Do you know why DT Swiss makes some of the best MTB components in the world? Because we are riders, and a rider wants the very best. To ride faster, further and harder. Because everyone of us lives and breathes MTB, from high lactate XC rides to adrenaline flushed DH runs and everything in between.
You are searching for tiny weight savings to get you on the box? You are fine tuning your rim/tire setup to own the mountain? Your life revolves around transfer stages, timed stages and mass starts? You dream about gaps and nasty rock chutes and it’s not a nightmare? You like to mark random points on a map and trying to get there on your bike? Then you are a mountainbiker, welcome to the DT Swiss 2018 MTB wheels line up.
CROSS COUNTRY

— NO PAIN NO GAIN
Cross country can mean shaved legs and a starter’s gun or simply battling it out with your buddies on Wednesday evenings. Or it can mean going solo up and down the hills as fast as you possibly can. Either way, DT Swiss has the right wheel to make it happen.
The best for the best. Developed with the fastest XC riders in the world, the XRC 1200 SPLINE® is your all-out cross-country wheelset. With its hookless full carbon and tubeless ready rim, it is ready for high-intensity, aggressive XC riding. The athletic, intricately machined hubshells are superlight while the tall rims have the inherent stiffness necessary to precisely hold a line, even when your vision is blurred. Together with the renowned DT Swiss build quality, the XRC 1200 SPLINE® sets the benchmark for going fast, whether it’s between the tape or not.
— VIEWS & SHIVERS
When heading out to the mountains, you don’t know what you’ll encounter. Be it one of those moments or that the trail proves to be a little steeper, the switchbacks a little tighter and the air a little thinner than you imagined, our all mountain wheels will not let you down out there.
The XMC 1200 SPLINE® is for anyone who enjoys high-speed climbing and descending. Fit with tubeless tires, the full carbon hookless rim massively reduces the chance of punctures, is superlight and at 30 mm rim width works to perfection with wide all mountain rubber. The SPLINE® hub is the lightest wheel hub ever made by DT Swiss, together with the bladed top end spokes and a perfect DT Swiss wheel build it complements the carbon rim for the ultimate trailbike wheelset.
WHY GO WIDER?

In the recent years rims and tires have become wider and wider. New technologies and materials have allowed construction of wide rims and tires that are still light enough for performance use. So how wide is really better? The answer to this question is as individual as your riding style and terrain. As wide as possible without becoming sluggish for your taste would be the closest you can come to an answer. Either way, we offer all the options for you to find out how wide is better.

**HOW WIDE IS BETTER?**

**CORNERING FORCE**

MORE COMFORT ...
... because the lower pressure allowed by the better tire support reduces the spring force in the tire, therefore making your «tire suspension» softer.

MORE TRACTION ...
... because the shape of the tires’ contact patch changes, allowing for more knobs to grip the ground and for a greater contact area of the tire in the direction in which cornering forces occur.

**BETTER TIRE SUPPORT...**
... because the tires get more of a square shape rather than a balloon shape. Therefore it is much less likely to get tire roll when cornering and traversing.

**WIDE RIM VS. NARROW RIM**

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Whether the beep, beep, beep is real or whether it happens only in your head, when you are on your enduro machine you want to attack the trail. Gap new sections or hit that berm that little bit harder. You needn’t worry, all our enduro wheels feature the same technologies that a certain Mr. Rude rode to EWS glory, twice in a row.
The Enduro incarnations of the SPLINE® ONE line-up. Based on rims that have survived top to bottom runs without a tire under world class riders such as Aaron Gwin, the EX 1501 wheels have nothing to prove when it comes to strength. Available in all popular options including a 30 mm 29" wheel for the new crop of über capable long travel big wheelers. Being built with our highest end components through and through, it should come as no surprise that Jared Graves and Richie Rude have been dominating the EWS on this exact wheelset.

