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.
What you need for riding through nasty rock gardens, railing over slippery roots, roosting tight berms and hitting big jumps is control. DT Swiss suspension is made to meet the needs of today’s pinners. With our holistic approach we guarantee holistic performance for your holistic ride.
HOLISTIC SUSPENSION FOR THE HOLISTIC RIDE

HOLISTIC PERFORMANCE
For us, this is achieved when you are satisfied with a product from the moment you first see it, all the way to when you stop using it.

The key factors for the 535 platform are:

FUNCTION

DESIGN

SERVICE

THE 535 PLATFORM – MADE FOR ALL MOUNTAIN
ALL MOUNTAIN
THE HOLISTIC RIDE

All Mountain is the holistic kind of mountain biking, as All Mountain combines all the qualities and requirements of the individual disciplines of cross country, trail riding, enduro and downhill. The F 535 ONE is the only fork that balances all the demands: efficiency, small bump sensitivity, mid-stroke support and end progression. With position-sensitive damping and the combination of coil and air spring, the F 535 ONE is the only fork which overcomes the trade-off between small bump sensitivity and mid-stroke support. These world-first technologies make the F 535 ONE holistic suspension for a holistic ride.
**PLUSHPORT**

**THE NEW DIMENSION OF DAMPING**

An entirely speed-dependent damping system either generates a force which is too low in the mid-stroke or too high in the beginning stroke. PLUSHPORT adds a new dimension, travel, to the common system and generates the right force in every stroke. With PLUSHPORT, you get small bump sensitivity and mid-stroke support.

PLUSHPORT is an opening in the low-speed compression circuit which allows for nearly zero compression damping in the first couple of centimeters. It is slowly closed by a floating piston, ramping up the compression damping the further you go into the travel.

**0 - 30% TRAVEL**
PLUSHPORT is fully open, the compression damping force is very low. The fork is super plush and offers unprecedented traction.

**30 - 50% TRAVEL**
The bores are slowly closed. The compression damping rate rises gradually during a couple of centimeters of travel. Giving you a smooth transition and ideal support.

**50 - 100% TRAVEL**
The bores are closed, creating a high compression damping to keep the fork high in its travel for mid-stroke support and prevent you from bottoming out.

INCONTROL's three on-the-fly adjustments provide the correct balance between acceleration and traction at all times for efficient power transmission. It also offers rebound and lowspeed compression adjustment.

More technical details can be found at: [www.holisticsuspension.dtswiss.com](http://www.holisticsuspension.dtswiss.com)
COILPAIR

COIL PERFORMANCE / AIR WEIGHT

COILPAIR combines a coil spring with an air spring system to provide the best of both worlds. Due to the zero friction of the coil spring, it compresses before the air spring piston even starts to move, providing real coil sensitivity. The high-end LINEAIR system is not only lightweight, it also features the much appreciated bottom-out resistance of an air spring.

APT gives every rider the full tuning range for air spring progression. By adding or removing volume spacer, you choose how much end progression you get.

LINEAIR

The big air chambers are responsible for the linear part of the curve and give you the mid-stroke support you need.

COILPAIR

Zero breakaway force and the low friction of the coil spring ensure plushness in the beginning stroke and a linear spring curve.

More technical details can be found at: www.holisticsuspension.dtswiss.com/en
FORM IS A FUNCTION

Nature epitomizes this credo. Sections that have a lot of functions and need to support large loads, are thick and high volume. Sections with fewer functions and smaller loads, on the other hand, are always thin and svelte. This not only results in an unique design, but also the ideal ratio of weight to stiffness.
As long-time riders, we know the day will come when your beloved off-road bicycle needs some maintenance or even a repair after an overly close encounter with a tree that wasn’t there before. We ride, therefore we know. And what we want, is what we do for you: **TO GET BACK ON THE BIKE AS SOON AS POSSIBLE.**

**SERVICE GLOBAL & FAST**

**48 SERVICE CENTER**

**6 PRO LEVEL**  
**31 A LEVEL**  
**11 B LEVEL**

37 out of 48 Service Centers will get customers **BACK ON THEIR BIKE WITHIN 7 DAYS!**
Are you the type of person who on Monday morning is still daydreaming about the weekend’s ride, drifting into berms, pumping the trail and looking for the fastest line through the rock gardens? Then the F 535 ONE is the fork for you. The combination of coil and air springs and position sensitive damping gives you everything you could want from a fork for uncompromising riding. The more the fork compresses, the more compression damping you get, staying supple for ultimate traction and firming up to give you the mid-stroke support when things get gnarly!

