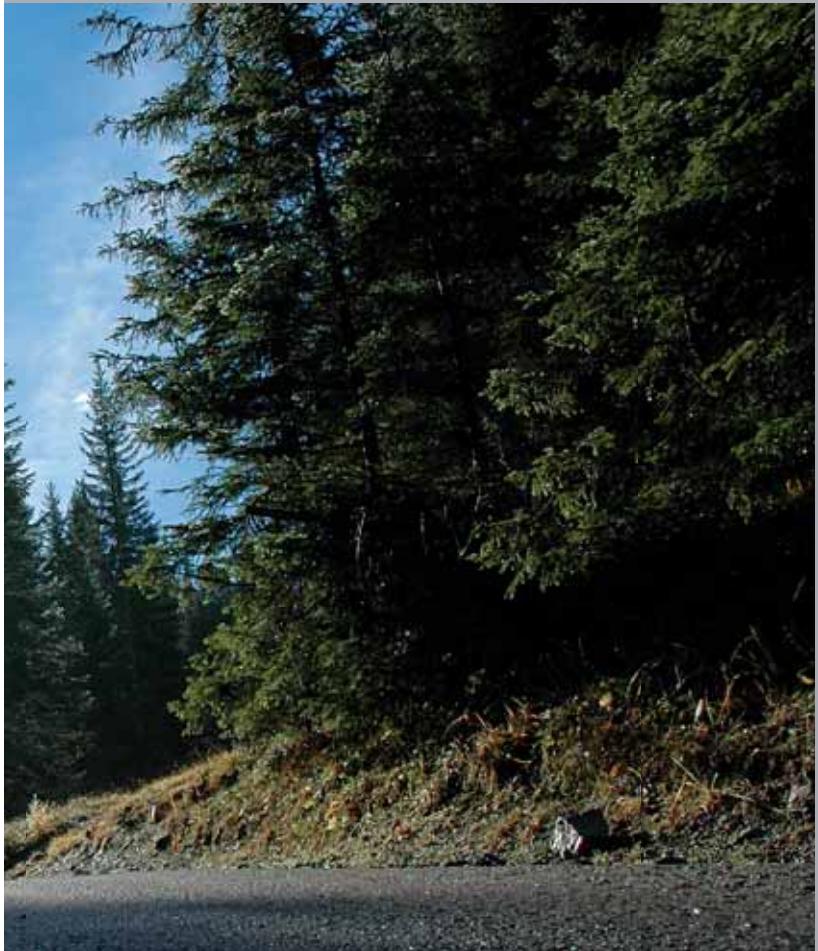
RR 1450



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TECH SPECS



| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> |
|-----------------------------|----------------------------------|---|------------------------------------|--------------------------------------|------------------------------|------------------------|-------------------------------------|------------------------------------|---|
| RR 1450 front | 100 mm | silver gray with black/chrome decals | 670 g | DT SWISS R 1450 | STAINLESS | 28 BLADED | radial | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release |
| RR 1450 Campagnolo® rear | 130 mm | silver gray with black/chrome decals | 810 g | DT SWISS R 1450 double eyelets | CAMPAGNOLO RATCHET SYSTEM | 28 BLADED | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |
| RR 1450 Shimano® rear | 130 mm | silver gray with black/chrome decals | 810 g | DT SWISS R 1450 double eyelets | SHIMANO RATCHET SYSTEM | 28 BLADED | 2-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool |

Tech Specs & Recommendation of use see page 64

XRC 1250



patented

The specifications of the XRC 1250 say more than any superlative can do!

Les qualités techniques de ces roues en disent plus que tout superlatif.



DT Swiss tubelesskit
see page 61



Center lock® - IS adaptor
see page 61



RWS MTB titan
see page 52 - 53

| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> | Conversion Kit <i>Kit de conversion</i> |
|-------------------|----------------------------------|------------------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|--------------------------------|--|--|
| XRC 1250 front | 100 mm | carbon black with white/red decals | 580 g | carbon clincher | | 24 | 2-cross | DT prolock hexagonal aluminium | rim tape, wheel bag, RWS MTB titan, center lock® adaptor | |
| XRC 1250 rear | 135 mm | carbon black with white/red decals | 650 g | carbon clincher | | 24 | 2-cross | DT prolock hexagonal aluminium | rim tape, wheel bag, RWS MTB titan, centering tool, center lock® adaptor | |



Location: Grimsel, Switzerland (46°34'31.68"N - 8°20'18.98"E)

Rider: Silvan Bürge, Photo: Harald Philipp

TECH SPECS

PROLINE & ACCESSORIES

COMPONENTS

WHEELS

SUSPENSION

XR 1450



patented

With the experience that we have gained from cross country racing, we have improved upon our successful XR 1540 wheel set. With lighter rims that feature a unique special lightweight coating and a few more details our engineers won't share, we were able to lower the weight without sacrificing stability or stiffness.

Avec toute l'expérience acquise en compétition VTT, nous avons optimisé nos fameuses roues XR 1540. Une jante plus légère avec une anodisation spéciale et quelques autres détails que les ingénieurs ne révéleront pas nous ont permis d'abaisser le poids sans compromettre la stabilité et la rigidité.



DT Swiss tubelesskit
see page 61



Center lock® - IS adaptor
see page 61

| | Built-in width Entraxe | Color Couleur | Weight ± 5 % Poids ± 5 % | Rim Jante | Hub Moyeu | Spokes Rayon | Lacing Type de croisement | Nipple Ecrous | Accessories Accessoires | Conversion Kit Kit de conversion |
|------------------|---------------------------|------------------------------------|-----------------------------|--------------|--------------|-----------------|------------------------------|------------------------------------|--|-------------------------------------|
| XR 1450 front | 100 mm | nickel with black/ white decals | 670 g | | | 28 | 3-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, center lock® adaptor | |
| XR 1450 rear | 135 mm | nickel with black/ white decals | 780 g | | | 28 | 3-cross | DT pro lock hexagonal aluminium | rim tape, wheel bag, quick release, centering tool, center lock® adaptor | |



Location: Biel, Switzerland (47°10'26.65"N - 7°17'14.75"E)

Rider: Valentin Wendel, Photo: Silvan Bürgi

TECH SPECS

PROLINE & ACCESSORIES

COMPONENTS WHEELS

SUSPENSION



Location: Biel, Switzerland (47° 9'21.65"N - 7°15'52.80"E)

Rider: Petra Tschanz, Photo: Silvan Bürge

X 1800



patented

The X 1800 has a variety of uses. In daily training or crossing of the Alps, the X 1800 is indeed a versatile wheel. Behind the subtle appearance is a real work horse designed to last for many seasons.

La X 1800 convient à beaucoup d'utilisateurs. Pour l'entraînement quotidien ou pour la traversée des Alpes. Sous une décoration discrète il s'agit là d'une roue à tout faire!



DT Swiss tubelesskit
see page 61

Center lock® - IS adaptor
see page 61

| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> |
|-----------------|----------------------------------|-----------------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|-------------------------|---|
| X 1800 front | 100 mm | black with black/ white decals | 780 g | | | | | | 3-cross DT pro lock brass rim tape, wheel bag, quick release, center lock® adaptor |
| X 1800 rear | 135 mm | black with black/ white decals | 1020 g | | | | | | 3-cross DT pro lock brass rim tape, wheel bag, quick release, centering tool, center lock® adaptor |



Location: Champéry, Switzerland (N46°11'39" - E6°56'27")

Rider: Harald Philipp, Silvan Bürge / Photo: Mike Schmid

EX 1750



No summit to high, no singletrack to difficult, no adventure to intense: the EX 1750 is the perfect wheel set for riders who like to ride up as well as down the mountains. It offers the highest stiffness at the lowest possible weight, all while being stylish in white.

Il n'y a pas de sommet assez haut, ni de chemin assez technique et encore moins d'aventure trop intense. Les EX 1750 sont les roues parfaites pour les bikers en randonnées sportives, en montées et en descente. Une grande rigidité associée au poids le plus bas possible, le tout recouvert d'un blanc très stylé.



DT Swiss tubelesskit
see page 61



RWS thru bolt
see page 52 - 53

| | Built-in width Entraxe | Color Couleur | Weight ± 5 % Poids ± 5 % | Rim Jante | Hub Moyeu | Spokes Rayon | Lacing Type de croisement | Nipple Ecrous | Accessories Accessoires | Conversion Kit Kit de conversion |
|------------------|---------------------------|---------------------------------|-----------------------------|--------------|--------------|-----------------|------------------------------|------------------|----------------------------|-------------------------------------|
| EX 1750 front | 110 mm / ø 20 mm | white with red/ black decals | 820 g | | | | | | | |
| EX 1750 rear | 135 mm / ø 10 mm | white with red/ black decals | 930 g | | | | | | | |

E 2200



patented

Light enough to attack long distance uphills and durable enough to clear rough landings, and comfortable in the bike park or on gnarly singletracks. The FR 2350's little brother is a reliable friend for big adventures - and it's red!

Suffisamment légère pour s'attaquer à de la longue distance, et assez solide pour des chemins défoncés. La „petite sœur“ des FR 2350 sera une partenaire sur qui compter lors de vos aventures. Aussi à l'aise dans un bike park que sur un singletrack plein de racines! Et en plus elles sont rouges!



DT Swiss tubelesskit
see page 61

| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> |
|--------------|----------------------------------|--------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|-------------------------|--|
| E 2200 front | 110 mm / ø 20 mm | red with red/white decal | 980 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, quick release |
| E 2200 front | 100 mm | red with red/white decal | 930 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, quick release |
| E 2200 rear | 135 mm | red with red/white decal | 1170 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, quick release, centering tool |

Tech Specs & Recommendation of use see page 64



Location: Côte d'Azur, France (43°25'40.30"N - 6°53'3.71"E)

Rider: Harald Philipp, Photo: Silvan Bürge

SUSPENSION

WHEELS

COMPONENTS

PROLINE & ACCESSORIES

TECH SPECS

FR 2350



patented

DT Swiss built this wheel set for serious downhillers and freeriders who know that a tailwhip, crankflip and a fufanu aren't BBQ sauces. Designed for heavy duty use, the FR 2350s are constructed for maximum stiffness and stability without being too heavy to fly.

Pour les riders qui savent qu'un TAILWHIP, qu'un CRANKFLIP ou qu'un FUFANU ne sont pas des sauces barbecue DT Swiss propose ces roues. Prêtes aux contraintes extrêmes, les FR 2350 privilégient la stabilité et la rigidité. Néanmoins elles restent légères.



RWS thru bolt
see page 52 - 53



| | Built-in width <i>Entraxe</i> | Color <i>Couleur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Rim <i>Jante</i> | Hub <i>Moyeu</i> | Spokes <i>Rayon</i> | Lacing <i>Type de croisement</i> | Nipple <i>Ecrous</i> | Accessories <i>Accessoires</i> | Conversion Kit <i>Kit de conversion</i> |
|----------------------------|----------------------------------|----------------------------------|------------------------------------|---------------------|---------------------|------------------------|-------------------------------------|-------------------------|---|--|
| FR 2350 thru axle front | 110 mm / ø 20 mm | red with orange/ black decals | 1070 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag | |
| FR 2350 thru bolt rear | 135 mm / ø 10 mm | red with orange/ black decals | 1180 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, RWS thru bolt, centering tool | |
| FR 2350 thru axle rear | 135 mm / ø 12 mm | red with orange/ black decals | 1170 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, centering tool | |
| FR 2350 thru axle rear | 150 mm / ø 12 mm | red with orange/ black decals | 1250 g | | | 32 | 3-cross | DT pro lock brass | rim tape, wheel bag, centering tool | |



TECH SPECS

PROLINE &
ACCESSORIES

COMPONENTS

WHEELS

SUSPENSION

Location: Brügg, Switzerland (47° 7'25.95"N - 7°16'31.89"E)

Rider: Carlo Dieckmann, Photo: Silvan Bürge



„These two pictures were taken in exactly the same moment at the Downhill worldcup in Champéry. You can see my friend Mike in the left picture and my flashlight in his picture. What a coincidence! Much less of a coincidence was that Sam Hill took third in this race despite a little crash and heavy rain that began just before his run. What an unbelievable run from the world champion!“ Silvan

„Ces deux photos ont été prises au même moment à la coupe du monde de descente à Champéry. Vous pouvez apercevoir mon ami Mike sur la photo de gauche, et mon flash sur la sienne. Quelle coïncidence! Ce qui par contre n'est pas une coïncidence, c'est la troisième place de Sam Hill malgré sa légère chute et surtout la pluie qui se mis à tomber juste avant sa descente. Quelle „run“ incroyable de la part du champion du monde!“ Silvan



190 ceramic



patented

We have allowed our engineers great latitude here. With ceramic cartridge bearings, customized star ratchets and thoroughly redesigned hub shells, the 190 ceramic are our lightest DT Swiss hubs.