**EX 1501 SPLINE® ONE**

WEIGHT FROM 1687 g

<table>
<thead>
<tr>
<th>Width</th>
<th>25 mm</th>
<th>30 mm</th>
<th>EUR</th>
<th>USD</th>
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<tbody>
<tr>
<td></td>
<td>27.5 II 29</td>
<td>27.5 II 29</td>
<td>968</td>
<td>1276</td>
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**E 1700 SPLINE®**

WEIGHT FROM 1824 g

<table>
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<th>Width</th>
<th>25 mm</th>
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<td>27.5 II 29</td>
<td>27.5 II 29</td>
<td>628</td>
<td>828</td>
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**E 1900 SPLINE®**

WEIGHT FROM 1905 g

<table>
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<th>Width</th>
<th>25 mm</th>
<th>30 mm</th>
<th>EUR</th>
<th>USD</th>
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<tr>
<td></td>
<td>27.5 II 29</td>
<td>27.5 II 29</td>
<td>328</td>
<td>432</td>
</tr>
</tbody>
</table>
BPM is an acronym for «Biel Performance Manufacturing» our wheel building department at the headquarters in Biel, Switzerland. It is right here where the magic of DT Swiss wheel building happens.

Marcel Waldmann and his team of wheel building professionals are the people behind those superb products. The great expertise of these guys, is the key feature of BPM department. When it comes to the art of wheel building, they are as close to perfection as it can get. Working with highest precision and the smallest possible tolerances, which no machine will ever reach, they have the experience of thousands of wheels built up over the past ten years.

Numerous world champion titles, stages at the Tour de France and even Olympic medals have been won by DT Swiss athletes in the last few years. All of these athletes rode on wheels, which have been handcrafted in BPM in Switzerland.

The feedback of these world-class athletes and the close cooperation with our sponsored teams is a vital part of the wheel development, as well as the wheel building process in BPM. Being able to build up prototypes and special racing wheelsets with different combinations of components gives us the chance to develop products, which are convincing with performance out there on the road and the trails. And it doesn’t matter if you are Nino Schurter or Daniela Ryf fighting for world champion titles, enjoying your after-work rides with colleagues, or going all out at the local club ride – the superior performance of DT Swiss wheels will delight every rider.

When it comes to the performance of a wheelset there are two main factors to be considered. The quality of the components and the quality of the wheel building process. Known for our benchmark-setting components, we have also invested heavily in the performance of our wheel building process over the last decade. It is the combination of these two factors which ensure the outstanding quality of DT Swiss wheels today.

Great Expertise in Wheel Building

EXCELLENCE IN WHEEL BUILDING
HIGH QUALITY WORLDWIDE
All the processes and methods we are using in BPM are transferred to our serial production too. With regular instruction for all wheel building employees worldwide, BPM is also the heart of our internal training program, ensuring that our serial production offers consistent, outstanding quality.

From prototype samples for our internal testing lab, to customer first deliveries and sponsored athletes wheelsets, approximately 200 wheels are built up each week in BPM. Precise work flow and optimized work stations ensure a smooth process. From the unique oven for the waterslide decals, the precise truing tools, computer aided tolerance control or even the tubeless tape machine, each and every step in the wheel building process gets optimized continuously. Still the handcrafted wheel building experience of Marcel and his team is critical to the quality of a BPM built wheelset.

BPM has one primary target: To make sure that you guys – our customers – can rely on high-quality DT Swiss wheelsets, no matter if you are shredding your favorite trails, flying down epic mountain roads or exploring the finest gravel paths.
FREERIDE — SEND IT, PIN IT

The bike industry has had its trouble to define the term «freeride». We don’t care because when you are airing out of that berm you built or gapping gaps on the DH track, so big they could be a feature at Rampage, you don’t care either. What you do care about is a set of strong and reliable wheels that will also accelerate with confidence out of the startgate. And that we have covered with our FR wheels.
The FR 1950 Classic directly hails from the development factory that is the Downhill World Cup. The world’s wildest racers like Danny Hart and Brendan Fairclough have helped to develop this downhillers dream wheel: Thanks to its 27.5 mm inner width, 240s thru axle hubs and high quality build based on DT Competition spokes, it sprints out of the start gate and delivers right to the finish line.

