

**MTB**  
TWO  
THOUS  
AND  
18

**DT** SWISS

# WE ARE **MTB**

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.

***DT SWISS***

# RIDE IT ALL

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****XR****ALL MOUNTAIN****XM****ENDURO****EX****FREERIDE****FR****BIG RIDE****BR**

# 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®

WEIGHT FROM 1317 g



22.5 mm<sup>1)</sup> 27.5 || 29  
25 mm<sup>1)</sup> 29

EUR 2118<sup>2)</sup>  
USD 2790<sup>2)</sup>

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® ONE

WEIGHT FROM 1469 g

22.5 mm<sup>1)</sup> 27.5 || 29  
25 mm<sup>1)</sup> 27.5 || 29

EUR 948<sup>2)</sup>  
USD 1249<sup>2)</sup>



## X 1700 SPLINE®

WEIGHT FROM 1632 g

22.5 mm<sup>1)</sup> 27.5 || 29

EUR 618<sup>2)</sup>  
USD 814<sup>2)</sup>



## X 1900 SPLINE®

WEIGHT FROM 1770 g

20 mm<sup>1)</sup> 27.5 || 29

EUR 308<sup>2)</sup>  
USD 406<sup>2)</sup>

# ALL MOUNTAIN

## — 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.



# XMC 1200 SPLINE®

WEIGHT FROM 1446 g



30 mm<sup>1)</sup> 27.5 || 29

EUR 2178 <sup>2)</sup>

USD 2870 <sup>2)</sup>

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.



## XM 1501 SPLINE® ONE

WEIGHT FROM 1567 g

25 mm<sup>1)</sup> 27.5 || 29

30 mm<sup>1)</sup> 27.5 || 29

35 mm<sup>1)</sup> 27.5

40 mm<sup>1)</sup> 27.5

EUR 968 <sup>2)</sup>

USD 1276 <sup>2)</sup>



## M 1700 SPLINE®

WEIGHT FROM 1714 g

25 mm<sup>1)</sup> 27.5 || 29

30 mm<sup>1)</sup> 27.5 || 29

35 mm<sup>1)</sup> 27.5

EUR 628 <sup>2)</sup>

USD 828 <sup>2)</sup>



## M 1900 SPLINE®

WEIGHT FROM 1845 g

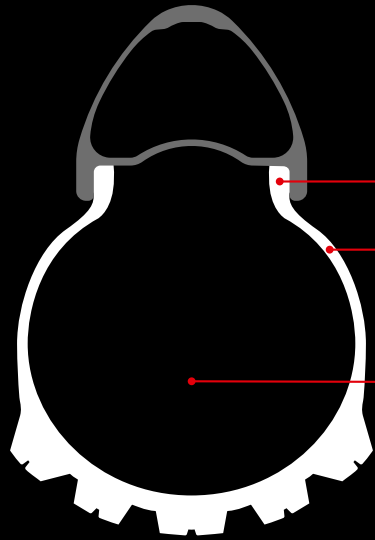
22.5 mm<sup>1)</sup> 27.5 || 29

30 mm<sup>1)</sup> 27.5 || 29

EUR 318 <sup>2)</sup>

USD 419 <sup>2)</sup>

# WHY GO WIDER?



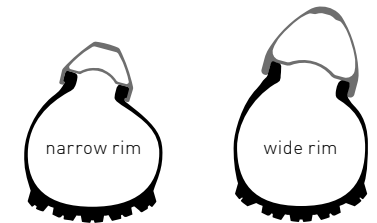
## HOW WIDE IS BETTER? OR HOW WIDE IS BETTER.

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 ques-

tion 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.

### 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.



### 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.



# ENDURO

## — 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

WEIGHT FROM 1687 g



25 mm<sup>1)</sup> 27.5 || 29  
30 mm<sup>1)</sup> 27.5 || 29

EUR 968 <sup>2)</sup>  
USD 1276 <sup>2)</sup>



## E 1700 SPLINE®

WEIGHT FROM 1824 g

25 mm<sup>1)</sup> 27.5 || 29  
30 mm<sup>1)</sup> 27.5 || 29

EUR 628 <sup>2)</sup>  
USD 828 <sup>2)</sup>



## E 1900 SPLINE®

WEIGHT FROM 1905 g

25 mm<sup>1)</sup> 27.5 || 29

EUR 328 <sup>2)</sup>  
USD 432 <sup>2)</sup>

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.