Nous avons laissé ici toutes latitudes aux ingénieurs. Des roulements annulaires en céramique, des rochers customisés, et un corps de moyeu avec un usinage optimisé font de ce moyeu le plus léger de la gamme DT Swiss.

| | Built-in width Entraxe | Weight ± 5 % Poids ± 5 % | Number of holes Nombre de trous | Included | Standard Standard | Brake Interface Correspondance de frein |
|----------------------------|---------------------------|-----------------------------|------------------------------------|------------------------------------|----------------------|---|
| 190 ceramic radial | 100 mm | 105 g | 20, 24, 28, 32 | - | | - |
| 190 ceramic Shimano®** | 130 mm | 190 g | 24, 28, 32 | - | | - |
| 190 ceramic Campagnolo®*** | 130 mm | 195 g | 24, 28, 32 | Lockring 12/13 | | - |
| 190 ceramic center lock® | 100 mm | 105 g* | 28, 32 | DT Swiss center lock® - IS Adaptor | | |
| 190 ceramic center lock® | 135 mm | 205 g* | 28, 32 | DT Swiss center lock® - IS Adaptor | | |

*weight without center lock® adaptor

*Poids sans center lock® adaptateur

10-speed only, * 9/10-speed



190 ceramic center lock®



190 ceramic radial



190 ceramic center lock®



190 ceramic Campagnolo®



Center lock® - IS adaptor
see page 61



Location: Fruita, Colorado (39°20'20.59"N - 108°41'57.20"W)

Rider: Dave Agapito, Photo: Silvan Bürgi

240s



The 240s is the signature DT Swiss hub, available in many different versions from bolt on single speed to 20 mm thru axle. This line has been and will continue to be the standard in low weight and high quality for years to come.

La signature DT Swiss dans les moyeux. De nombreuses références, de la version „bolt on“ pour les moyeux single speed jusqu’au moyeu en axe de 20 mm. Un standard de qualité depuis des années.



Center lock® - IS adaptor
see page 61

RWS see page 52 - 53



240s radial



240s oversize



240s center lock®



240s disc brake

| | Built-in width <i>Entraxe</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Number of holes <i>Nombre de trous</i> | Included <i>Inclus</i> | Standard <i>Standard</i> | Brake Interface <i>Correspondance de frein</i> | Option <i>Option</i> |
|--|----------------------------------|------------------------------------|---|---------------------------|-----------------------------|---|-------------------------|
| 240s radial | 100 mm | 108 g | 20, 24, 28, 32 | - | | - | - |
| 240s road Shimano®* | 130 mm | 220 g | 24, 28, 32 | - | | - | - |
| 240s road Campagnolo®* | 130 mm | 221 g | 24, 28, 32 | Lockring 12/13 | | - | - |
| 240s MTB | 135 mm | 250 g | 28, 32 | - | | - | - |
| 240s disc brake | 100 mm | 154 g | 28, 32 | - | | | |
| 240s disc brake | 135 mm | 273 g | 28, 32 | - | | | |
| 240s disc brake thru bolt | 100 mm / ø 9 mm | 203 g (incl. RWS) | 28, 32 | RWS thru bolt | | | |
| 240s disc brake thru bolt | 135 mm / ø 10 mm | 336 g (incl. RWS) | 28, 32 | RWS thru bolt | | | |
| 240s center lock® | 100 mm | 136 g | 28, 32 | - | | | |
| 240s center lock® | 135 mm | 258 g | 28, 32 | - | | | |
| 240s center lock® thru bolt | 100 mm / ø 9 mm | 185 g (incl. RWS) | 28, 32 | RWS thru bolt | | | |
| 240s center lock® thru bolt | 135 mm / ø 10 mm | 321 g (incl. RWS) | 28, 32 | RWS thru bolt | | | |
| 240s oversize | 110 mm / ø 20 mm | 165 g | 32 | - | | | |
| 240s center lock® single speed | 135 mm | 243 g | 32 | - | | | |
| 240s center lock® single speed bolt on | 135 mm | 285 g (incl. bolts) | 32 | bolts | | | |

* (9/10-speed)

Tech Specs & Recommendation of use see page 66 - 67

340



DT Swiss 340 hubs are the right choice for an around the world trip. Solid and tough so you don't have to worry even if the next bike shop is hundreds of miles away.

Ce moyeu est le meilleur choix pour un voyage autour du monde. Même si le prochain magasin de vélos est à plusieurs centaines de kilomètres, aucun problème, c'est du solide!



340 radial



340 thru axle



340 center lock®



340 road Shimano®



RWS see page 52 - 53



Center lock® - IS adaptor
see page 61

| | Built-in width <i>Entraxe</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Number of holes <i>Nombre de trous</i> | included <i>Inclus</i> | Standard <i>Standard</i> | Brake Interface <i>Correspondance de frein</i> | Option <i>Option</i> |
|----------------------|----------------------------------|------------------------------------|---|---------------------------|-----------------------------|---|-------------------------|
| 340 radial | 100 mm | 145 g | 28, 32 | - | | - | - |
| 340 road Shimano® | 130 mm | 315 g | 32 | - | | - | - |
| 340 road Campagnolo® | 130 mm | 310 g | 32 | Lockring 12/13 | | - | - |
| 340 MTB | 135 mm | 335 g | 32 | - | | - | - |
| 340 disc brake | 100 mm | 196 g | 32 | - | | | - |
| 340 disc brake | 135 mm | 372 g | 32 | - | | | - |
| 340 center lock® | 100 mm | 150 g | 32 | - | | | |
| 340 center lock® | 135 mm | 335 g | 32 | - | | | |
| 340 thru axle | 110 mm / ø 20 mm | 238 g | 32 | - | | | - |
| 340 thru bolt | 135 mm / ø 10 mm | 310 g (incl. RWS) | 32 | RWS thru bolt | | | |
| 340 thru axle | 135 mm / ø 12 mm | 398 g | 32 | - | | | |
| 340 thru axle | 150 mm / ø 12 mm | 343 g | 32 | - | | | |



540 tandem



Riding a tandem is double the fun, but the shared enjoyment of a tandem means double the load for the hubs as well. The 540 tandem hubs are built extra strong to handle that extra load.

*Rouler en tandem c'est doubler le plaisir!
Mais les contraintes sur le moyeu sont également multipliées par deux. Le moyeu 540 tandem a été conçu dans ce sens.*



540 tandem disc brake

540 tandem disc brake

RWS see page 52 - 53

| | Built-in width <i>Entraxe</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Number of holes <i>Nombre de trous</i> | Standard <i>Standard</i> | Brake Interface <i>Correspondance de frein</i> |
|-----------------------|----------------------------------|------------------------------------|---|-----------------------------|---|
| 540 tandem disc brake | 100 mm | 242 g | 36, 40 | | |
| 540 tandem disc brake | 135 mm | 488 g | 36, 40 | | |
| 540 tandem disc brake | 140 mm | 506 g | 36, 40 | | |
| 540 tandem disc brake | 145 mm | 517 g | 36, 40 | | |

Tech Specs & Recommendation of use see page 66 - 67

440 freeride



patented

These hubs have been purposely designed to withstand huge amounts of abuse by downhillers and freeriders. At the end of the day the 440 hub stands the highest, whether it is on the top step of the podium or having launched the biggest rock drop.

Ce brave chevalier protège le centre de la roue des coups et charges venant des rayons. Il peut résister jusqu'à 36 attaques en même temps!



RWS see page 52 - 53



440 freeride thru axle



440 freeride thru bolt

| | Built-in width Entraxe | Weight ± 5 % Poids ± 5 % | Number of holes Nombre de trous | included Inclus | Standard Standard | Brake Interface Correspondance de frein | Option Option |
|------------------------|---------------------------|-----------------------------|------------------------------------|--------------------|----------------------|---|------------------|
| 440 freeride thru bolt | 100 mm | 210 g (incl. RWS) | 32, 36 | RWS thru bolt | | | |
| 440 freeride thru axle | 110 mm / ø 20 mm | 207 g | 32, 36 | - | | | |
| 440 freeride thru bolt | 135 mm / ø 10 mm | 387 g (incl. RWS) | 32, 36 | RWS thru bolt | | | |
| 440 freeride thru axle | 135 mm / ø 12 mm | 311 g | 32, 36 | - | | | |
| 440 freeride thru axle | 150 mm / ø 12 mm | 369 g | 32, 36 | - | | | |

Tech Specs & Recommendation of use see page 66 - 67



440 freeride thru axle



440 freeride thru bolt

DT Swiss 370



patented

Understated beauty is the appeal of the DT Swiss 370 hubs. The 370 hubs are essential for reliability and Swiss quality.

C'est un nouveau moyeu d'une beauté discrète qui rejoint la gamme. Fiabilité et qualité suisse comprises.



DT Swiss 370 thru axle



DT Swiss 370 disc brake



DT Swiss 370 center lock®



DT Swiss 370 center lock®

Center lock® - IS adaptor
see page 61

| | Built-in width <i>Entraxe</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Number of holes <i>Nombre de trous</i> | Standard <i>Standard</i> | Brake Interface <i>Correspondance de frein</i> | Option <i>Option</i> |
|---------------------------|----------------------------------|------------------------------------|---|-----------------------------|---|-------------------------|
| DT Swiss 370 radial | 100 mm | 150 g | 28, 32 | | | - |
| DT Swiss 370 Shimano® | 130 mm | 364 g | 32 | | | - |
| DT Swiss 370 MTB | 135 mm | 373 g | 32 | | | - |
| DT Swiss 370 center lock® | 100 mm | 156 g | 32 | | | |
| DT Swiss 370 center lock® | 135 mm | 373 g | 32 | | | |
| DT Swiss 370 disc brake | 100 mm | 195 g | 32 | | | - |
| DT Swiss 370 disc brake | 135 mm | 410 g | 32 | | | - |
| DT Swiss 370 thru axle | 110 mm / ø 20 mm | 238 g | 32 | | | - |

Tech Specs & Recommendation of use see page 66 - 67



Location: Grasse, France (43° 43'15.03"N - 6°58'3.99"E)

Rider: Harald Philipp, Photo: Silvan Bürgi

XRC 330



patented

The fact that carbon components are usually lightweight is well known throughout the cycling world, but with the XRC 330 we have proved that it is possible build a clincher carbon rim stable enough to stand up to MTB use.

Ce type de composant léger en carbone est déjà bien répandu dans l'industrie du cycle. Mais proposer une jante à pneu en carbone suffisamment solide pour le mountain bike est une autre histoire.