**WEIGHT FROM** 2004 g

<table>
<thead>
<tr>
<th>INNER WIDTH</th>
<th>27.5 mm</th>
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<tbody>
<tr>
<td><strong>EUR</strong></td>
<td>908</td>
</tr>
<tr>
<td><strong>USD</strong></td>
<td>1197</td>
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</table>

DANNY HART
2016 Downhill World Champion

«On race day I use custom lightweight DT Swiss rims, taking risks to go as fast as possible. On any training day I look no further than the FR 1950, wheels I can still sell after a full season of training runs, they are that solid.»

NICHOLI ROGATKIN
2016 FMB Champion

«When it is time to hit the big booters I’ll switch to my DH bike equipped with FR 1950s. If you know my riding, you probaly know that doing tricks no one else does, not every landing ends up being smooth, but these wheels are always happy to go right back up to the roll in.»
BIG RIDE — TRACTION ATTRACTION
After fatbikes have boomed everyone reconsidered what they actually are: A tool to go where no mountainbike is supposed to go, to the middle of nowhere. And with DT Swiss’ lightweight and reliable as usual Big Ride wheels, there is no reason not to have a little fun on your way out to that middle of nowhere.
Big tires and wide rims normally mean heavy wheels. Not with the BR 2250. Almost as light as a regular MTB wheel and with the grip only fatties can offer, this wheel set turns any fat bike into a fun-machine. Its enormous reliability comes from the 32 conventional J-bend spokes, laced up to benchmark Ratchet System hubs in a classic three-cross pattern. Just what you want when you head out into the unknown terrain fat bikes are capable of tackling.

**BR 2250 CLASSIC**

**WEIGHT FROM** 2230 g

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Width</th>
<th>Spokes</th>
<th>Hub Type</th>
<th>Price</th>
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<tbody>
<tr>
<td>26</td>
<td>76 mm</td>
<td>32</td>
<td>Ratchet</td>
<td>EUR 788</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>USD 1039</td>
</tr>
</tbody>
</table>

When you go where no mountainbike is meant to go, you want reliable wheels. That’s just what our Big Ride wheels are. Equipped with the most traditional of spoke and hub type, they feature classic J-bend spokes available just about everywhere on the planet.

**DT SWISS**
The Ratchet System has earned a legendary reputation for quality and performance. Why you ask? Firstly all teeth of the ratchets engage simultaneously every time, creating a large contact surface for high durability and positive engagement. The press-fit assembly of the hubs allows for service work to be done within minutes and makes the hub convertible into many drop out standards. The non-contact seal system and high-precision assembly guarantee that all of the rider’s energy is transformed into forward motion. Finally the continuous weight optimization has turned our Ratchet System into the racing classic that it is.
SUSPENSION

- PRECISION CONTROL
When you navigate those rocks, roots and roots, you need precision. Precision feedback from the ground, precision steering and precision handling. We ride, and therefore we know. And we make suspension just for that.
TACKLING THE DETAILS WITH SWISS PRECISION

FEA OPTIMIZED
With over ten years of collected ride data including stress loads of the statically important parts, we have a unique know how when it comes to FEA analysis. Having this real world data and using it in our FEA software allows us to design the best performing products, both in regards of the strength to weight and the stiffness to weight ratio.

REAL WORLD DATA
We collect stress loads, damping and spring performance data from rigged up bikes to precisely replicate them for our testing and quality control processes, to deliver you cutting edge performance suspension products.

RWS AXLES
Every DT Swiss fork comes with a high precision, all metal RWS axle system. Now available with in even cleaner, even lighter Plug In versions.

THE DETAILS ARE THE PRODUCT

DAMPING AND SPRING PERFORMANCE
Our race proven ODL damping technology, entirely made from high end alloy parts, guarantees you world cup winning performance. The APT air spring system ensures every rider gets a perfect setup matching their weight and riding style.

