Revolution is defined as a fundamental change, taking place in a relatively short period of time, rising up in revolt against the current status quo. Evolution is defined as a gradual, peaceful, progressive change or development. Combining the characteristics of both revolution and evolution our roadrevolution18 campaign is unique above all.
EVOLUTION OF THE REVOLUTION

One year ago we started proclaiming our roadrevolution18 campaign. With more than 30 different new road wheel models we launched the most advanced and consistently structured product portfolio in the high-performance road bike market. Go ahead and discover the evolution of our roadrevolution18 line-up.
PRODUCT CATEGORIZATION

INTENDED USE

AERO PERFORMANCE

ENDURANCE

CROSS ROAD

TRACK

TIME TRIAL, TRIATHLON

RACING, TRAINING

GRANFONDO, CYCLOCROSS, GRAVEL

Cyclocross, Gravel

Track, Fixed gear crits

AERODYNAMIC PERFORMANCE, Aero STABILITY, LOW DRAG

STIFFNESS-TO-WEIGHT RATIO, TUBELESS-READY CLINCHER, ROLLING RESISTANCE

AERO+ (COMFORT + AERODYNAMIC PERFORMANCE), TUBELESS-READY CLINCHER

CX-SPECIFIC COMPONENTS, DURABILITY, OPTIMIZED TIRE SUPPORT

STIFFNESS-TO-WEIGHT RATIO, TUBELESS-READY CLINCHER, MINIMALIST DESIGN

Our five new wheel categories form the basis for the road wheel line-up 2019. Each individual DT Swiss wheelset has been developed for a specific application and accordingly assigned to one of the five categories. This unique and benchmark setting concept secures that every ambitious rider can find the ideal wheelset in our selection.
Our new product naming follows a clear and easy to understand structure. The first letter of the product name refers to the corresponding category and the type of rim. For example, ARC stands for Aero Road Carbon. The four digit number refers to the hub level. The lower the number, the higher the performance of the hub. For example 1100 means based on a 240s hub with SINC ceramic bearings and Ratchet System technology. The names of the various wheel families (SPLINE, DICUT & CLASSIC) are also part of the product name, as are the rim height and - in the case of disc brakes - the abbreviation «db».

<table>
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<tr>
<th>LEVEL</th>
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<tr>
<td>1800</td>
<td>PERFORMANCE</td>
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</tbody>
</table>

**LEVEL**
- **AERO**: 240s based hub, SINC Ceramic bearings, Ratchet System, Carbon rims
- **1400**: 240s based hub, Stainless steel bearings, Ratchet System, Carbon & aluminum rims
- **1600**: 350 based hub, Stainless steel bearings, Ratchet System, Aluminum rims
- **1800**: 370 based hub, Stainless steel bearings, Pawl System, Aluminum rims
**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

- Shimano Road 11 speed, Sram XDR, Campagnolo
- 18 T - 20° / 36 T - 10° / 54 T - 6.6°

### Freehub Body Kit

- High-quality bearings, low friction thanks to single sided seals, 2000 N load capacity per bearing.

### Tested To

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

### Maintenance

- 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 Road 11 speed, Sram XDR, Campagnolo

### Bearings

- High-quality bearings, low friction thanks to single sided seals, 2000 N load capacity per bearing.

### Tested To

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

### Maintenance

- No-tool concept for quick and easy maintenance.
AERO

#FLATOUTFAST
Aerodynamics describe the interaction of an object with its surrounding medium: air. To us aero means minimal drag in all conditions, allowing you to go faster than ever, without any compromises in weight, stiffness and braking performance. We want to create the most efficient and complete system.
It's no exaggeration to say that the ARC 1100 DICUT wheels are the new industry benchmark in aerodynamic performance. With extremely low drag numbers and outstanding aero stability, these wheels give you everything you need to cross the finish line, or at least reach the second transition zone, in record time. A huge number of IRONMAN podium spots for DT Swiss athletes racing on these wheels are testament to this. Daniela Ryf’s third World Championship title in a row and the first title ever on ARC 1100 DICUT wheels was the crowning glory!