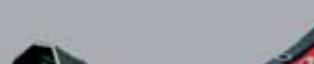
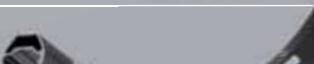
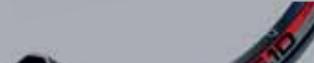
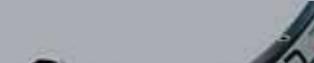
| ETRTO | Weight ± 5 % <i>Poids ± 5 %</i> | Eylets <i>Oeillets</i> | Number of holes <i>Nombre de trous</i> | Color <i>Couleur</i> |
|----------|------------------------------------|---------------------------|---|-------------------------|
| 559 x 17 | 330 g | none | 28, 32 | carbon |



DT Swiss tubelesskit
see page 61



Rims for Mountain Bikes

| Profile Profil | Rim Jante | ETRTO | Weight ± 5 % Poids ± 5 % | Eylets Oeillets | Number of holes Nombre de trous | Color Couleur | Tubelesskit |
|---|--------------|----------|-----------------------------|--------------------|------------------------------------|------------------|--|
|  | XR 4.1 | 559 x 17 | 425 g | single | 28, 32 | black | yes      patented |
|  | XR 4.1c | 559 x 17 | 440 g | single | 28, 32 | black | yes      patented |
|  | XR 4.2d | 559 x 18 | 400 g | single | 28, 32 | black | yes      patented |
|  | X 430 | 559 x 18 | 430 g | single | 32 | black | yes     patented |
|  | X 450 | 559 x 17 | 450 g | single | 32 | black | yes      patented |
|  | X 470 | 622 x 18 | 470 g | single | 32 | black | no     patented |
|  | EX 5.1d | 559 x 21 | 500 g | single | 32, 36 | black | yes      patented |
|  | E 540 | 559 x 22 | 540 g | single | 32 | black | yes      patented |
|  | FR 6.1d | 559 x 25 | 600 g | single | 32, 36 | black | no      patented |

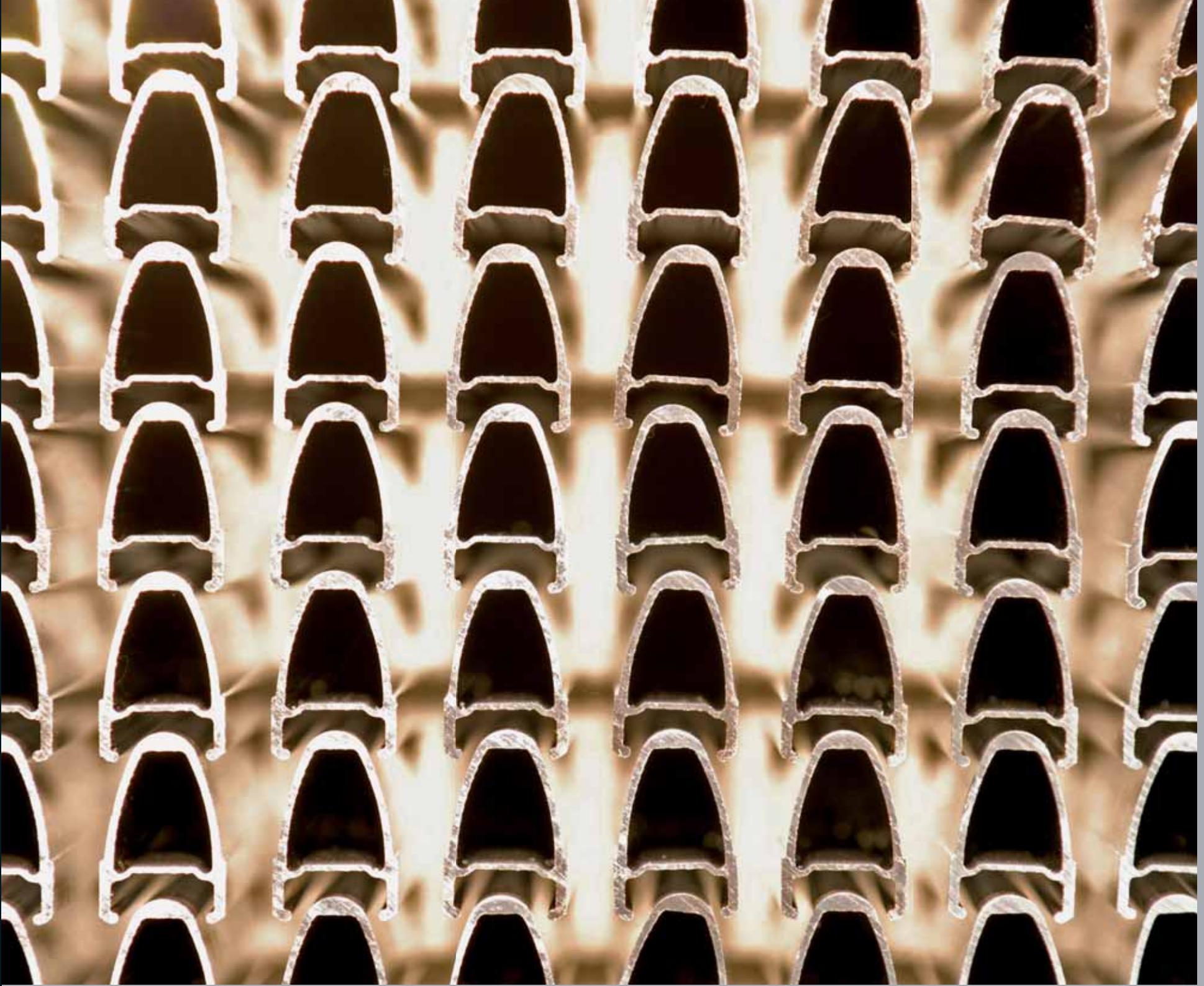
SUSPENSION

WHEELS

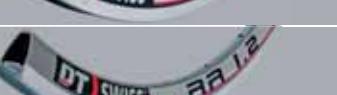
COMPONENTS
RIMS

PROLINE &
ACCESSORIES

TECH SPECS



Rims for Road and Touring Bikes

| Profile Profil | Rim Janete | ETRTO | Weight ± 5 % Poids ± 5 % | Eylets Oeilletts | Number of holes Nombre de trous | Color Couleur | |
|---|---------------|----------|-----------------------------|---------------------|------------------------------------|------------------|--|
|  | RR 1.1 single | 622 x 15 | 415 g | single | 28, 32 | black |    patented |
|  | RR 1.1 single | 622 x 15 | 415 g | single | 28, 32 | gray |    patented |
|  | RR 1.1 double | 622 x 15 | 465 g | double | 32 | black |    patented |
|  | RR 1.1 double | 622 x 15 | 465 g | double | 32 | gray |    patented |
|  | RR 1.2 | 622 x 15 | 585 g | none | 20, 24, 28, 32 | black |    patented |
|  | RR 1.2 | 622 x 15 | 585 g | none | 20, 24, 28, 32 | gray |    patented |
|  | R 520 | 622 x 15 | 520 g | none | 28, 32 | black |    patented |
|  | TK 7.1 | 622 x 19 | 540 g | double | 32, 36 | black |    patented |
|  | TK 7.1 | 622 x 19 | 540 g | double | 32, 36 | gray |    patented |
|  | TK 7.1d | 622 x 19 | 540 g | double | 32 | black |    patented |

Spokes



patented

Spokes are an essential part of the wheel as they connect the hub to its rim. Spoke production, likewise, is the foundation of our company, creating a metaphor of our connection as a team here at DT Swiss.

Ils assurent la connexion entre la jante et le moyeu. Ils permettent d'avoir une roue et rien ne roule sans rayon. La production de rayons est le cœur d'activité de DT Swiss, et comme pour une roue ils nous réunissent à DT Swiss tel une équipe solide.

| | Use Application | Color Couleur | Weight ± 5 %* Poids ± 5 %* | Length Longueur | |
|--|--------------------|------------------|---|--------------------|--|
| | DT aero speed | | black 294 g | 215 - 305 mm | |
| | DT aero speed | | silver 294 g | 215 - 305 mm | |
| | DT aerolite | | black 278 g | 232 - 304 mm | |
| | DT aerolite | | silver 278 g | 232 - 304 mm | |
| | DT new aero | | black 437 g | 215 - 305 mm | |
| | DT new aero | | silver 437 g | 215 - 305 mm | |
| | DT alpine III | | silver 401 g | 245 - 305 mm | |
| | DT competition | | black 382 g | 200 - 315 mm | |
| | DT competition | | silver 382 g | 200 - 315 mm | |
| | DT revolution | | black 286 g | 231 - 308 mm | |
| | DT revolution | | silver 286 g | 231 - 308 mm | |
| | DT super comp | | black 318 g | 243 - 305 mm | |
| | DT champion | | black 359 g* (ø 1.8 mm) 444 g* (ø 2.0 mm) 591 g* (ø 2.34 mm) | 140 - 315 mm | |
| | DT champion | | silver 318 g | 140 - 315 mm | |

*(64 pcs / 264 mm)

Tech Specs & Recommendation of use see page 70

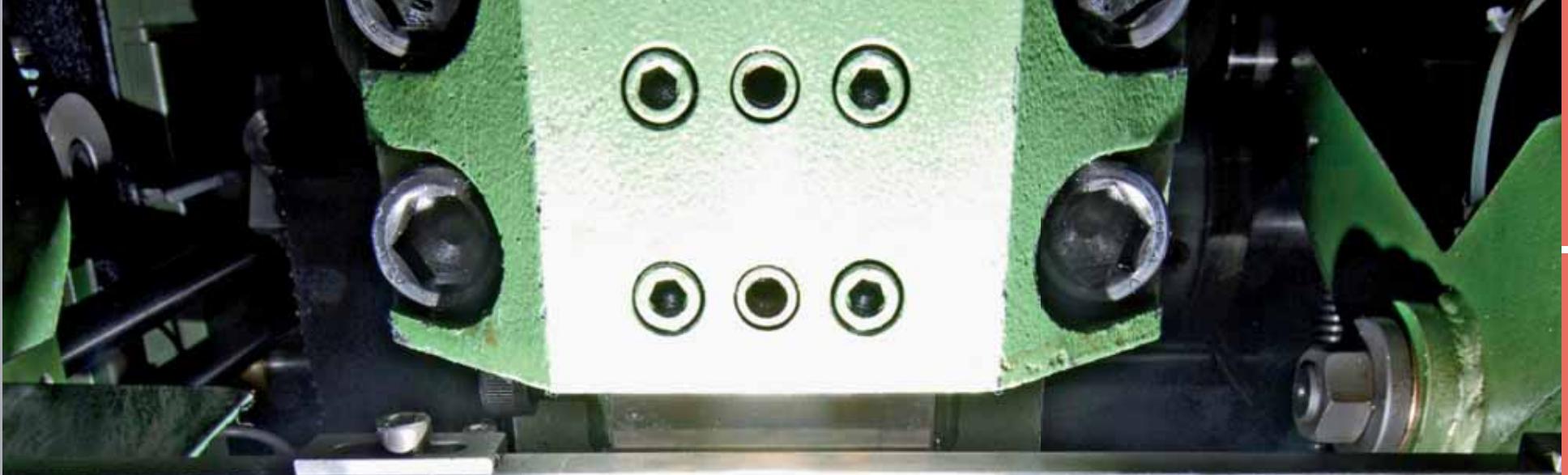
SUSPENSION

WHEELS

COMPONENTS
SPOKES

PROLINE &
ACCESSORIES

TECH SPECS



Nipples



patented

| | | | | Color Couleur | Spoke thread ø Filetage du rayon ø | Length Longueur | Weight brass ± 5 % Poids en acier ± 5 % | Weight aluminium ± 5 % Poids en aluminium ± 5 % |
|--|-----------------------|--|---|--|--|--|--|--|
| | DT pro lock standard | The patented nipple locking system prevents the loosening of the spoke-nipple connection. | Le système breveté des écrous pro lock, empêche le desserage de la liaison rayon-écrou. | Black | 1.8 mm 1.8 mm 1.8 mm 2.0 mm 2.0 mm 2.0 mm | 12 mm 14 mm 16 mm 12 mm 14 mm 16 mm | 64 g 73 g 84 g 65 g 71 g 82 g | 20 g 24 g 27 g 20 g 23 g 26 g |
| | DT pro lock hexagonal | The patented nipple locking system prevents the loosening of the spoke-nipple connection. | Le système breveté des écrous pro lock, empêche le desserage de la liaison rayon-écrou. | Black | 2.0 mm | 12 mm | 71 g | 23 g |
| | DT hexagonal | A hexagon nipple head especially designed for high-performance wheels with a reduced number of spokes. | Le design spécial de la tête hexagonale est destiné aux roues de compétition avec un nombre réduit de rayons. | Silver | 2.0 mm | 12 mm | 62 g | - |
| | DT standard aluminium | Standard aluminum nipples. | Ecrous standard aluminium. | Black Silver Gold Green Blue Turquoise Violet Red | 1.8 mm 2.0 mm | 12 mm 12 mm | - | 20 g 20 g |
| | DT standard brass | Standard brass nipples. | Écours standard acier. | Silver | 1.8 mm 1.8 mm 1.8 mm 2.0 mm 2.0 mm 2.0 mm 2.34 mm 2.34 mm | 12 mm 14 mm 16 mm 12 mm 14 mm 16 mm 12 mm 14 mm | 64 g 73 g 84 g 65 g 71 g 82 g 55 g 65 g | - |



DT pro lock



Spoke failures are often due to material fatigue which is due to a low spoke tension combined with load changes of each single spoke.