The R 535 ONE, the All Mountain shock. The large negative air chamber ensures small bump compliance and a linear curve, which gives you the support you need to accelerate in any situation. Its combination of low weight and DT Swiss’ renowned reliability and performance makes the R 535 ONE a trusty companion for single trails!
**OPM O.D.L RACE**

**WEIGHT FROM** 1410 g

**TRAVEL AND WHEEL SIZES**
- 100 mm 27.5 II 29
- 120 mm 27.5 II 29

**EUR** 1199  
**USD** 1619

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**X 313 CARBON**

**WEIGHT FROM** 145 g

**STANDARD MOUNT**
- 165 x 38 mm
- 190 x 50 mm
- 200 x 50 mm
- 200 x 55 mm

**EUR** 379  
**USD** 512

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**OPM O.D.L**

**WEIGHT FROM** 1540 g

**TRAVEL AND WHEEL SIZES**
- 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

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**X 313**

**WEIGHT FROM** 195 g

**STANDARD MOUNT**
- 165 x 38 mm
- 190 x 50 mm
- 200 x 50 mm
- 200 x 55 mm

**EUR** 289  
**USD** 390

*Price from*
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 2019 MTB wheels line up.
**RATCHET SYSTEM**

The patented freewheel system, which features high-precision star ratchets, guarantees top performance and reliability. Two springs press the star ratchets against each other to engage. All the teeth of the star ratchets engage simultaneously, which creates a large contact surface and reduces point loading. The modular system makes it simple to maintain, change the axle configuration and replace both the freewheel body and the star ratchet.

**ENGAGEMENT ANGLE**

- 18 T - 20° / 36 T - 10° / 54 T - 6.6°

**FREEHUB BODY KIT**

Shimano, Shimano steel, Shimano Micro Spline, Sram XD MTB

**BEARINGS**

High-quality bearings, low friction thanks to single sided seals, 2080 N load capacity per bearing.

**TESTED TO MAINTENANCE**

Tested to 13 standard life cycles of a wheel. 450 Nm torque tested.

No-tool concept for quick and easy maintenance.

**PAWL SYSTEM**

At the heart of every bike is the rear wheel hub and freehub system. A pawl system is the traditional option for creating a solid freehub system. In the unique DT Swiss version, annular springs push three hardened, high-precision pawls outwards to engage with the thread ring. The modular system makes it simple to maintain and change both the axle configuration and the freehub body.

**ENGAGEMENT ANGLE**

15°

**FREEHUB BODY KIT**

Shimano, Sram XD MTB

**BEARINGS**

High-quality bearings, low friction thanks to single sided seals, 2080 N load capacity per bearing.

**TESTED TO MAINTENANCE**

Tested to 13 standard life cycles of a wheel. 400 Nm torque tested.

No-tool concept for quick and easy maintenance.
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.
**XRC 1200 SPLINE\textsuperscript{®}**

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.

**XR 1501 SPLINE\textsuperscript{®} ONE**

**WEIGHT FROM** 1469 g

- 22.5 mm\textsuperscript{[1]} 27.5 ll 29
- 25 mm\textsuperscript{[1]} 27.5 ll 29

- **EUR** 948 \textsuperscript{[2]}
- **USD** 1249 \textsuperscript{[2]}

**X 1700 SPLINE\textsuperscript{®}**

**WEIGHT FROM** 1632 g

- 22.5 mm\textsuperscript{[1]} 27.5 ll 29
- 25 mm\textsuperscript{[1]} 27.5 ll 29

- **EUR** 618 \textsuperscript{[2]}
- **USD** 814 \textsuperscript{[2]}

**X 1900 SPLINE\textsuperscript{®}**

**WEIGHT FROM** 1770 g

- 22.5 mm\textsuperscript{[1]} 27.5 ll 29
- 25 mm\textsuperscript{[1]} 27.5 ll 29

- **EUR** 337 \textsuperscript{[2]}
- **USD** 406 \textsuperscript{[2]}

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\textsuperscript{[1]} Inner width
\textsuperscript{[2]} Price from // per wheel set
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.