When we started the development of the AERO project, it was clear to us that we had to get the best partner with leading aerodynamic know-how on board. DT Swiss is known for top quality and excellent wheels. With SWISS SIDE we have found the ideal partner for the ambitious AERO project having both a geographic proximity as well as a common vision.

SWISS SIDE With over 50 years of Formula 1 experience the Swiss Side team is revolutionizing cycling aerodynamics by bringing previously unseen development techniques to the industry to maximize the performance of cycling products.
SUPREME AERO STABILITY

Whether you’re riding on the Queen K highway or on your local training circuit, you’re most probably going to face some serious crosswinds now and again. DT Swiss Aero wheels will give you the stability you need to maintain an aerodynamic position and keep the pressure on the pedals. The graphs below show the steering moment and stall behavior of all three ARC 1100 DICUT rim depths. It is noticeable that the steering moment remains low even at high yaw angle and that the stall is smooth and uniform. This is crucial for good, predictable handling in gusty crosswinds.

MINIMAL AERO DRAG

It’s all about the sailing effect. DT Swiss Aero wheel impress with their extremely low base drag level and sought-after sailing effect at high yaw angles. The design of the ARC 1100 DICUT rims allows the wheels to create negative drag at high yaw angles (>10°), which generates noticeable forward thrust. In real world conditions, yaw angles of more than 10° occur extremely frequently, even at low winds. The advantage of the sailing effect is huge and a decisive competitive advantage for every ambitious cyclist who chooses the ARC 1100 DICUT wheels.

AERO DRAG

1. Negative drag at higher yaw angles → sailing effect.
2. Low base drag level for all three rim depths.

AERO STABILITY

1. Low steering moment & smooth stall behavior.
2. Linear steering moment curvature across all yaw angles.

SAILING EFFECT

Wheels creating forward thrust through negative drag at higher yaw angles.

YAW ANGLE

The angle of the airflow relative to the direction that you are riding in.
While everybody only talks about the optimization of the rim shape we have taken a look on all the components of the wheelset and their influence on aerodynamic performance. Time to build some aero facts:

**A NEW DEFINITION OF DRAG**

Aero spokes have an enormous influence on wheel aerodynamics.

- **AERIAL SPOKES**

- **PLUG-IN RWS**
  - Removing the lever almost saves a watt.

- **INTERNAL NIPPLES**
  - Internal nipples significantly improve aerodynamics.

- **HUB SHELL**
  - Reducing the flange height and hub diameter also has a measurable influence.

- **12 % LESS DRAG**
  - [DT champion® vs. DT aerolite®](related to ARC 1100 DICUT® 80) (-1.5 WATT)

- **6 % LESS DRAG**
  - [Lever installed vs. Lever removed](related to ARC 1100 DICUT® 80) (-0.9 WATT)

- **4 % LESS DRAG**
  - [Internal nipples vs. External nipples](related to ARC 1100 DICUT® 80) (-0.5 WATT)

- **2.5 % LESS DRAG**
  - [Standard DICUT® hub vs. DICUT® aero hub] (-0.4 WATT)

Find out more detailed information on the aero development process: [www.roadrevolution18.dtswiss.com/aero](http://www.roadrevolution18.dtswiss.com/aero)
ARC 1400 DICUT

With the ARC 1100 DICUT wheels we have set a new benchmark in aerodynamics. Our second step is to bring this outstanding technology to the 1400 level in order to give even more riders the opportunity to benefit from DT Swiss aero wheels.

The aerodynamic performance of the ARC 1400 DICUT wheels is identical to that of the ARC 1100 DICUT series. At first glance, the wheels seem to be identical. So where’s the difference?

THE COMPARISON

CAN YOU SPOT THE DIFFERENCE?