# BPM

BIEL PERFORMANCE MANUFACTURING  
BY **DT SWISS**

WELCOME

WELCOME

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.

## EXCELLENCE IN WHEEL BUILDING

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

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.

### 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.



PERFORMANCE



MANUFACTURING



HANDCRAFTED



HIGH-END

# 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.



# FR 1950 CLASSIC

WEIGHT FROM 2004 g



27.5 mm<sup>1)</sup> 27.5

EUR 908<sup>2)</sup>

USD 1197<sup>2)</sup>

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.

**DT SWISS**

<sup>1)</sup> INNER WIDTH  
<sup>2)</sup> PRICE PER WHEEL SET

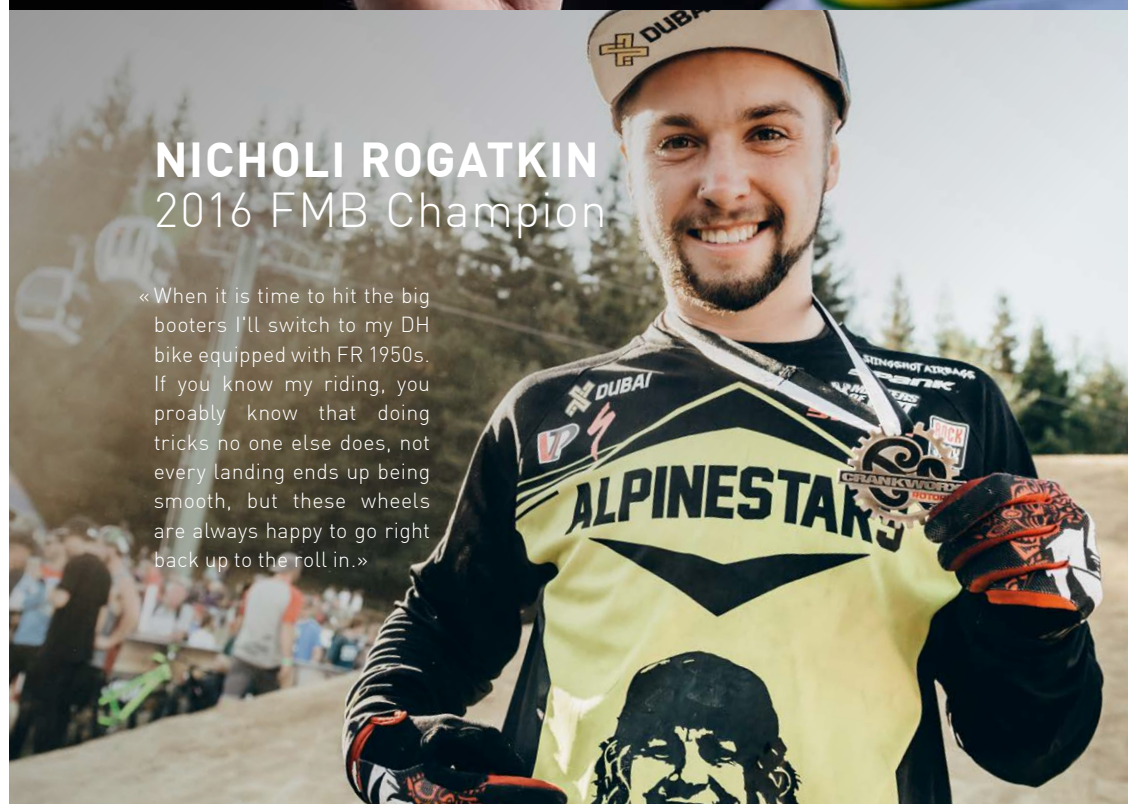
## DANNY HART 2016 Downhill World Champion

« 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 probably 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. »