XMC 1200 SPLINE

WEIGHT FROM 1446 g
30 mm 27.5 II 29
EUR 2178
USD 2870

XM 1501 SPLINE® ONE

WEIGHT FROM 1567 g
25 mm 27.5 II 29
30 mm 27.5 II 29
35 mm 27.5
40 mm 27.5
EUR 968
USD 1276

M 1700 SPLINE®

WEIGHT FROM 1714 g
25 mm 27.5 II 29
30 mm 27.5 II 29
35 mm 27.5
EUR 628
USD 828

M 1900 SPLINE®

WEIGHT FROM 1845 g
25 mm 27.5 II 29
30 mm 27.5 II 29
35 mm 27.5
EUR 347
USD 419

1) Inner width
2) Price from // per wheel set
Mountain biking is constantly evolving. In Cross Country, you no longer simply ride natural single-tracks; man-made obstacles now create unprecedented loads. What was once considered a downhill track is now your daily lunch ride on your enduro or all mountain bike. Wheels need to withstand heavy loads, allow easy acceleration and offer a larger inner width for better tire support. To meet the needs of Cross Country, All Mountain and Enduro riders, we have completely redeveloped our 1900 SPLINE line.

**RIM**
By using the World Cup proven rim profile, we were able to reduce the ratio of weight to inner width by 19.04%.

**HUB**
By increasing the distance between the middle axis and spoke holes, we were able to improve the lateral stiffness, thanks to the larger bracing angle of the spokes.

**SPOKES & NIPPLES**
DT Swiss spokes and nipples stand for durability and precision and are unrivaled thanks to their unique production process. They combine a light weight with stability.
A WHEEL IS MORE THAN THE SUM OF ITS COMPONENTS

COMPONENTS
High-end components play a decisive role in the quality of a wheel. But it takes even more to construct a high-end wheel.

HAND-BUILT
The other factor which determines a wheel’s performance is the quality of the building process. Like the 1900 Spline, every DT Swiss wheel is hand-built, since no machine will ever match the precision of our experienced wheel-builders.

QUALITY CONTROL
DT Swiss takes a “fingerprint” of each wheel. The fingerprint includes the tension of each spoke, the centricity and concentricity. A wheel leaves the DT Swiss factory only when its fingerprint meets our strict requirements. The fingerprint of each wheel is saved in our database, along with the name of the wheel-builder.

HIGH-END WHEELS
All of these factors ensure the highest level of quality of DT Swiss wheels. With the 1900 Spline, we are offering high-end wheels at an attractive price for Cross Country racers, All Mountain bikers or Enduro riders.
— THE BEEPS IN YOUR HEAD
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.
EX 1501 SPLINE® ONE

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 SPLINE ONE 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.

**E 1700 SPLINE®**

**WEIGHT FROM** 1824 g

<table>
<thead>
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<th>Width</th>
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<tr>
<td>Price</td>
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<th>Width</th>
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**E 1900 SPLINE®**

**WEIGHT FROM** 1905 g

<table>
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<th>Width</th>
<th>30 mm</th>
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<tbody>
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<td>Price</td>
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<table>
<thead>
<tr>
<th>Width</th>
<th>27.5 II 29</th>
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</table>
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.
When you’re riding full tilt into a steep banked turn you need to have faith in your gear. The 30 mm rim width offers your downhill tires lateral unparalleled support for even more speed when cornering. The increased volume allows you to reduce your tire pressure and get traction you’ve never had before. The rim design, lightweight 240s hubs and the DT Competition have proven how robust they are on the world’s toughest downhill trails on bikes ridden by Danny Hart and Loic Bruni. Whether you’re riding against the clock or just for fun, the FR 1950 CLASSIC is perfect for all of you who’ve got something against braking.

**WEIGHT FROM** 2004 g

30 mm\(^{11}\)  27.5 II 29

**EUR** 908\(^{11}\)

**USD** 1197\(^{11}\)

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MATT WALKER
Junior Downhill World Champion

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\(^{11}\) Inner width

\(^{11}\) Price from // per wheel set
MATT WALKER on his way to the Junior Downhill World Champion title, obviously on DT Swiss prototype wheels.
Technical progress in mountain biking is driven by racers seeking to shave seconds off their times. Downhill tracks are harder, cornering speeds higher, gaps bigger and rock gardens rougher than ever before. This development of the tracks prompted the teams to try different wheel sizes. After decades on 26” wheels, in 2013, riders started to use 27.5” in World Cup events. And something that couldn’t even have been imagined a few years ago became reality last year - 29” in Downhill World Cups. Racers decided to ride the wagon wheels to gain the marginal time advantage determining victory or defeat.