It’s unlikely, because there’s no visual difference other than the decals on the rims with the relevant product names. Let’s take a closer look at the hubs and the spokes. That’s where the difference lies.

ARC 1100 DICUT
- 240s based aero hub
- SINC Ceramic bearings
- Ratchet System technology
- Superlight freehub body
- DT aerolight® spokes

ARC 1400 DICUT
- 240s based aero hub
- Stainless steel bearings
- Ratchet System technology
- Standard freehub body
- DT aero comp® spokes
ARC 1100 DICUT® 80
WEIGHT FROM 1750 g
Disc brake
Rim brake
EUR 2388 *
USD 3146 *

ARC 1100 DICUT® 62
WEIGHT FROM 1620 g
Disc brake
Rim brake
EUR 2388 *
USD 3146 *

ARC 1100 DICUT® 48
WEIGHT FROM 1470 g
Disc brake
Rim brake
EUR 2388 *
USD 3146 *

ARC 1400 DICUT® 80
WEIGHT FROM 1763 g
Disc brake
Rim brake
EUR 1958 *
USD 2580 *

ARC 1400 DICUT® 62
WEIGHT FROM 1633 g
Disc brake
Rim brake
EUR 1958 *
USD 2580 *

ARC 1400 DICUT® 48
WEIGHT FROM 1555 g
Disc brake
Rim brake
EUR 1958 *
USD 2580 *

* Price from // per wheel set
PERFORMANCE

LEAD THE RIDE
Performance is the part of your energy that is brought to the road and that part is pretty big with DT Swiss performance wheels. Just what you need when you are leading your buddies up epic mountain roads or when making the decisive move on the days last descent.
LEAD THE RIDE

Have you ever followed the Tour of Flanders women race? Well you should: women's cycling is slowly but surely emerging from the shadows of the men's racing scene. Since the beginning of the 2018 season, we are the new wheel partner of Lotto Soudal Ladies, a Belgian UCI professional women’s team. The team’s 14 ambitious riders rely on Performance wheels in races and training. Reason enough to introduce two of our ladies.
With my background as a track cyclist, I’ve always preferred deep section wheels. That’s why my first choice is the PRC 1400 SPLINE 65. You immediately feel how stable these wheels are and how easy steering is in windy conditions. The aerodynamic advantage is extremely important for all fast flat races.

LOTTE KOPECKY

I like the PRC 1400 SPLINE 35, because it’s a great all-round wheelset for all kinds of races. The low weight is definitely a huge advantage and I also like the tubeless-ready technology. Until last season I was riding tubular wheels in racing, but after switching to the tubeless system I don’t want to go back.

ISABELLE BECKERS
MON CHASSERAL. Much more than just the name of the highest peak in the Swiss Jura. As the namesake of our super-lightweight climbing wheel set PRC 1100 DICUT 35 MON CHASSERAL and field testing ground of all our wheels the Chasseral is inseparably linked to our brand. The unique carbon hub shell, super-lightweight aerolite spokes and a 35 mm deep carbon rim make the MON CHASSERAL the pinnacle of the Performance category and the ideal companion on all mountain tours.