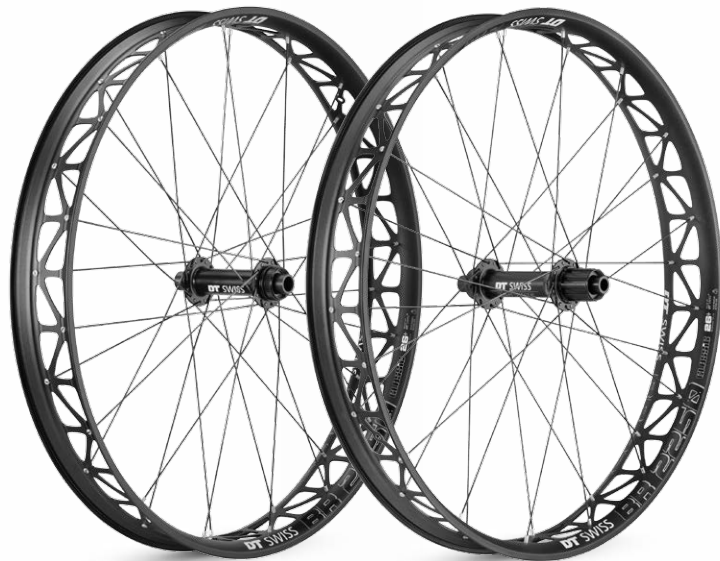
# BIGRIDE

## — 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.

# BR 2250 CLASSIC

WEIGHT FROM 2230 g



76 mm<sup>1)</sup> 26

EUR 788<sup>2)</sup>

USD 1039<sup>2)</sup>

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.

# W I D E S M I L E S



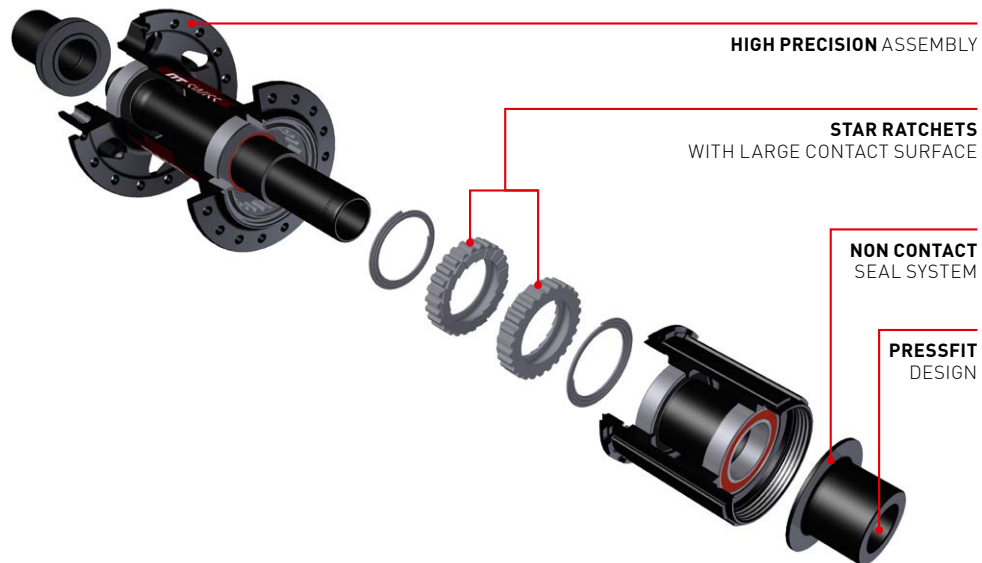
When you go where no mountainbike is meant to go, you want reliable wheels. That's just what our Big Ride wheels are. Equipped with the most traditional of spoke and hub type, they feature classic J-bend spokes available just about everywhere on the planet.