When the teams told us of their plans, we were keen to build wheels to provide the leading edge. All the high-quality components such as rims, spokes and hubs were in place. Our experts in wheel-building at the BPM, short for Biel Performance Manufacturing, had all the know-how and experience required to assemble the parts and construct a strong 29” wheel.

Behind the BPM are Marcel Waldmann, multiple Masters Downhill World Champion, and his team of talented wheel-builders. With their many combined years of experience in wheel construction, they make the BPM a very special department. When it comes to wheel construction, these women and men are in a class of their own. Working with the utmost precision and smallest possible tolerances, which no machine will ever equal, they draw on experience from thousands of wheels built over the last ten years.

Once a wheel has been fully assembled and meets all our strict requirements concerning spoke tension, centricity and concentricity, it has to prove its qualities in our test lab. When the wheel passes all the tests, we give it to the fastest riders in the world and excitedly await their feedback and input. What is even better than positive feedback is when an athlete wins a World Championship title on prototype wheels. As happened in Cairns 2017. Matt Walker, the young gun from the UK, won the junior World Championship downhill race and got his first rainbow stripes on 29” prototype wheels.

What does that mean for us? Since the prototype wheel set has passed our tests, meets all our strict requirements and won some rainbow stripes at the World Championships, we have launched serial production and now YOU too can ride these wheels as the brand-new FR 1950 CLASSIC.
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 and durable Big Ride wheels, there is no reason not to have a little fun on your way out to that middle of nowhere.
BR 2250 CLASSIC

Big tires and wide rims normally mean heavy wheels. Not with the BR 2250 CLASSIC. 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.

WEIGHT FROM 2230 g
76 mm  26
EUR  788  21
USD  1039  21

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.

1) Inner width
2) Price per wheel set
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.
RIMS

XR 331
20 mm
27.5 II 29

XR 361
22.5 mm
27.5 II 29

XR 391
25 mm
27.5 II 29

X 392
20 mm
27.5 II 29

M 462
25 mm
27.5 II 29

M 502
30 mm
27.5 II 29

M 542
35 mm
27.5

M 582
40 mm
27.5

X 412
22.5 mm
27.5 II 29

X 432
25 mm
27.5 II 29

XM 401
22.5 mm
27.5 II 29

XM 421
25 mm
27.5 II 29

EX 471
25 mm
26 II 27.5 II 29

EX 511
30 mm
27.5 II 29

E 512
25 mm
27.5 II 29

E 532
30 mm
27.5 II 29

XM 481
30 mm
27.5 II 29

XM 521
35 mm
27.5

XM 551
40 mm
27.5

M 442
22.5 mm
27.5 II 29

533 db
25 mm
26 II 27.5 II 29

FR 560
30 mm
26 II 27.5 II 29

BR 710
76 mm
26

mm = Inner width
**HUBS**

- **180**
  - Carbon
  - Ceramic

- **240S**
  - Classic
  - Straight pull

- **350**
  - Classic
  - Straight pull

- **540**
  - Tandem

**RWS**

- **RWS**
  - Titan
  - Steel
  - Thru bolt
  - Thru axle

- **RWS**
  - E-thru
  - For X-12
  - Plug in
  - Thru axle
SPOKES

DT CHAMPION®
J-BEND

DT COMPETITION®
J-BEND

DT COMPETITION®
RACE
J-BEND

DT REVOLUTION®

DT ALPINE®
J-BEND

DT ALPINE® II
J-BEND

DT AEROLITE®
STRAIGHTPULL

DT AERO COMP®
STRAIGHTPULL

DT CHAMPION®
STRAIGHTPULL

DT COMPETITION®
STRAIGHTPULL

DT COMPETITION®
RACE
STRAIGHTPULL

DT ALPINE®

DT AEROLITE®
J-BEND

DT AERO COMP®
J-BEND

NIPPLES

DT STANDARD
BRASS

DT STANDARD
ALUMINUM

DT PRO HEAD®
BRASS

DT HIDDEN
ALUMINUM

DT SQUORX
PRO HEAD®
BRASS

DT SQUORX
PRO HEAD®
ALUMINUM