**PRC 1100 DICUT® 35 MON CHASSERAL**

- Weight: 1406 g
- Rim brake
- EUR: 3498*
- USD: 4609*

**PRC 1100 DICUT® 35**

- Weight from: 1439 g
- Disc brake
- Rim brake
- EUR: 2388*
- USD: 3146*

**PRC 1400 SPLINE® 65**

- Weight from: 1669 g
- Disc brake
- Rim brake
- EUR: 1958*
- USD: 2580*

**PRC 1400 SPLINE® 35**

- Weight from: 14346 g
- Disc brake
- Rim brake
- EUR: 1958*
- USD: 2580*

* Price from // per wheel set
**PR 1400 DICUT® 32 OXIC**

- **WEIGHT**: 1625 g
- Rim brake
- **EUR**: 998*
- **USD**: 1315*

**PR 1400 DICUT® 21 OXIC**

- **WEIGHT**: 1450 g
- Rim brake
- **EUR**: 998*
- **USD**: 1315*

**PR 1400 DICUT® 21**

- **WEIGHT FROM**: 1415 g
- Disc brake
- **EUR**: 828*
- **USD**: 1091*

**PR 1600 DICUT® 21**

- **WEIGHT FROM**: 1489 g
- Disc brake
- **EUR**: 698*
- **USD**: 894*

**PR 1600 SPLINE® 32**

- **WEIGHT FROM**: 1737 g
- Disc brake
- **EUR**: 558*
- **USD**: 735*

**PR 1600 SPLINE® 23**

- **WEIGHT FROM**: 1595 g
- Disc brake
- **EUR**: 558*
- **USD**: 735*

*Price from // per wheel set
**P 1800 SPLINE® 23**

**WEIGHT FROM** 1596 g

- Disc brake
- Rim brake

**EUR** 388 *
**USD** 512 *

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**P 1800 SPLINE® 32**

**WEIGHT** 1821 g

- Disc brake

**EUR** 408 *
**USD** 538 *

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* Price from // per wheel set
Endurance means to pursue a goal, no matter what might happen along the way. Each and every wheel in the DT Swiss Endurance line up is designed with this goal in mind. They unite top notch aerodynamics with comfort and reliability. Now bring on the cobbles, rain and headwind situations.
AERO+
THE ESSENCE OF #LONGDAYSOUT

DRAG
Aerodynamic drag is a complex issue. A number of factors need to be taken into account to optimize a wheel’s aerodynamics. Even though the rider is the largest source of air resistance, it is the aerodynamics of the wheels that has the greatest influence on reducing drag. The ERC 1100 DICUT has excellent aerodynamic properties, offering aero drag and maximum aero stability for all relevant yaw angles. Best of all it is right in the ballpark with the competition both when run with 25 mm and 28 mm tires.

HANDLING
The complete bike is responsible for 25% of the total aero drag with the wheels – as a part of the complete bike - account for only 8% of the total aero drag. On the other hand the rider is responsible for 75% of the total aero drag. So why are the wheels so important? In order to maintain an aerodynamic position on your bike, you need to have your bike under control, regardless of the wind conditions. Aero drag will only have a positive influence on the 75% if you maintain this aerodynamic position. This is why good handling is so important! The ERC 1100 DICUT handles brilliantly, regardless of the wind situation and the tire width selected.

EFFICIENCY
Efficiency is defined by comfort, grip and rolling resistance. The wheels have a direct and important influence on how the tires react to these factors. This is why we paid special attention to them during the development of the ERC 1100 DICUT. They are a fundamental part of the AERO+ concept.

AERO+ describes our approach to optimize a wheelset via numerous engineering techniques all through its development process to guarantee the resulting product performs as good as humanly possible at a given moment in human and technological development. AERO+ is based on three pillars: DRAG, HANDLING & EFFICIENCY.
If AERO+ is the essence of #longdaysout, then this trip was synonymous with it. It was an unique experience with countless memories. Four days across the Alps from Munich to Venice with 400 like-minded people. The Tour de Friends had it all. The trail leads us along remote gravel roads, past Bavarian lakes, at full speed to the coast and above all provided plenty of fun along the way. It was everything we could have wanted and the perfect playground for our Endurance wheels.
Whatever road you choose the ERC 1100 DICUT delivers the best performance. Benchmark aerodynamics developed with our partner SWISS SIDE generate maximum speed on tarmac. Unparalleled handling comes through the revolutionary AERO+ development approach. Plus, rethinking the wheel from scratch has led to a 47 mm deep, 1525 g tool for any road mission, leaving you with no excuses and giving you all the more reasons to get out and ride – wherever the road may take you.