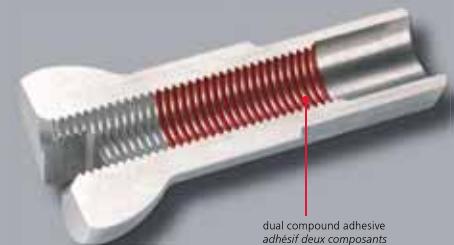
Spoke tension decreases during operation (constant loading and unloading). Once a spoke-nipple bond has loosened, a spoke failure is inevitable! **DT Swiss pro lock nipples prevent this loosening by maintaining a constant high spoke tension. The result is an increase in a wheels lifetime as well as a general higher loading capacity.**

Countless internal tests show that the reliability and durability of a wheel built with DT Swiss pro lock nipples is increased up to twenty times compared with the use of standard nipples (see graphic). Our patented locking system is based on a special pre-applied dual compound adhesive, which coats the nipple threads. As soon as the nipples are twisted, the dual compound adhesive starts to react and is completely hardened after 6 - 7 hours. If necessary, the wheel can be used immediately after assembling. The wheel can be completely retrueed several times but the adhesive effect decreases. An optimal adhesion happens only under pressure. It is very important, that the minimum spoke tension for a front wheel is approx. 900 N (90 kg) and for a rear wheel approx. 1100 N (110 kg). DT Swiss pro lock nipples are suitable for either machine-built or hand-built wheels. The use of oil or grease during assembling procedure is not recommended.

DT Swiss pro lock nipples are available with a standard or hexagonal nipple head. The hexagonal nipple is specially developed for aero spokes. It is turned in with a hexagon spanner, and the flat spoke can be held very close to the thread, ensuring that the spoke does not twist during the truing procedure.

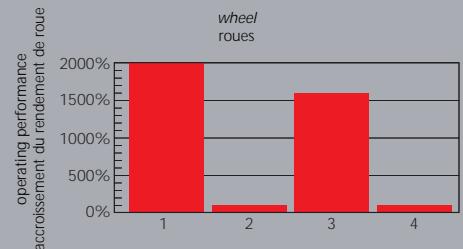
„La qualité cachée!“ Qui pourrait penser qu'une si petite pièce revêt une si grande importance! En effet ce lien indispensable entre le rayon et la jante est également une source fréquente de rupture; un desserrage de la liaison rayon-écrou entraîne une diminution de la tension, une fatigue prématûre, et une casse inéluctable. Toutes nos roues sont montées avec les écrous DT pro lock qui empêchent efficacement le desserrement. Une colle adhésive à deux composants (système breveté) enduit le pas de vis (microdapsules qui éclatent au serrage).

Nous utilisons les nouveaux écrous pro lock hexagonaux noirs en ergal qui supportent les tensions les plus élevées de part le fraisage carré de leur tête. Petit détail technique (et esthétique) ils se serrent de l'intérieur de la jante ce qui évite de marquer l'écrou avec la clé au niveau de l'oeillet lors de la tension finale. Les écrous existent en 12, 14 et 16 mm en fonction de l'utilisation et de la jante et en ergal ou laiton en fonction des contraintes requises.



dual compound adhesive
adhésif deux composants

Comparison wheels with/without DT pro lock nipples
Tableau comparatif de roues avec et sans écrous DT pro lock



1. Road wheel (front) **with** DT Swiss pro lock nipples
Operating performance over 10'000 km: Wheel still functioning and intact after breaking off the test

Roue de route avant **avec** des écrous DT pro lock après 10'000 kilomètres de test. La roue garde toutes ses caractéristiques à la fin du test.

2. Road wheel (front) **without** DT Swiss pro lock nipples
Operating performance 500 km: 100 %
Test stopped due to loose spoke-nipple connection

Roue de route avant **sans** écrous DT pro lock après 500 kilomètres. Le test a été arrêté suite à une perte de tension écrou-rayon.

3. Road wheel (rear) **with** DT pro lock nipples
Operating performance over 10'000 km
Wheel still functioning and intact after breaking off the test

Roue de route arrière **avec** des écrous DT pro lock après 10'000 kilomètres de test. La roue garde toutes ses caractéristiques à la fin du test.

4. Road wheel (rear) **without** DT pro lock nipples
Operating performance 650 km: 100 %
Test stopped due to loose spoke-nipple connection

Roue de route arrière **sans** écrous DT pro lock après 650 kilomètres. Le test a été arrêté suite à une perte de tension écrou-rayon.

RWS - Ratchet Wheelmounting System patented

Unlike the 80 year old eccentric principle used on standard quick releases, the RWS builds up clamping force by tightening a bolt connection with a lever. The lever can then be raised and rotated into any desired position (see graphic). The handling of the RWS is very simple: Tighten up the system by turning the lever clockwise by hand as firm as possible (min. 15 Nm hand force). Depending on the frame or fork construction, this can be made by turning the lever several times. Then put the lever in the optimal position and the wheel is mounted firm and safe.

The RWS is 100 % disc brake compatible because there are no plastic or synthetic material parts in the force flow, which means the clamping force of the RWS is not influenced by heat. The clamping force of the RWS is up to 50 % higher than what can be achieved with a common quick release. This is not just safer, but also makes your wheel connection to the frame or fork firmer and therefore stiffer. This becomes particularly apparent with disc brakes.

- Safe and easy handling
- Up to 50 % more clamping force than common quick release systems
- 100 % disc brake compatible
- No plastic or synthetic material parts in the force flow
- Clamping force not influenced by heat
- Multi-position lever
- Axles available: High-strength steel, titanium or aluminium
- Lever: Made of carbon fiber reinforced material
- 100% Swiss made

Le système de serrage par écrou excentrique n'avait pas changé depuis 80 ans. Le RWS permet d'augmenter le couple de serrage grâce à un levier. Ce dernier, avec son bouton central de débrayage peut être ajusté dans tous les sens. La manipulation est très simple. Il suffit de serrer dans le sens des aiguilles d'une montre fermement (minimum 15 Nm). En fonction du type de cadre ou de fourche, il faudra tourner le levier plusieurs fois. Le RWS est 100 % compatible disque, il y a aucune partie synthétique en contact avec les zones de contraintes et donc aucun effet néfaste du à la chaleur. Le couple de serrage obtenu est 50 % supérieur à un système classique, et de plus, la liaison roue-cadre ou roue-fourche est optimale et plus rigide.

- Manipulation sûre et aisée facile
- 50 % de couple de serrage en plus
- 100 % compatible disque
- pas de parties synthétiques sur les zones de contraintes
- Aucun effet néfaste du à la chaleur
- Levier multi position
- Axes disponible: Acier, titane ou aluminium
- Levier: fibre de carbone renforcé
- 100 % Swiss made



Selectable position of the lever:

1. Lift lever.
2. Rotate the lever in the desired position.
3. Release lever.

Differentes positions du levier:

1. Bouton de débrayage.
2. Tourner le levier dans la position désirée.
3. Lacher le levier.



| | Length <i>Longueur</i> | Weight ± 5 % <i>Poids ± 5 %</i> | Axes <i>Axes</i> |
|----------------|--|------------------------------------|---------------------------------------|
| RWS road titan | 100 mm / ø 5 mm 130 mm / ø 5 mm 135 mm / ø 5 mm | 36 g 39 g 40 g | AL6/V4 grade 5 titanium patented |
| RWS MTB | 100 mm / ø 5 mm 135 mm / ø 5 mm 140 mm / ø 5 mm 145 mm / ø 5 mm | 43 g 48 g 49 g 50 g | High-strength Swiss steel patented |
| RWS MTB titan | 100 mm / ø 5 mm 135 mm / ø 5 mm | 38 g 42 g | AL6/V4 grade 5 titanium patented |
| RWS thru bolt | 100 mm / ø 9 mm 135 mm / ø 10 mm 150 mm / ø 10 mm | 49 g 63 g 70 g | 7075 Aluminium patented |





Location: Fruita, Colorado (39°20'20.59"N - 108°41'57.20"W)

Rider: Dave Agapito, Photo: Silvan Bürgi

29er products

The 29" wheel has matured past being just another niche. It has developed into its own category with a strong following among XC and endurance racers, back country exploratory mountain bikers, and just all around - general purpose riding. Quality components are essential to this established market and DT Swiss offers this in our wheel component and suspension lines.

X 470



| Profile Profil | Rim Jante | ETRTO | Weight ± 5 % Poids ± 5 % | Eylets Oeillets | Number of holes Nombre de trous | Color Couleur |
|-------------------|--------------|----------|-----------------------------|--------------------|------------------------------------|------------------|
| | X 470 | 622 x 18 | 470 g | single | 32 | black |

more rims see page 47



XMC 80 / 100 29er



| | Travel Débattement | Weight ± 5 % Poids ± 5 % | Spring System Système de ressort | Damping System Système d'amortissement | Adjuster Einsteller | Ausfallende Drop out |
|-------------------|-----------------------|-----------------------------|-------------------------------------|---|--|-------------------------|
| XMC 80 29er RTLC | 80 mm / 3 inches | 1'620 g | Air, coil negative spring | open oil bath | Rebound, Compression, Launch Control, Launch Control Threshold | |
| XMC 100 29er RTLC | 100 mm / 4 inches | 1'620 g | | | | |

more forks see page 8 - 13



Alternative products

Most of our products have their very specific use. But there are others which let some room for interpretation. A rigid fork can be used in a cross country bike for even more speed or to transform your vintage steel frame into a single speed beach cruiser.

La plupart de nos produits ont une utilisation spécifique. Mais il y en a d'autres, qui laissent plus de place à l'interprétation. Une fourche rigide peut être utilisée en XC, ou votre vieux "rigide" transformé en „Beach Cruiser“ en moyeu „Single Speed“.



240s single speed



Center lock® - IS adaptor
see page 61

| | Built-in width Entraxe | Weight ± 5 % Poids ± 5 % | Number of holes Nombre de trous | Included Inclus | Standard Standard | Brake Interface Correspondance de frein |
|---|---------------------------|-----------------------------|------------------------------------|--------------------|---|---|
| 240s center lock® single speed | 135 mm | 243 g | 32 | - |  |  |
| 240s center lock® single speed bolt on | 135 mm | 285 g (incl. bolts) | 32 | bolts |  |  |

Tech Specs & Recommendation of use see page 66 - 67

more hubs see page 38 - 43

XRR



...and more, patented

| | Length Longueur | Weight ± 5 % Poids ± 5 % | Options Options | Drop out Système de serrage |
|-------------|--------------------|-----------------------------|-----------------------|---|
| XRR SLti | 440 mm | 675 g | Hinged V-Brake Mounts |  |
| XRR SL 29er | 465 mm | 725 g | Hinged V-Brake Mounts |  |

Tech Specs & Recommendation of use see page 69

more forks see page 8 - 13



SUSPENSION

WHEELS

COMPONENTS
29ER

PROLINE &
ACCESSORIES

TECH SPECS



Location: Somewhere in France

Model: The Snake, Photo: Silvan Bürgi

Proline

DT truing stand

The DT Swiss truing stand is the ultimate stand used by professionals to build perfect wheels! It is precision manufactured in polished, anodized aluminium with steel guides and mounts.

- High-end quality with easy handling
- Saves time at wheel building
- Compatible with all current bicycle wheels (12"-29") with quick release or thru axle
- Three precise multilink arms allow the use of multiple work points
- Precise sensors with no play to measure for lateral and radial run out
- Extremely stiff and solid clamping
- Wheel can be trued with tires on
- Can be put on the table, screwed on the table or clamped into a vise
- Upgrades: Analog dial gauges including measuring element with ball, special measuring elements with rounded spring washers or steel rollers with ball bearings, truing adapter for thru axle hubs

Le centreur de roue DT Swiss est l'outil ultime des monteurs professionnels.

