

Thank you for choosing DT Swiss rear shock. You have bought a rear shock of best Swiss quality and innovative technology.

STOP

If the rear shock is not assembled correctly or is maintained badly it is dangerous and can cause accidents with serious injuries. We strongly recommend having the rear shock assembled and maintained by experienced expert.

STOP**STOP**

Due to uncertainties or difficulties, please contact a national DT Swiss Service Centre, assemble and maintain the rear shock by an experienced expert.

STOP

IMPORTANT! Please read the complete user's manual attentively before installing or using the rear shock! The manual has to be given to every rider using the unit.

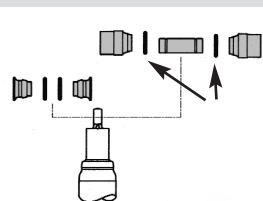
IMPORTANT! The SSD 210L is a spring/damping-unit for bicycles, and is only to be used as such. Do not use the rear shock or any of its components as tool or toy or for anything else than described in the user's manual.

IMPORTANT! Compliance with the following instructions concerning assembly, adjustment and maintenance of the rear shock is imperative for a perfect and accident-free working. Disregarding these instructions can cause accidents with serious injuries, and consequently void the product-warranty of the manufacturer.

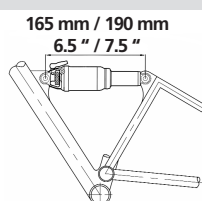
ASSEMBLY



IMPORTANT! Compliance with the following instructions concerning assembly of the rear shock is imperative for a perfect and accident-free working. Disregarding these instructions can cause accidents with serious injuries, and consequently void the product-warranty of the manufacturer.

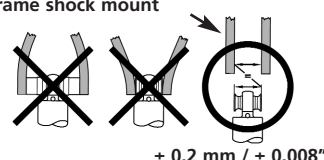


- 1** Check damper and mounting hardware for completeness. One set A or B per rear shock assemble side (as shown) is needed.



- 2** Check if the rear shock is permitted for your frame by the frame-manufacturer in this length.

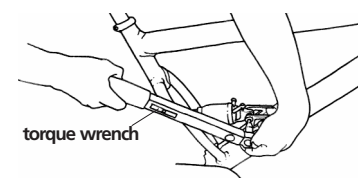
Frame shock mount



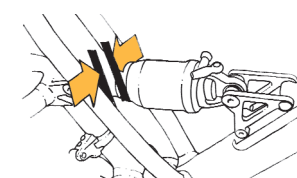
- 3** Check the correct dimensions of installation hardware (± 0.2 mm / ± 0.008").

- 4** Make sure, that the hardware is completely installed.

CAUTION! Use only recommended frame builder mounting screws!



- 5** Check the tightness of the unit's mounting screws according to the framebuilder's user manual.



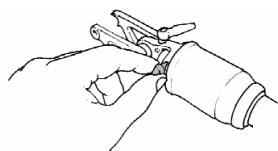
- 6** Check clearance of the frame and the rear swinging arm.
CAUTION! Do not use the bicycle, if any bicycle parts (except the mounting elements) can touch the rear shock at any moment of compression or rebound.

ADJUSTMENT

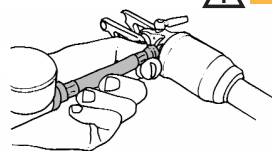


IMPORTANT! Compliance with the following instructions concerning adjustment of the rear shock is imperative for a perfect and accident-free working. Disregarding these instructions can cause accidents with serious injuries, and consequently void the product-warranty of the manufacturer.

A) SET CORRECT AIR-PRESSURE



- 7** Open valve cover by hand.



- 8** a) Screw the pump onto the valve body according to the pump manufacturer's user manual. The correct air-pressure depends on the frame-geometry, the rider's weight and the riding-style.
b) For the first adjustment pump until 7 bar / 100 psi is attained.
c) Leave the pump screwed on.

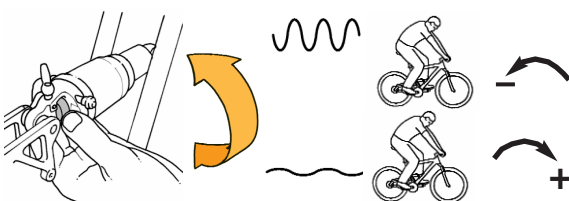
CAUTION!

- 10** Remove pump.

CAUTION! Sudden pressure loss possible! A slight hissing sound (condensed air from the pump itself) is ok.

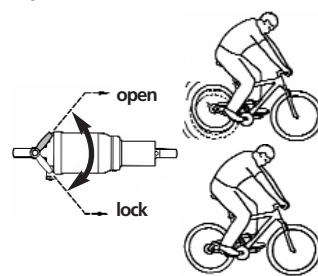
- 11** Close valve cover.