**ERC 1100 DICUT® 47**

**WEIGHT** 1525 g
Disc brake

**EUR** 2408*
**USD** 3173*

**Developed by DT Swiss in cooperation with Swiss Side**

**ERC 1400 SPLINE® 47**

**WEIGHT** 1549 g
Disc brake

**EUR** 1978*
**USD** 2606*

**ER 1400 DICUT® 21**

**WEIGHT** 1493 g
Disc brake

**EUR** 848*
**USD** 1117*

**ER 1400 SPLINE® 21**

**WEIGHT** 1493 g
Disc brake

**EUR** 798*
**USD** 1052*

* Price per wheel set
ER 1600 DICUT® 21
WEIGHT 1575 g
Disc brake
EUR 698*
USD 920*

ER 1600 SPLINE® 32
WEIGHT 1771 g
Disc brake
EUR 578*
USD 762*

ER 1600 SPLINE® 23
WEIGHT 1638 g
Disc brake
EUR 578*
USD 762*

E 1800 SPLINE® 32
WEIGHT 1810 g
Disc brake
EUR 408*
USD 538*

E 1800 SPLINE® 23
WEIGHT 1655 g
Disc brake
EUR 408*
USD 538*

* Price per wheel set
CROSS ROAD

#OFFTHEBEATENROADS
Crossroad stands for those «there may be a road» rides. Inspired by the tough world of cyclocross, DT Swiss Cross Road wheels perform on any surface, whether you choose to explore new roads or that muddy farm track that ends up to be a single trail. So where was that road again?
THE SMELL OF FRIES, BEER AND CIGARETTE SMOKE FILLS THE AIR

Massive crowds cheering at their idols. Every weekend from November until February. A huge folk festival. In the end it all comes down to the final showdown: the UCI Cyclocross World Championships. The 2018 World Championships in the Netherlands took place in Valkenburg on one of the hardest and toughest courses in brutal conditions. A true challenge for riders and their gear, covered in mud and forced to run long passages of the course.
THE PROTAGONISTS

ELI ISERBYT
MEN U23

LAURENS SWEECK
MEN ELITE

ANNE MARIE WORST
WOMEN ELITE

MICHAEL VANHOURENHOUDT
MEN ELITE
The CRC 1100 SPLINE tubular wheelset is designed for the harsh off-road use of cyclocross racing. Precision in every small detail and cyclocross specific components are the key performance indicators. Tested by world-class athletes throughout the complete season of 2017/2018 the wheels have already proven their potential.
With Eli Iserbyt winning the World Championships race in the U23 category and Michael Vanthourenhout becoming Vice-World Champion in the elite race the weekend in Valkenburg was a great success for DT Swiss athletes.
The CRC 1100 SPLINE® 38 T – the CRC 1100 SPLINE T db 38. A wheelset made for all those cyclocross enthusiasts out there racing every weekend from October until February. The cyclocross specific carbon tubular rim, laced to a straight pull 240s based hub with SINC Ceramic bearings, combines maximum reliability for the harsh off-road use with superb performance. Being extremely lightweight and reactive, fast accelerations and jumping over obstacles will be even more fun with the CRC 1100 SPLINE T db 38 mounted into your cyclocross bike.

CRC 1100 SPLINE® 38 T

- WEIGHT 1322 g
- Tubular Disc brake
- EUR 2408*
- USD 3173*

The CRC 1400 SPLINE db 24 – a wheelset for all these challenges off the beaten roads. No matter if you are competing in cyclocross races, gravel adventures or simply the prestigious CX-lunchride with your colleagues. Those wheels will bring a big smile onto your face. The full carbon tubeless ready rim, laced to a straight pull 240s based hub, combines maximum reliability for the harsh off-road use with superb performance. Perfectly suited for the use of extra-wide tubeless tires, you’ll be impressed by the combination of lightweight, comfort and grip while searching for new adventures off the beaten roads.