- Haute qualité de fabrication, manipulations aisée
- Gain de temps lors du montage de roue
- Compatible avec toutes les roues de vélo (12"-29")
- Trois bras articulés multiposition
- Capteurs de précision pour le saut et le voile
- Fixation de roue optimale.
- La roue peut être dévoilée avec le pneu
- Peut être juste posé ou visser sur un établis
- Option: Comparateurs analogiques de saut et de voile
- Compatible avec tous les axes



DT tensio (analog)

The analog tensiometer is a high-precision instrument to measure the spoke tension on the wheel. This DT Swiss developed tool is 100 % Swiss made and is used to precisely measure the spoke tension step by step in the course of wheel building process. The DT Swiss tensiometer is a necessity for any professional wheel builder. Can be used with all spoke types including flat spokes. Includes case.

Le tensiomètre analogique est un instrument de précision de mesure de tension de rayon. Cet outil développé par DT Swiss vous permet de suivre toutes les étapes de la construction d'une roue. C'est un outil indispensable pour tous les monteurs professionnels, compatible avec tous types de rayons (rayons plats inclus). 100 % swiss made.



DT tensio (digital)

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

Le tensiomètre digital vous permet de lire facilement et rapidement les valeurs de tension, grâce à son compteur Opto-RS232. Les informations peuvent être directement transmises à un PC ou une imprimante avec un câble de connexion spécifique. Compatible avec tous types de rayons (rayons plats inclus). 100 % swiss made.



Shock pump
Pompe haute pression

- 20 bar/300 PSI gauge fits all DT Swiss suspension forks and shocks
- Minimum pack size by removable gauge and foldable hose
- Anti Air-Loss Coupler against air deflation while removing pump from valve
- Suitable for right- and left handers by turnable gauge
- Micro adjust air bleeder
- Ruggedized rubber protected gauge housing
- 20 bar/300 PSI convient à toutes les fourches et amortisseurs DT Swiss.
- Taille minimum grâce à son compteur amovible
- Aucune perte d'air lors du gonflage
- Adapté aux droitiers et gauchers en tournant le manomètre
- Ajustage de la pression aisément
- Protection du manomètre lors de transport



Apron
Tablier

Professional wheel building can get pretty oily. Aprons made of 100 % cotton, total length about 95 cm, with straps for neck and waist and two handy front pockets.

Les monteurs professionnels sont vite sales. Tablier 100 % coton, longueur 95 cm, serrage par le cou et par la taille, avec deux poches frontales.



Spoke length chart
Tableau de mesure des rayons

For precise calculation of spoke lengths for rims with ø 390 to 630 mm, low- and high-flanged hubs 24 to 48 holes, patterns radial to 4-cross lacing. Accurate to ± 0.5 mm, size 70 x 52 mm.

Pour un calcul précis des longueurs de rayons, de jantes, (ø 390 à 630 mm), de moyeux hauts et petits flasques de 24 à 48 trous. Fiable à ± 0.5 mm.
Format 70 x 52 mm.

Consultez le site www.dtswiss.com. Rubrique „spokes calc“, une manière rapide et facile d'obtenir la bonne dimension de rayon.



Service tool case
Valise de maintenance

Several service and maintenance tool kits are available from DT Swiss products. For more information check out www.dtswiss.com.

Plusieurs kit de maintenance DT Swiss sont disponibles. Pour plus d'information consulter le site www.dtswiss.com.



DVD

Mastering the Wheel: At the workbench with Gerd Schraner (DT Swiss) and Alex Roussel (UCI). A practical course to get to know everything about the wheels for road, track, MTB and BMX. Comprehensive for beginners and professionals. DVD: PC and Mac compatible, TV Systems NTSC or PAL, running time 120 min. Languages over menu: English, French, German, Spanish and Portuguese.

Maitriser la Roue: A l'atelier avec Gerd Schraner (DT Swiss) et Alex Roussel (UCI). Un cours pratique pour tous connaître de la roue (route, VTT, BMX). Compréhensible des professionnels et des amateurs. DVD: PC et Mac compatible, TV Système Pal ou NTSC, Durée 120 min. Langues selon le menu: Allemand, Anglais, Français, Portugais, Espagnol



Book
Ouvrage

In his book, Gerd Schraner reveals all his tricks and secrets for the art of hand-built, high-quality wheels, understandable for the beginner and the advanced. This book is a precise guide for building wheels. Suitable for mountain, touring and race wheels.

Dans son livre Gerd Schraner nous révèle tous ses secrets de montage dans l'art de monter une roue. Compréhensible des amateurs occasionnels et des professionnels. Ce guide complet traite de toutes les roues (routes, VTT, touring).



Proline

DT aerolite spoke holder
Outil de maintien de rayon plat
(DT aerolite)

This spoke holder prevents the twisting of flat spokes (DT aerolite) during the wheel building process. The special construction makes it possible to hold the spoke down to the nipple.

- Compatible with all DT Swiss nipple wrenches

Empêche le rayon de vriller lors de la mise en tension. La forme spécifique permet le maintien du rayon juste à côté de l'écrou.

- *Compatible avec la clé à rayon DT Swiss*



DT new aero spoke holder
Outil de maintien de rayon plat
(DT new aero)

This spoke holder prevents the twisting of flat spokes (new aero) during the wheel building process. The special construction makes it possible to hold the spoke down to the nipple.

- Compatible with all DT Swiss nipple wrenches

Conçu spécifiquement pour le rayon new aero. La forme spécifique permet le maintien du rayon juste à côté de l'écrou.

- *Compatible avec la clé à rayon DT Swiss*



DT pro lock hexagonal nipple wrench
DT pro lock clé hexagonale

The stainless steel nipple wrench for DT pro lock hexagonal nipples.

- Developed from DT Swiss
- Stainless steel
- Make wheelbuilding easier

Clé hexagonal en acier inoxydable pour écrous pro lock hexagonal

- *Développé par DT Swiss*
- *acier inoxydable*
- *Facilite le travail du monteur*



Nipple driver
Tournevis pour écrous

Makes turning the nipple onto the spoke a quick and easy job.

Permet de visser rapidement l'écrou.



Nipple guide
Guide pour écrous

Simplifies the task of inserting nipples into deep section rims.

Facilite l'insertion de l'écrous dans les jantes à profil haut.



Spoke head punch
Enfonceur tête de rayon

Punch with concave point, fits on DT Swiss spoke heads. Improves the fitting of the spoke head in the flange.

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



Spoke ruler
Règle à rayon

For checking spoke lengths and diameters.

Pour contrôler la longueur et le diamètre des rayons.



Spokey

Professional tool for a precise fit onto the nipple square.

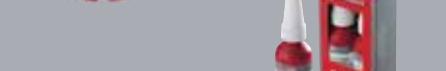
Outil professionnel à la taille précise de l'écrou.



DT Swiss spoke freeze

Developed for locking the nipple to the spoke during wheel building process, preventing the spoke-nipple connection from loosening.

Conçue pour coller l'écrou au rayon durant le montage. Empêche le desserage.



Solder tin
Fil à souder

Solder tin with bonding capacity on stainless steel 18/10. The solder joint stays permanently shiny. Lead-free! Spool of 15.8 m.

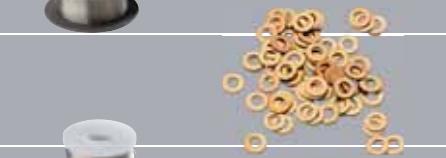
Fil à souder. Résistance équivalente à un acier inoxydable 18/10. Le joint de soudure reste parfait. Bobine de 15.8 m.



Spoke head washers
Rondelles de correction

Brass washers for the use between spoke head and flange. Necessary when there's play between spoke and flange. 2.2 mm and 2.5 mm.

Permet de stabiliser les têtes de rayon dans le flasque. Nécessaires lorsque apparaît un jeu entre le rayon et le perçage de flasque. 2.2 mm et 2.5 mm.



Tying wire
Fil à ligaturer

Special wire for tying and soldering spoke lacing points. The tin-plated wire surface also acts as a temperature indicator when soldering. Available in spools of 100 m.

Fil à ligaturer les croisements de rayon. Disponible en bobine de 100 m.



Accessories

DT Swiss tubelesskit

The DT Swiss tubelesskit converts the DT Swiss rim into a tubeless system! The specially developed rim tape makes the rim airtight while the tire sealant seals the tire from the inside and repairs small defects in the tire itself. The set consists of tire sealant, adhesive tape, rim tape and valve.

Attention: Only for UST tubeless tires!

Available for:

XR Kit: XR 4.1 / XR 4.1c / XR 4.1d / XR 4.2d
 EX Kit: EX 5.1d
 X 430 / X 450 / X 455 / E 540
 XR 1450 / XR 1480 / XR 1540 / EX 1750
 X 1800 / E 2200

Transformez vos roues DT Swiss en roues tubeless grâce à nos kits tubeless.

Ces kits comprennent: un fond de jante étanche (flap), un kit valve spécifique, ainsi qu'un liquide anticrevaison préventif.

Disponible:

XR Kit: XR 4.1 / XR 4.1c / XR 4.1d / XR 4.2d
 EX Kit: EX 5.1d
 X 430 / X 450 / X 455 / E 540
 XR 1450 / XR 1480 / XR 1540 / EX 1750
 X 1800 / E 2200



Rim tape *Fonds de jantes*

Rim tapes for DT Swiss rims and wheels.

Fonds de jantes pour les roues et jantes DT Swiss.



Brake pads *Patins de freins*

Brake pads for the DT Swiss ceramic rim
XR 4.1c / RRC 1250.

Patins de freins pour les jantes céramiques DT Swiss XR 4.1c et les roues carbone RRC 1250.



Center lock® cap *Capot center lock®* (HWDX001529S)

For Shimano center lock® interface

S'adapte au Shimano center lock®



Center lock® - IS (6-bolt) adaptor *Adaptateur center lock® - IS (6 trous)* (HW2XXX20S1588S)

With this adaptor from DT Swiss you can mount a traditional 6 bolts disc brake on a center lock® hub.

- Assembly is very easy and safe
- only 29.5 g ($\pm 5\%$)

Grâce à cet adaptateur, vous pouvez monter un disque traditionnel 6 trous sur votre moyeu center lock®

- le montage est très rapide et sûr
- seulement 29.5 g ($\pm 5\%$)



Lockring *Couronne de cassette à visser* (HCDXXX00N1022S) (HCDXXX00N1132S) (HCDXXX00N1115S)

For Shimano® 11 teeth, aluminium
 For Campagnolo® 11 teeth, steel
 For Campagnolo® 12/13 teeth, steel

*Pour Shimano® 11 dents, aluminium
 Pour Campagnolo® 11er dents, acier
 Pour Campagnolo® 12/13 dents, acier*



Rotor Conversion Kits

| Rotor Kits <i>Rotor Kits</i> | For hub <i>Pour moyeu</i> | For wheel <i>Pour roue</i> | |
|---|------------------------------|-------------------------------|---|
| Shimano® 190 ceramic (HWYCBX00S1239S) | 190 ceramic | RRC 1250 | |
| Shimano® 240s road (HWYABX00S1239S) | 240s road | RR 1450 RR 1850 | To convert a Campagnolo® (9/10 speed) hub into a Shimano® (9/10-speed) hub <i>Pour convertir un moyeu Campagnolo® (9/10-vitesses) en Shimano® (9/10-vitesses).</i> |
| Shimano® 340 road (HWYABX00S1631S) | 340 road | | |
| Campagnolo® 240s road (HWYABX00S1296S) | 240s road | RR 1450 RR 1850 | To convert a Shimano® (9-speed) hub into a Campagnolo® (9/10 speed) hub <i>Pour convertir un moyeu Shimano® (9-vitesses) en Campagnolo® (9/10-vitesses)</i> |
| Campagnolo® 340 road (HWYABX00S1593S) | 340 road | | |