B) ADJUST REBOUND



- 12** Adjust rebound with the regulator-wheel as demonstrated here (+ REBOUND -).

C) OPERATE LOCKOUT



- 13** Operate the lockout with the lever open / lock.

Fig. 1

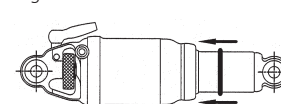


Fig. 2

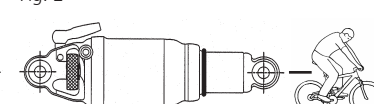
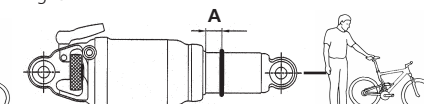


Fig. 3



- 9** Step 1: Pump, until the correct sag is attained. Inflate approx. 0,5 bar / 7 psi more, as some air may escape when removing the pump.

CAUTION! Maximum pressure 18 bar / 255 psi!
CAUTION! Wear eye protection while releasing air!

Step 2: Push o-ring until it touches the rear shock-housing (Fig. 1).

Step 3: Sit carefully on the bicycle seat (Fig. 2).

Step 4: Get of the bicycle and measure the distance of the sag A (Fig. 3):

Built-in-length: 165 mm ➔ A = 8 - 9 mm 6.5" ➔ A = 0.31" - 0.35"

Built-in-length: 190 mm ➔ A = 10 - 12 mm 7.5" ➔ A = 0.39" - 0.47"

Step 5: ➔ If distance A is larger than mentioned in step 4: Inflate a little more air!

➔ If distance A is smaller than mentioned in step 4: Release a little air (follow user's manual of pump manufacturer)!

Repeat steps 1-5 until sag A is as mentioned in step 4.



IMPORTANT! Check the functioning of your rear shock before every use as follows:

- Check the rear shock's mounting screws according to the frame-manufacturer's instructions.
- Make sure that no bicycle parts (except the mounting elements) can touch the rear shock at any moment of compression or rebound.
- Check that the rear shock absorber is inflated sufficiently. Increase pressure if necessary.
- Check for unusual noises by pressing the saddle down several times.
- Clean the oil chamber (small end of the rear shock) before every ride with a damp cloth.
- Check the rear shock for outside damages.

Use your bicycle only after carrying out all the above instructions.

MAINTENANCE

CAUTION! Compliance with the following instructions concerning maintenance of the rear shock is imperative for a perfect and accident-free working. Disregarding these instructions can cause accidents with serious injuries, and consequently void the product-warranty of the manufacturer.

CAUTION! We strongly recommend having the rear shock maintained by an experienced expert!

A regular maintenance of the rear shock ensures a longer life span and best performance for years. Carry out the maintenance as follows:

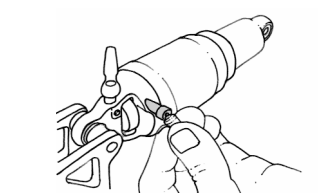
Maintenance stage 1.....External cleaning of rear shock with a damp cloth.....after each ride
Maintenance stage 2.....Lubricate air chamber housing, seals and negative-spring (elastomer) under heavy stress or on muddy ground:.....after 8 hours of use by experienced expert
Lubricate air chamber housing, seals and negative-spring (elastomer) under low stress or on dry ground:.....after 40 hours of use by experienced expert
Maintenance stage 3.....Full service (change oil and seals).....after 200 hours of use or once a year through a **DT Swiss Service Centre**

MAINTENANCE STEPS FOR MAINTENANCE STAGE 2



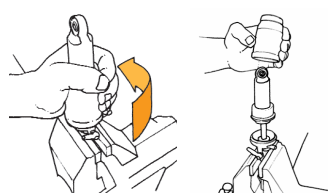
14 Remove rear shock and clean it.

CAUTION! Do not use high pressure water or aggressive cleaning agents!



15 Open valve cover and release air completely.

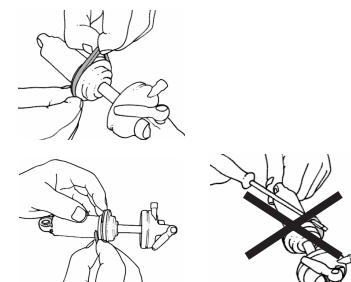
CAUTION! Wear eye protection against possible oil spray droplets!