CRC 1400 SPLINE® 24

- WEIGHT 1389 g
- Clincher Disc brake
- EUR 1978*
- USD 2606*
CR 1400 DICUT® 25

- WEIGHT: 1604 g
- Disc brake
- EUR: 848 *
- USD: 1117 *

CR 1600 DICUT® 25

- WEIGHT: 1683 g
- Disc brake
- EUR: 698 *
- USD: 920 *

CR 1600 SPLINE® 23

- WEIGHT: 1728 g
- Disc brake
- EUR: 578 *
- USD: 762 *

C 1800 SPLINE® 23

- WEIGHT: 1745 g
- Disc brake
- EUR: 408 *
- USD: 538 *

* Price per wheel set
In our mind, the track can be a line in the velodrome or your visualized line through city traffic. Simplicity is key, from the minimalistic graphics to the purist hubs and a classic wheel build. DT Swiss Track wheels are a beautiful choice, whether your loop ends at the finish line or at your front door.
Especially when speaking about our fancy new track wheels and the crazy dudes riding these wheels at the Fixed 42 World Champs or the Red Hook Crit in Brooklyn.
When heavy duty riding is your passion, the C 1800 is the right partner for any mission. With its high end sleeved rim ready to take up MTB size rubber and the tough build featuring our sturdiest bladed spokes, it is right at home at anything from jumping obstacles, cutting through the mud to sprinting up steeps. Trademark DT Swiss reliability coming from the precision hubs and the superb wheel building quality guarantee trouble free rides year in year out.

**WEIGHT FROM 1896 g**

**T 1800 CLASSIC 32**

With the T 1800 Classic track style is taken to the streets. From the wide, medium profile alloy rim to the extra flat bladed spokes it oozes muscles. And that muscle is needed when zipping around corners at full pace. Its simplicity comes with DT Swiss engineering know how, ensuring a long, trouble free life navigating city roads and procuring big grins on riders faces. That said, it doesn’t mean it can’t go fast on an oval, because it can.

**WEIGHT 1896 g**

**TRC 1400 DICUT® 65**

Tucked in the pack with a narrow profile for maximum efficiency, that’s what you’re aiming for when racing your friends and competitors in the oval or a crit. The TRC 1400 DICUT makes this wish come true. The deep section rim comes with a classy design and offers the least possible resistance when cutting through air. With a stiff wheel build on a classic, championship proven hub, this wheel provides all the power needed when it’s time to sneak out from behind to launch your attack.

**WEIGHT 1528 g**

*Price per wheel set*
A wheelset is only as good as its separate components are. As a matter of fact DT Swiss components meet the highest standards for quality and set the foundations for our outstanding product quality. Ever since DT Swiss spokes, hubs and rims are synonymous with precision Swiss manufacturing. In order to keep this quality level, the consistent improvement of our components is given the highest priority in our R&D process.
RIMS

RR 411
Symmetric
18 mm
Rim brake

RR 411
Asymmetric
18 mm
Rim brake

RR 411
Asymmetric
18 mm
Disc brake

RR 511
18 mm
Rim brake

RR 511
18 mm
Disc brake

R 460
18 mm
Rim brake

R 460
18 mm
Disc brake

R 460
Asymmetric
20 mm
Disc brake

RR 421
20 mm
Disc brake

RR 521
20 mm
Disc brake

R 470
20 mm
Disc brake

RR 481
Asymmetric
22 mm
Disc brake

R 500
22 mm
Disc brake
HUBS

180 CARBON CERAMIC

240S CLASSIC

240S STRAIGHTPULL

350 CLASSIC

350 STRAIGHTPULL

540 TANDEM

RWS

RWS TITAN

RWS STEEL

RWS E-THRU ROAD

RWS 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 AEROLITE® II

DT AERO COMP®
  STRAIGHTPULL

NIPPLES

DT STANDARD
  BRASS

DT STANDARD
  ALUMINUM

DT PRO HEAD®
  BRASS

DT HIDDEN
  ALUMINUM

DT SQUORX
  PRO HEAD®
  BRASS

DT SQUORX
  PRO HEAD®
  ALUMINUM