Conversion Kits

|  | Conversion kits hubs & wheels to convert into quick release <i>Kit conversion blocage rapide pour moyeux et roues</i> | | |
|---|--|---|---|
| Conversion Kit <i>Kit de conversion</i> | For hub <i>Pour moyeu</i> | For wheel <i>Pour roue</i> | |
|  | 240s oversize QR front (HWYXXX00S1791S) | 240s oversize | EX 1750 |
|  | 240s 135 mm QR rear (HWGXXX0001528S) | 240s discbrake 240s center lock® 190 ceramic center lock® | EX 1750 |
|  | 440 freeride QR front (HWGXXX0001269S) | 440 freeride | FR 2350 |
|  | 400 freeride 135 mm QR rear (HWYXXX0001045S) | 340 thru bolt 440 freeride | FR 2350 |
| | | | <ul style="list-style-type: none"> • Contains end pieces • Wheel fixing unit has to be ordered separately • <i>kit 2 coupelles</i> • <i>Axe ou blocage rapide non inclus</i> |
| | | | <ul style="list-style-type: none"> • Contains axle and end pieces • Wheel fixing unit has to be ordered separately • <i>kit axes et coupelles</i> • <i>Axe ou blocage rapide non inclus</i> |



Conversion kit hubs & wheels to convert into thru bolt



Kit conversion „thru bolt“ pour moyeux et roues

| Conversion Kit Kit de conversion | For hub Pour moyeu | For wheel Pour roue | |
|--|--|--------------------------------|--|
|  240s disc brake TB front (HWGXXX0001919S) | 240s disc brake | - | |
| 240s center lock® TB front (HWGXXX0001918S) | 240s center lock® 190 ceramic center lock® | XRC 1250 XR 1450 XR 1540 | <ul style="list-style-type: none"> Contains end pieces Wheel fixing unit has to be ordered separately To convert into thru bolt (100 mm / ø 9 mm) <ul style="list-style-type: none"> kit 2 coupelles Axe ou blocage rapide non inclus Pour convertir en thru bolt (100 mm / ø 9 mm) |
| 240s oversize TB front (HWGXXX0001917S) | 240s oversize | EX 1750 | |
| 440 freeride TB front (HWG44000S1581S) | 440 freeride | FR 2350 | |
|  240s thru bolt rear (HWGXXX0001803S) | 240s disc brake 240s center lock® 190 ceramic center lock® | XRC 1250 XR 1450 XR 1540 | <ul style="list-style-type: none"> Contains end pieces Wheel fixing unit has to be ordered separately To convert into thru bolt (135 mm / ø 10 mm) <ul style="list-style-type: none"> kit 2 coupelles Axe ou blocage rapide non inclus Pour convertir en thru bolt (135 mm / ø 10 mm) |
|  135 mm thru bolt rear (HWYXXX0001485S) 150 mm thru bolt rear (HWYXXX0001489S) | 340 thru axle 440 freeride | FR 2350 | <ul style="list-style-type: none"> Contains axle and end pieces Wheel fixing unit has to be ordered separately To convert into thru bolt (135 mm, 150 mm / ø 10 mm) <ul style="list-style-type: none"> Axe et coupelles inclus Axe ou blocage rapide non inclus Pour convertir en thru bolt (135 mm, 150 mm / ø 10 mm) |



Conversion kit hubs & wheels to convert into thru axle



Kit conversion axe traversant pour moyeux et roues

| Conversion Kit Kit de conversion | For hub Pour moyeu | For wheel Pour roue | |
|--|---|------------------------|---|
|  240s oversize TA front (HWYXXX0001793S) | 240s oversize | EX 1750 | <ul style="list-style-type: none"> Contains end pieces To convert into thru axle (110 mm / ø 20 mm) <ul style="list-style-type: none"> Kit 2 coupelles Pour convertir en axe traversant (110 mm / ø 20 mm) |
| 440 freeride TA front (HWGXXX0001193S) | 440 freeride | FR 2350 | |
|  135 mm / ø 12 mm TA rear (HWYXXX0001287S) | 240s disc brake 240s center lock® 340 thru bolt 440 freeride | EX 1750 FR 2350 | <ul style="list-style-type: none"> Contains axle and end pieces To convert into thru axle (135 mm / ø 12 mm) <ul style="list-style-type: none"> Axe et coupelles inclus Pour convertir en axe traversant (135 mm / ø 12 mm) |
| 150 mm / ø 12 mm TA rear (HWYXXX0001472S) | 340 thru bolt 440 freeride | FR 2350 | <ul style="list-style-type: none"> Contains axle and end pieces To convert into thru axle (150 mm / ø 12 mm) <ul style="list-style-type: none"> Axe et coupelles inclus Pour convertir en axe traversant (150 mm / ø 12 mm) |

TECH SPECS

WHEELS

| | RRC 1250 | RR 1450 | RR 1450 mon chasseral | RR 1850 | R 1900 | XRC 1250 | XR 1450 | XR 1480 | X 1800 | EX 1750 | E 2200 | FR 2350 |
|---|---|---|--|--|---|---|---|---|---|---|---|---|
| Technical Specs / Spécifications techniques | | | | | | | | | | | | |
| ETRTO | 622 x 15 | 622 x 15 | 622 x 15 | 622 x 15 | 622 x 15 | 559 x 17 | 559 x 18 | 559 x 17 | 559 x 18 | 559 x 21 | 559 x 22 | 559 x 25 |
| Valve hole ø <i>Perçage de valve ø</i> | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 8.5 mm |
| Tubelesskit | - | - | - | - | - | yes | yes | - | yes | yes | yes | - |
| Wheel mounting option <i>Option de montage</i> | - | - | - | - | - |  |  | - | - |  |  | - |
| Recommendation of use / Recommandations d'usage | | | | | | | | | | | | |
| Use of application <i>Mode d'emploi</i> |  |  Light |  Climbing |  Aero |  |  |  |  |  |  |  |  |
| Rim tape <i>Fonds de jante</i> | 622 x 15 | 622 x 15 | 622 x 15 | 622 x 15 | 622 x 15 | 559 x 17 | 559 x 18 | 559 x 17 | 559 x 18 | 559 x 21 | 559 x 22 | 559 x 25 |
| Tire dimension min. <i>Dimension du pneu min.</i> | 700C x 19 | 700C x 19 | 700C x 19 | 700C x 19 | 700C x 19 | 26" x 1.5" | 26" x 1.5" | 26" x 1.5" | 26" x 1.5" | 26" x 1.9" | 26" x 1.9" | 26" x 2.1" |
| Tire dimension max. <i>Dimension du pneu max.</i> | 700C x 25 | 700C x 25 | 700C x 25 | 700C x 25 | 700C x 25 | 26" x 2.35" | 26" x 2.35" | 26" x 2.35" | 26" x 2.35" | 26" x 2.5" | 26" x 2.5" | 26" x 3" |
| Maximal tyre pressure* <i>Pression max.*</i> | 10 bar | 12 bar | 12 bar | 12 bar | 12 bar | 5 bar | 5 bar | 5 bar | 5 bar | 4 bar | 4 bar | 4 bar |
| Rider's weight max. <i>Poids de l'utilisateur max.</i> | 90 kg | 90 kg | 90 kg | 110 kg | 110 kg | 90 kg | 90 kg | 90 kg | 90 kg | 110 kg | 110 kg | 130 kg |
| Axle clamping force (min./ max.) | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 9000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 8000 N |

1 inch = 25.4 mm

1 bar = 14.2 psi

1 kg = 2.2 lbs

* or like posted on the tire / ou selon les informations du fabricant de pneu

TECH SPECS

RIMS

| | RR 1.1 single | RR 1.1 double | R 520 | RR 1.2 | XRC 330 | XR 4.1 | X 450 | XR 4.1c | XR 4.2d | X 430 | X 470 | TK 7.1 | TK 7.1d | EX 5.1d | E 540 | FR 6.1d |
|---|------------------|------------------|-------------|-------------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|------------|----------|
| <i>Technical specs / Spécifications techniques</i> | | | | | | | | | | | | | | | | |
| ETRTO | 622 x 15 | 622 x 15 | 622 x 15 | 622 x 15 | 559 x 17 | 559 x 17 | 559 x 17 | 559 x 17 | 559 x 18 | 559 x 18 | 622 x 18 | 622 x 19 | 622 x 19 | 559 x 21 | 559 x 22 | 559 x 25 |
| ERD | 599 mm | 599 mm | 584 mm | 582 mm | 541 mm | 538 mm | 539 mm | 538 mm | 544 mm | 545 mm | 606 mm | 600 mm | 600 mm | 540 mm | 537 mm | 534 mm |
| Width <i>Largeur</i> | 19.4 mm | 19.4 mm | 20.1 mm | 19.5 mm | 24 mm | 21.8 mm | 21.5 mm | 21.8 mm | 23.8 mm | 24 mm | 23.9 mm | 23.6 mm | 23.6 mm | 27.8 mm | 27.9 mm | 31.8 mm |
| Height <i>Hauteur</i> | 20.8 mm | 20.8 mm | 29.5 mm | 30.3 mm | 20 mm | 20.2 mm | 19.6 mm | 20.2 mm | 17.8 mm | 17.8 mm | 17.7 mm | 20.2 mm | 20.2 mm | 19.8 mm | 21.5 mm | 23.5 mm |
| Number of holes <i>Nombre de trous</i> | 28, 32 | 32 | 28, 32 | 20, 24, 28, 32 | 28, 32 | 28, 32 | 32 | 28, 32 | 28, 32 | 32 | 32 | 32, 36 | 32 | 32, 36 | 32 | 32, 36 |
| Valve hole ø <i>Percage de valve ø</i> | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 6.5 mm | 8.5 mm |
| Weight ± 5 % <i>Poids ± 5 %</i> | 415 g | 465 g | 530 g | 585 g | 330 g | 425 g | 450 g | 440 g | 400 g | 430 g | 485 g | 540 g | 540 g | 500 g | 540 g | 595 g |
| Eyelets <i>Oeillets</i> | single | double | none | none | none | single | single | single | single | single | single | double | double | single | single | single |
| <i>Recommendation of use / Recommandations d'usage</i> | | | | | | | | | | | | | | | | |
| Use of application <i>Mode d'emploi</i> | | | | | | | | | | | | | | | | |
| Recommended spoke <i>Rayon recommandé</i> | 7 | 1, 5, 7 | 2, 5, 6 | 2, 5, 6 | 1, 5, 8 | 1, 5, 7 | 4, 5 | 1, 5, 7 | 1, 5, 8 | 1, 5, 8 | 3.5 | 3, 5 | 3, 5 | 1, 3, 5 | 3, 4, 5 | 3, 5 |
| Spoke tension max. <i>Tension de rayon max.</i> | 1100 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N |
| Rim tape <i>Fonds de jante</i> | 622 x 15 mm | 622 x 15 mm | 622 x 15 mm | 622 x 15 mm | 559 x 17 mm | 559 x 17 mm | 559 x 17 mm | 559 x 18 mm | 559 x 18 mm | 622 x 18 mm | 622 x 19 mm | 559 x 21 mm | 559 x 22 mm | 559 x 25 mm | | |
| Tire dimension min. <i>Dimension de pneu min.</i> | 700C x 19 | 700C x 19 | 700C x 19 | 700C x 19 | 26" x 1.5" | 700C x 1" | 700C x 1" | 700 x 1" | 26" x 1.9" | 26" x 1.9" | 26" x 2.1" | |
| Tire dimension max. <i>Dimension de pneu max.</i> | 700C x 25 | 700C x 25 | 700C x 25 | 700C x 25 | 26" x 2.35" | 700C x 2.35" | 700C x 2.35" | 700 x 2.35" | 26" x 2.5" | 26" x 2.5" | 26" x 3" | |
| Tire pressure max.* <i>Pression de pneu max.*</i> | 12 bar | 12 bar | 12 bar | 12 bar | 5 bar | 5 bar | 5 bar | 5 bar | 5 bar | 5 bar | 6 bar | 6 bar | 4 bar | 4 bar | 4 bar | |
| Rider's weight max. <i>Poids de l'utilisateur max.</i> | 90 kg | 110 kg | 110 kg | 110 kg | 90 kg | 90 kg | 90 kg | 90 kg | 90 kg | 90 kg | 90 kg | 130 kg | 130 kg | 110 kg | 110 kg | 130 kg |