16 Check whether air is completely let out. Screw on air chamber housing by hand and remove housing carefully.

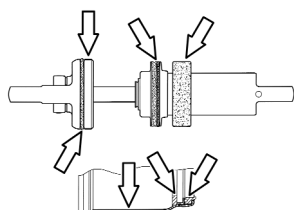
17 Check whether the rear shock is damaged or worn.

IMPORTANT! An oil film on the piston rod for lubricating is ok! If major damage has occurred please contact the dealer or **DT Swiss Service Centre** immediately!

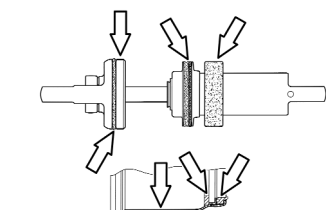


18 If support-ring (2), quad-ring (3) and o-ring (4) are worn (see picture step 21) remove them carefully.

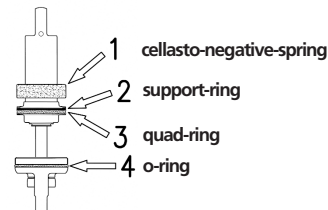
CAUTION! Do not use any sharp tools to remove parts!



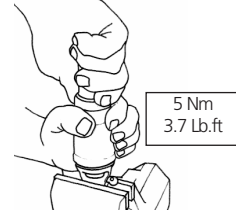
19 Clean inside air chamber housing thread and outside thread at the rear shock seal.



20 Lubricate the housing, seals, threads and elastomer with slick honey™ (available in bicycle shops).



21 Check for completeness. Use DT Swiss original spare parts only!



22 Re-assemble the housing by hand.

CAUTION! If you are not able to assemble or adjust the rear shock correctly on your own, please contact your local dealer or our national **DT Swiss Service Centre** or check out www.dtswiss.com.

23 Re-assemble and adjust the rear shock as described in steps 1 - 13.

CAUTION! Do not use the rear shock, in any of the following situations:
- Sudden loss of air
- External damage (dents or similar)
- Making loud noise
In any of these cases, please contact your local dealer or national **DT Swiss Service Centre** immediately!

Longitudinal scratches on the outer surface of the oil-chamber caused by mud or similar do not effect the function of the unit. Therefore this case is not covered by our warranty! Do not use high pressure water, as water can get inside the unit and could cause damage. Do not use any solvents or detergents!



If the rear shock is not maintained correctly it is dangerous and can cause accidents with serious injuries and consequently void the product-warranty of the manufacturer. We strongly recommend having the rear shock maintained by experienced expert!



TROUBLE SHOOTING

Air loss after long-term storage or riding.....Normal (1 - 2 bar / 15 - 30 psi per month).
Tiny amounts of oil or grease on the outside.....Normal residue from installation or operation.
Piston rod is oily.....Normal (transported oil for lubricating the air seal).
Shock makes slight flowing sound.....Normal (dampening effect of oil and bores).
Pressure indicated on the pressure gauge rises rapidly.....Check the positioning of the pump on the shock or change pump (valve doesn't open).
Shock can't be inflated (the air instantly leaks out of the shock again).....Have the valve insert checked by a dealer. Change or retighten the insert.
Shock has noticeable play at ball joints.....Check whether the correct mounting hardware was used, whether the screws are tightened correctly.
Noticeable loss of oil at the oil chamber.....Sealings are at their wear limits (have sealings replaced soon!).
Shock makes loud "smacking" sound.....Air in the oil (return shock to **DT Swiss Service Centre**)

WARRANTY

DT Swiss LTD, with registered office in Biel (Switzerland), gives a guarantee on material and production faults of two years (24 months) beginning at the date of purchase. DT Swiss LTD repairs or replaces products, which shall be accepted as being defective at its discretion. Other claims shall be excluded.

CAUTION! There shall be no claim under the guarantee for:
- normal wear of parts, subject to wear (housing, seals, ball bearings, sliding surface, function-elements of suspension etc.)
- incorrect assembly or in combination with products that do not fit
- incorrect maintenance, incorrect repair or alteration
- incorrect use, bad treatment, misuse, negligence, carelessness during installation, maintenance or use, commercial use or use in cycling competitions
- delivery and transport damage
- removing, altering or making the serial number indecipherable

DT Swiss LTD shall reject any liability for both indirect damage caused by accidents and consequential damage. In case of warranty repair/replacement please contact the dealer where you bought the product. Rear shocks which have to be checked, can be sent postage paid to a **DT Swiss Service Centre**.

Legal venue and place of performance is Biel (Switzerland). Swiss law shall apply. Subject to technical changes. Please keep the user manual and warranty for future use.

Have a lot of fun with your DT Swiss rear shock!

DT SWISS™ For **DT Swiss Service Centre** Addresses see the back or check www.dtswiss.com.