TWO IN ONE REMOTE
As high end as you expect it from DT Swiss: Full alloy construction, controlling fork and shock D.O.L functions on the fly, so you can fly over the trail.
When we set out to design the OPM O.D.L. Race we had one goal in mind: To make the ultimate XC race fork. What better approval than the victory of both Jenny Rissveds and Nino Schurter in the UCI XC world championships 2016 could we have gotten? The unique, TFP (Tailored Fiber Placement) crown steerer unit and the athletic OPM magnesium lower are the lightweight foundation for the high performance O.D.L damping to conquer everything between the tape at warp speed: Rock gardens, the steepest of climbs and the sprints for positions.

WEIGHT FROM 1410 g
TRAVEL
100 mm 27.5 II 29
120 mm 27.5 II 29
EUR 1199
USD 1619

Those whose standard riding gear isn’t always tight lycra will embrace the OPM O.D.L forks in the 100 to 150 mm travel flavors. Thanks to the cleverly engineered aluminum crown and magnesium lower it combines steering precision with low weight. It is the perfect choice for sporty trail bikes. With the right amount of adjustability via a three stage O.D.L compression damper (Open, Drive, Lockout), low speed compression and rebound as well as the progression of the air spring via the APT system, it adapts to all types of home trails with ease. And leaves you with a perfect ride.

WEIGHT FROM 1540 g
TRAVEL
100 mm 27.5 II 29
120 mm 27.5 II 29
130 mm 29
140 mm 27.5
150 mm 27.5
EUR 899
USD 1214
R 414

WEIGHT FROM 250 g

TRAVEL
165 x 38 mm
184 x 44 mm
190 x 50 mm
200 x 55 mm
216 x 63 mm

EUR 379
USD 512

R 414 is an acronym and stands for fast trail riding. Well, not really, but that’s what this shock is all about. It’s elegant conical shape integrates the LINÉ-AIR air spring system for super supple action which is further enhanced by a low resistance compression piston. With trademark DT Swiss reliability and lightweight, the R 414 will push you to try new lines and crush your KOMs. Proof of this being more than likely to happen is the victory of both Jenny Rissveds and Nino Schurter at the UCI XC world championships 2016 and at a certain international race in Brasil. On this exact shock.

X 313 CARBON

WEIGHT FROM 145 g

TRAVEL
165 x 38 mm
190 x 50 mm
200 x 50 mm
200 x 55 mm

EUR 379
USD 512

X 313

WEIGHT FROM 195 g

TRAVEL
165 x 38 mm
190 x 50 mm
200 x 50 mm
200 x 55 mm

EUR 289
USD 390
If you constantly think about how to make your current ride even better or dream of an entirely new build, then you have the same virus we have: The perfect ride virus. We constantly develop and improve our components line up to offer you just what you are looking for. From pros to pros.
HUBS

180
CARBON
CERAMIC

240 S
CLASSIC

240 S
STRAIGHTPULL

350
CLASSIC

350
STRAIGHTPULL

540
TANDEM

RWS

RWS TITAN

RWS STEEL

RWS THRU BOLT

RWS THRU AXLE

RWS E-THRU

RWS FOR X-12

RWS PLUG IN
THRU AXLE
SPOKES

DT CHAMPION®
CLASSIC

DT COMPETITION®
CLASSIC

DT COMPETITION®
RACE
CLASSIC

DT SUPER COMP®

DT ALPINE®

DT AEROLITE®
CLASSIC

DT AERO SPEED®

DT AERO COMP®
CLASSIC

NIPPLES

DT STANDARD
BRASS

DT STANDARD
ALUMINUM

DT PRO HEAD®
BRASS

DT HIDDEN
ALUMINUM

DT SQUORX
PRO HEAD®
BRASS

DT SQUORX
PRO HEAD®
ALUMINUM

DT REVOLUTION®

DT ALPINE® III

DT AEROLITE®
STRAIGHTPULL

DT NEW AERO®

DT AEROLITE®
STRAIGHTPULL

DT AERO COMP®
STRAIGHTPULL

DT PRO HEAD®
ALUMINUM