1 inch = 25.4 mm

1 bar = 14.2 psi

1 kg = 2.2 lbs

* or like posted on the tire / ou selon les informations du fabricant de pneu

Spoke types / Types de rayon:

- 1 DT aerolite
- 2 DT aero speed
- 3 DT alpine III
- 4 DT champion
- 5 DT competition
- 6 DT new aero
- 7 DT revolution
- 8 DT super comp

SUSPENSION

WHEELS

COMPONENTS

PROLINE & ACCESSORIES

TECH SPECS

TECH SPECS HUBS

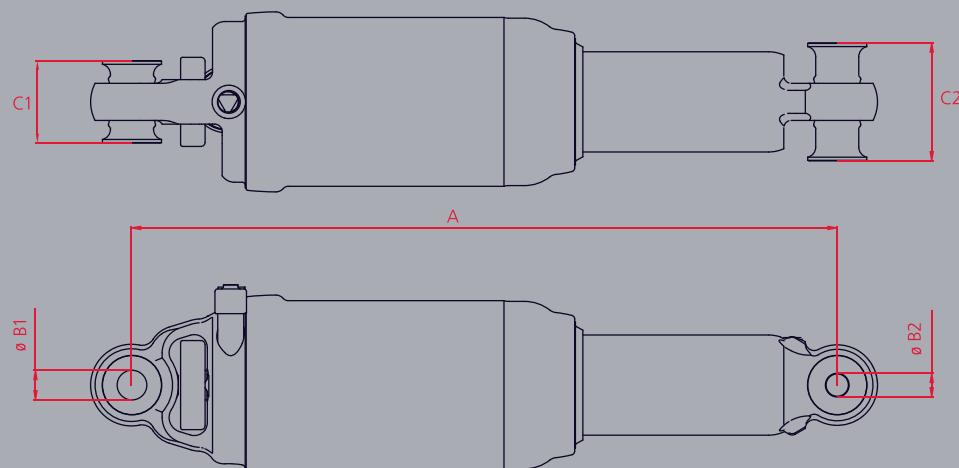
| | | 190 ceramic | | | 240s | | | | | | | | |
|---|--|---------------------------|---------------------------|-----------------------|--|--|------------------------------------|--|-----------------------------|---------------------|--------------------------|---------------------|--|
| Front wheel Roue avant | | radial | center lock® | radial | disc brake disc brake thru bolt | center lock® center lock® thru bolt | single speed | oversize | radial | MTB | | | |
| Built-in width Entraxe | | 100 mm | - | 100 mm | 100 mm | - | 100 mm | 100 mm | - | 110 mm | 100 mm | - | |
| Wheel mounting Montage de roue | | | - | | | | | - | | | | | |
| Flange distance (L/R) Distance de flasques (L/R) | | 74.8 mm (37.4/37.4) | - | 58.5 (22.5/36.0) | 74.8 (37.4/37.4) | - | 57.8 (22.4/35.4) | 58.1 (22.5/35.6) | - | 52.4 (22.2/30.2) | 74.8 (37.4/37.4) | - | |
| Pitch circle diameter (L/R) Diamètre de jante (L/R) | | 39.0/39.0 mm | - | 44.0/37.5 mm | 39.0/39.0 mm | - | 58.0/42.0 mm | 44.0/42.0 mm | - | 58.0/52.0 mm | 39.0/39.0 mm | - | |
| Weight ± 5 %* Poids ± 5 %* | | 105 g | - | 105 g | 108 g | - | 154 g (QR) 203 g (TB)** | 136 g (QR) 185 g (TB)** | - | 165 g | 145 g | - | |
| Rear wheel Roue arrière | | Shimano® 10-speed only | Campagnolo® 9/10-speed | center lock® | Shimano®/ Campagnolo® 9/10-speed | MTB | disc brake disc brake thru bolt | center lock® center lock® thru bolt | single speed bolt on | - | Shimano® 9/10-speed | MTB | |
| Built-in width Entraxe | | 130 mm | 130 mm | 135 mm | 130 mm | 135 mm | 135 mm | 135 mm | 135 mm | - | 130 mm | 135 mm | |
| Wheel mounting Montage de roue | | | | | | | | | | - | | | |
| Flange distance (L/R) Distance de flasques (L/R) | | 50.2 mm (31.2/19.0) | 50.2 (16.9/33.3) | 52.55 (33.1/19.45) | 50.2 (33.2/17.0) | 54.7 (35.3/19.4) | 53.4 (34.0/19.4) | 52.4 (33.0/19.4) | 67.4 (33.0/34.4) | - | 50.2 (33.3/16.9) | 57.3 (37.9/19.4) | |
| Pitch circle diameter (L/R) Diamètre de jante (L/R) | | 41.0/45.0 mm | 41.0/45.0 mm | 44.0/47.5 mm | 45.0/45.0 mm | 45.0/45.0 mm | 57.0/47.5 mm | 44.0/47.5 mm | 45.0/45.0 mm | - | 45.0/45.0 mm | 45.0/45.0 mm | |
| Weight ± 5 %* Poids ± 5 %* | | 190 g | 195 g | 205 g | 222 g (SH) 220 g (CA) | 250 g | 273 g (QR) 336 g (TB)** | 258 g (QR) 321 g (TB)** | 243 g (QR) 285 g (BO)*** | - | 315 g (SH) 310 g (CA) | 335 g | |
| Brake interface Correspondance de frein | | - | - | | - | - | | | | | - | - | |
| Spoke hole ø Diamètre de perçage ø | | 2.4 mm | 2.4 mm | 2.5 mm | 2.4 mm | 2.4 mm | 2.5 mm | 2.5 mm | 2.5 mm | 2.5 mm | 2.4 mm | 2.4 mm | |
| Recommendation of use / Recommendation d'usage | | | | | | | | | | | | | |
| Use of application Mode d'emploi | | | | | | | | | | | | | |
| Spoke bend ø Coude du rayon ø | | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | |
| Spoke tension radial front Tension de rayon radial avant | | 1000 N | - | - | 1000 N | - | - | - | - | - | 1000 N | - | |
| Spoke tension crossed max. Tension de rayon croisé max. | | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | |
| Axe clamping force min/ Couple de serrage min/ | | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | 4000 N / 8000 N | - | 5000 N / 9000 N | 5000 N / 9000 N | |

* weight without quick release or thru axle / Poids sans serrage rapide ou axe traversant, ** weight including RWS thru bolt / Poids avec RWS Thru Bolt, *** weight including bolts / bolts inclus

BO = Bolt on, CA = Campagnolo®, CL = Center lock®, TA = Thru axle (front 20 mm / rear 12 mm) / axe traversant (avant 20 mm / arrière 12 mm), TB = Thru bolt (avant 9 mm / arrière 10 mm) / Thru Bolt (vorne 9 mm / hinten 10 mm)

| 340 | | | | 440 freeride | | 540 tandem | | | DT Swiss 370 | | | | | |
|---------------------|---------------------|-----------------------------|---------------------|---|-----------------------|---------------------|---------------------|---------------------|------------------------|---------------------|---------------------|----------------------|---------------------|--------------------|
| disc brake | center lock® | thru axle | - | 440 freeride | thru axle | disc brake | - | - | radial | - | disc brake | center lock® | thru axle | |
| 100 mm | 100 mm | 110 mm | - | 100 mm | 110 mm | 100 mm | - | - | 100 mm | - | 100 mm | 100 mm | 110 mm | |
| | | | - | | | | - | - | | - | | | | |
| 58.3 (22.4/35.9) | 54.9 (22.3/32.6) | 55.5 (23.3/32.2) | - | 52.4 (22.15/30.25) | 52.4 (22.15/30.25) | 57.5 (22.0/35.5) | - | - | 74.8 (37.4/37.4) | - | 57.4 (22.4/35.0) | 57.3 (22.5/34.95) | 55.5 (23.3/32.2) | |
| 58.0/52.0 mm | 44.0/44.0 mm | 58.0/58.0 mm | - | 58.0/52.0 mm | 58.0/52.0 mm | 60.0/60.0 mm | - | - | 39.0/39.0 mm | - | 58.0/52.0 mm | 44.0/ 44.0 mm | 58.0/58.0 mm | |
| 196 g | 150 g | 238 g | - | 210 g | 207 g | 242 g | - | - | 150 g | - | 195 g | 156 g | 238 g | |
| disc brake | center lock® | thru bolt | thru axle | 440 freeride | thru axle | disc brake | disc brake | disc brake | Shimano® 9/10-speed | MTB | disc brake | center lock® | - | |
| 135 mm | 135 mm | 135 mm | 150 mm | 135 mm | 150 mm | 135 mm | 140 mm | 145 mm | 130 mm | 135 mm | 135 mm | 135 mm | - | |
| | | | | | | | | | | MTB | | | - | |
| 54.2 (34.0/20.2) | 53.6 (33.2/20.4) | 54.2 (33.9/20.3) | 52.0 (26.0/26.0) | 52.8 (33.7/19.1) | 52.3 (26.15/26.15) | 54.2 (34.6/19.6) | 49.2 (27.1/22.1) | 49.2 (24.6/24.6) | 50.4 17.820.3 | 50.4 (30.1/20.3) | 53.9 (33.6/20.3) | 53.3 (33.0/20.3) | - | |
| 58.0/52.0 mm | 44.0/47.0 mm | 58.0/52.0 mm | 58.0/58.0 mm | 58.0/52.0 mm | 58.0/58.0 mm | 60.0/60.0 mm | 60.0/60.0 mm | 60.0/60.0 mm | 46.0/46.0 mm | 46.0/46.0 mm | 58.0/52.0 mm | 46.0/ 46.0 mm | - | |
| 372 g | 335 g | 298 g (TA) 310 g (TB) ** | 343 g | 327 g (QR) 387 g (TB) ** 311 g (TA) | 369 g (TA) | 488 g | 506 g | 517 g | 364 g | 373 g | 410 g | 373 g | - | |
| | | | | | | | | | - | - | | | | |
| 2.5 mm | 2.5 mm | 2.5 mm | 2.5 mm | 2.8 mm | 2.8 mm | 2.8 mm | 2.8 mm | 2.8 mm | 2.6 mm | 2.6 mm | 2.6 mm | 2.6 mm | 2.6 mm | |
| | | | | | | | | | | | | | | |
| 2 mm | 2 mm | 2 mm | 2 mm | 2.34 mm | 2.34 mm | 2.34 mm | 2.34 mm | 2.34 mm | 2 mm | 2 mm | 2 mm | 2 mm | 2 mm | |
| - | - | - | - | - | - | - | - | - | 1000 N | - | - | - | - | |
| 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | 1200 N | |
| 5000 N / 9000 N | 5000 N / 9000 N | 5000 N / 9000 N | 5000 N / 9000 N | 4000 N / 8000 N | 4000 N / 8000 N | 5000 N / 9000 N | 5000 N / 9000 N | 5000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N | 4000 N / 9000 N |

TECH SPECS SHOCKS



To mount a shock into your frame you always need two hardware kits. Please measure A to C2 like shown on the graphics.

A = Eye-to-eye [mm]

B1 and B2 = Bolt diameter [mm]

C1 and C2 = Mounting hardware width [mm]

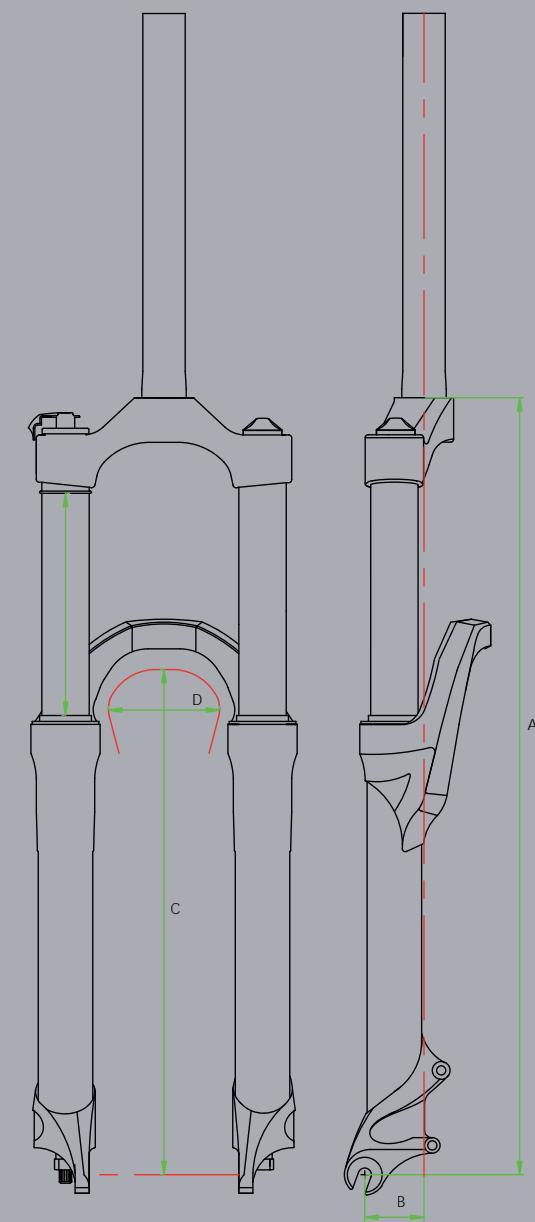
Zu einem Dämpfer gehören immer 2 Einbaubuchsensets. 1 Einbaubuchsenset besteht aus 2 Buchsen und 2 O-Ringen. Wir bitten Sie, vor der Bestellung von Dämpfern, die Masse (A bis C2) an Ihrem Bike anhand der Skizze zu messen.

A = Dämpferlänge [mm]

B1 und B2 = Schraubendurchmesser [mm]

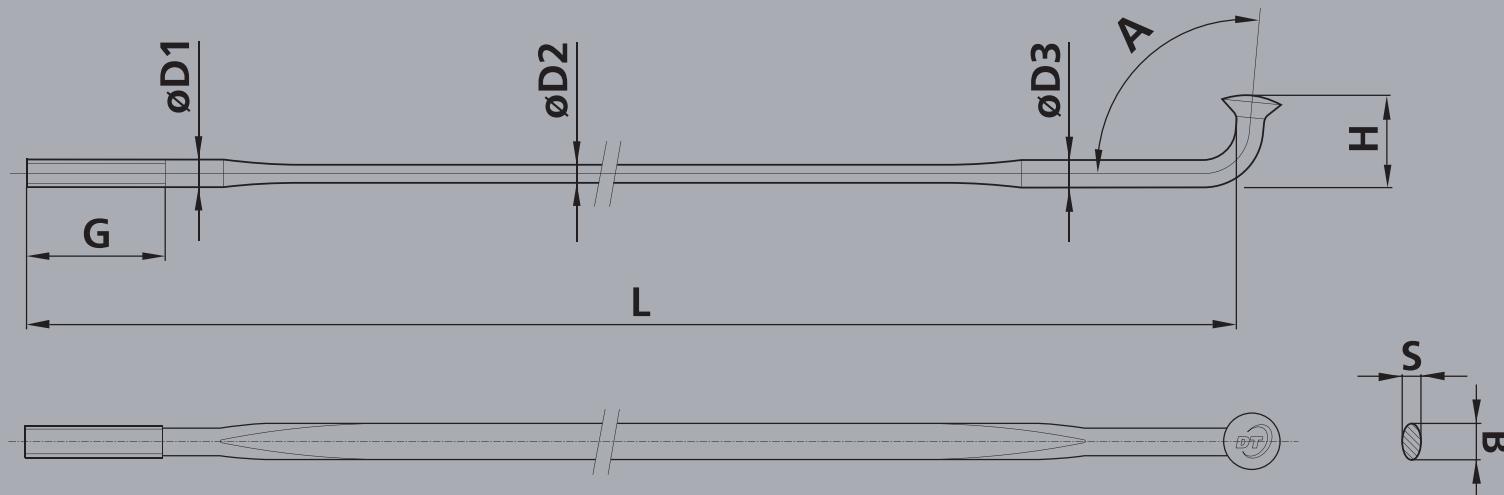
C1 und C2 = Buchsenbreite [mm]

TECH SPECS FORKS



| | XRR SLti | XRR SL 29er | XRC 80 | XRC 100 | XMC 100 | XMC 130 | EXC 150 | EXC 150 / 20 | XMC 80 29er | XMC 100 29er |
|---|---|---|---|---|---|---|---|---|---|---|
| Travel Débattement | - | - | 80 mm | 100 mm | 100 mm | 130 mm | 150 mm | 150 mm | 80 mm | 80 mm |
| Weight Poids | 700 g | 750 g | 1395 g | 1395 g | 1510 g | 1570 g | 1595 g | 1695 g | 1620 g | 1620 g |
| Steertube Pivot | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized | Alu anodized |
| Crown Tête de fourche | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted | Alu forged CNC machined painted |
| Stanchion tube Foureau | Carbon tubes with titanium sleeve | Carbon tubes with titanium sleeve | 28.6 mm Alu black anodized | 28.6 mm Alu black anodized | 32 mm Alu black anodized | 32 mm Alu black anodized | 32 mm Alu black anodized | 32 mm Alu black anodized | 32 mm Alu black anodized | 32 mm Alu black anodized |
| Outerleg unit Plongeur | - | - | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Dropouts Alu forged | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Mag dropouts | Hollow carbon arch Carbon tubes Mag dropouts |
| Spring system Système de ressort | - | - | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring | Linear Air-spring with coil negative spring |
| Damping system Système d'amortissement | - | - | Integrated Twin-Tube Damping System with Remote Lockout | Integrated Twin-Tube Damping System with Remote Lockout | Open bath with Launch Control System |
| Adjustments Réglages | - | - | Air-Pressure Rebound Lockout with internally adjustable blow off | Air-Pressure Rebound Lockout with internally adjustable blow off | Air-Pressure Compression Threshold Launch Control System |
| Disk-Mount Montage frein à disque | IS, max 185 mm | IS, max 185 mm | IS, max 185 mm | IS, max 185 mm | IS, max 210 mm | IS, max 210 mm | IS, max 210 mm | IS, max 210 mm | IS, max 210 mm | IS, max 210 mm |
| Disk Hose Guide Passage durite de frein | - | - | standard | standard | | | | | | |
| V-Brake Pivots Pivot V-Brake | Optional | Optional | Optional | Optional | not available |
| Rider Weight max. Poids de pilote max. | 95 Kg/210 lbs | 95 Kg/210 lbs | 95 Kg/210 lbs | 95 Kg/210 lbs | 110 Kg/245 lbs | 110 Kg/245 lbs | 110 Kg/245 lbs | 110 Kg/245 lbs | 110 Kg/245 lbs | 110 Kg/245 lbs |
| Ride height (A) Hauteur | 440 mm | 465 mm | 450 mm | 470 mm | 480 mm | 510 mm | 525 mm | 525 mm | 490 mm | 510 mm |
| Fork Offset (B) Déport de fourche | 41.2 mm | 42.9 mm | 41 mm | 41 mm | 40 mm | 40 mm | 40 mm | 40 mm | 40 mm | 40 mm |
| Tire clearance max. (C) Dimension de pneu max. | 390 mm | 400 mm | 338 mm | 338 mm | 341 mm | 341 mm | 341 mm | 341 mm | 363 mm | 363 mm |
| Tire width max. (D) Largeur de pneu max. | 69 mm | 69 mm | 69 mm | 69 mm | 75 mm | 75 mm | 75 mm | 75 mm | 75 mm | 75 mm |
| Main colors Couleurs principales | anthrazit gloss carbon | anthrazit gloss carbon | white anthrazit gloss carbon | white anthrazit gloss carbon | metallic grey anthrazit gloss carbon | metallic grey anthrazit gloss carbon | red anthrazit gloss carbon | red anthrazit gloss carbon | metallic grey anthrazit gloss carbon | metallic grey anthrazit gloss carbon |

TECH SPECS SPOKES



| | DT aerolite | DT aero speed | DT alpine III | DT champion | DT competition | DT new aero | DT revolution | DT super comp |
|--------------------------------------|------------------|------------------|------------------|--|--------------------------------------|------------------|--------------------------------------|------------------|
| Thread <i>Fillette</i> | FG 2.3 DIN 79012 | FG 2.3 DIN 79012 | FG 2.3 DIN 79012 | FG 2.0 DIN 79012 FG 2.3 DIN 79012 FG 2.6 DIN 79012 | FG 2.0 DIN 79012 FG 2.3 DIN 79012 | FG 2.3 DIN 79012 | FG 2.0 DIN 79012 FG 2.3 DIN 79012 | FG 2.0 DIN 79012 |
| G | 9 – 10 mm | 10 - 11 mm | 9 – 10 mm | 9 – 10 mm | 9 – 10 mm | 10 - 11 mm | 9 – 10 mm | 9 – 10 mm |
| D | 2.0 mm | 1.8 mm | 2.0 mm | 1.8 mm 2.0 mm 2.34 mm | 1.8 mm 2.0 mm | 2.0 mm | 1.8 mm 2.0 mm | 1.8 mm |
| D2 | - | - | 1.8 mm | - | 1.6 mm 1.8 mm | - | 1.5 mm | 1.7 mm |
| D3 | - | - | 2.34 mm | - | 1.8 mm 2.0 mm | - | - | 2.0 mm |
| Gauge <i>Jauge</i> | 14/17 mm | - | 14/15/13 mm | 15 mm 14 mm 13 mm | 15/16 mm 14/15 mm | - | 15/17 mm 14/17 mm | - |
| A | 90 – 95° | 90 – 95° | 90 – 95° | 90 – 95° | 90 – 95° | 90 – 95° | 90 – 95° | 90 – 95° |
| H | 6.2 mm | 6.0 mm | 7.8 mm | 6.0 mm 6.2 mm 7.8 mm | 6.0 mm 6.2 mm | 6.2 mm | 6.0 mm 6.2 mm | 6.2 mm |
| S | 0.9 mm | 1.2 mm | - | - | - | 1.1 mm | - | - |
| B | 2.3 mm | 2.3 mm | - | - | - | 3.3 mm | - | - |
| L | 232 – 304 mm | 215 – 305 mm | 245 – 305 mm | 140 – 315 mm | 185 – 315 mm | 215 – 315 mm | 240 – 308 mm | 243 – 305 mm |
| Weight* ± 5 % <i>Poids* ± 5 %</i> | 278 g | 355 g | 418 g | 359 g 444 g 591 g | 311 g 382 g | 437 g | 261 g 283 g | 318 g |

Note:

Check out the free spoke length calculation programme "spokes calc" on www.dtswiss.com - an easy and fast way to get the right spoke length.

Consultez le site www.dtswiss.com. Rubrique "spokes calc", une manière rapide et facile d'obtenir la bonne dimension de rayon.

*weight for 64 spokes with length 264 mm
*Poids pour 64 rayons, longueur 264 mm

DT Swiss Naming

LETTERS / LETTRES

| Price Level | | |
|-------------|-----------------------|-----|
| R | Road | * |
| RR | Road Race | ** |
| RRC | Road Race Carbon | *** |
| X | X-Country | * |
| XR | X-Country Race | ** |
| XRC | X-Country Race Carbon | *** |
| XM | X-Mountain | ** |
| XMC | X-Mountain Carbon | *** |
| E | Enduro | * |
| EX | Enduro X-Cross | ** |
| EXC | Enduro X-Cross Carbon | *** |
| FR | Free Ride | ** |

NUMBERS / NOMBRES

WHEELS / RIMS / SHOCKS

XR 1450 → weight per set **1450 g**
 X 430 → weight per rim **430 g**

FORKS

EXC 150 → 150 mm travel
 XRC 80 → 80 mm travel

SAMPLE / EXEMPLE: DT Swiss Wheels





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first edition 10'000 - 2007/08
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Printed by Ediprim AG (CH)



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Thanks to all who
have supported us by
the realization of
this catalog!
Special thanks to the
Snake!