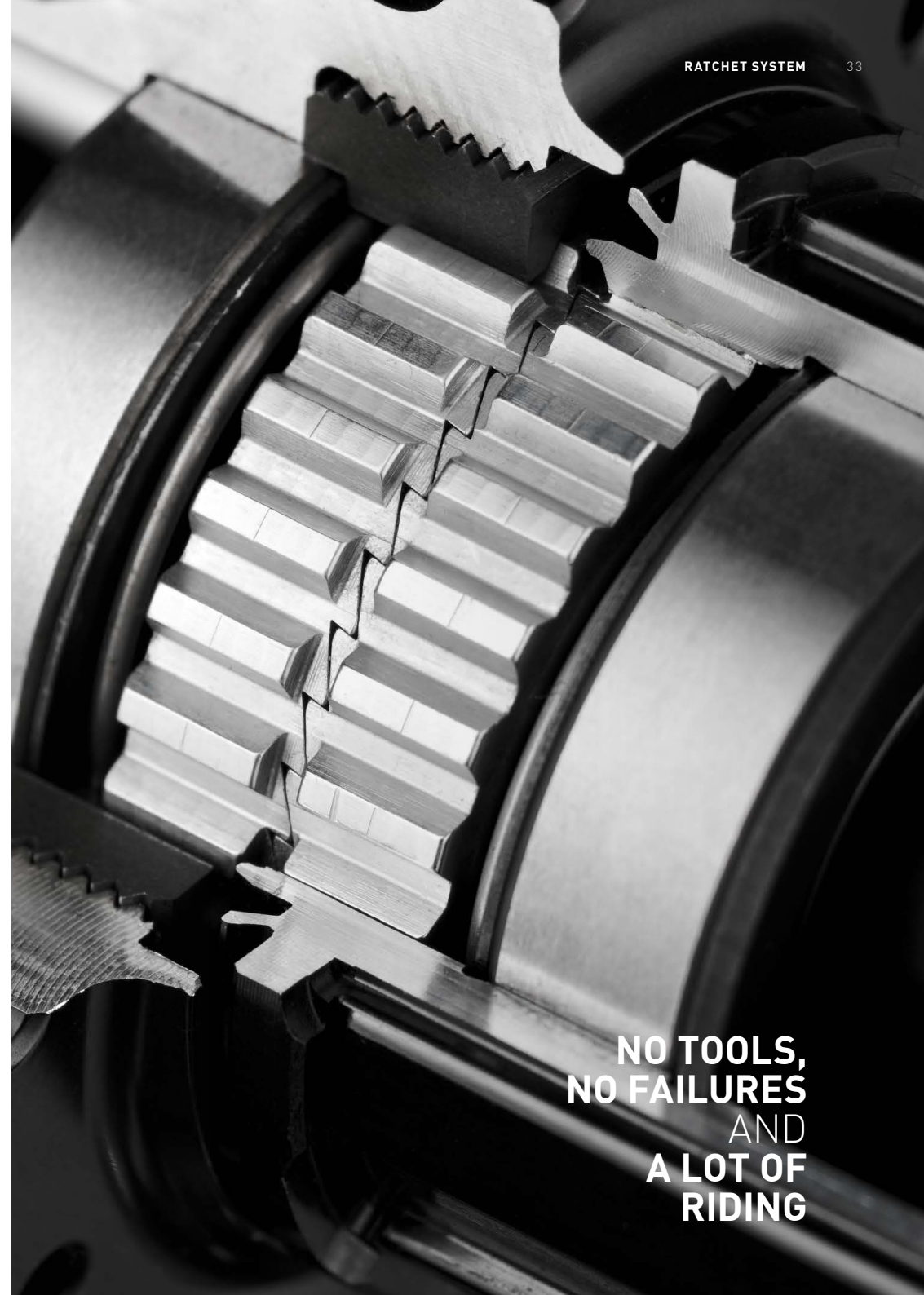
# RATCHET SYSTEM

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.



DT SWISS



**NO TOOLS,  
NO FAILURES  
AND  
A LOT OF  
RIDING**

# SUS- PENSION

## – PRECISION CONTROL

When you navigate those trees, rocks 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

### 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

### 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.

### 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 O.D.L functions on the fly, so you can fly over the trail.

# OPM O.D.L RACE

**WEIGHT FROM** 1410 g

**TRAVEL**

100 mm 27.5 || 29  
120 mm 27.5 || 29

**EUR** 1199

**USD** 1619



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 Pla-

cement) 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.

# OPM O.D.L

**WEIGHT FROM** 1540 g

**TRAVEL**

100 mm 27.5 || 29  
120 mm 27.5 || 29  
130 mm 29  
140 mm 27.5  
150 mm 27.5

**EUR** 899

**USD** 1214



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.

# R 414

**WEIGHT FROM** 250 g

**TRAVEL**

165 x 38 mm  
184 x 44 mm  
190 x 50 mm  
200 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



# COMPO- NENTS

## — FROM PROS TO PROS

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  
26 || 27.5 || 29

**XR 361**

Asymmetric



22.5 mm  
27.5 || 29

**XR 391**



25 mm  
27.5 || 29

**X 392**



20 mm  
27.5 || 29

**M 502**



30 mm  
27.5 || 29

**M 542**



35 mm  
27.5

**M 582**



40 mm  
27.5

**EX 471**



25 mm  
26 || 27.5 || 29

**X 412**



22.5 mm  
27.5 || 29

**XM 401**



22.5 mm  
26 || 27.5 || 29

**XM 421**



25 mm  
27.5 || 29

**XM 481**



30 mm  
27.5 || 29

**EX 511**



30 mm  
27.5 || 29

**E 512**



25 mm  
27.5 || 29

**E 532**



30 mm  
27.5 || 29

**533 db**



25 mm  
26 || 27.5 || 29

**XM 521**



35 mm  
27.5

**XM 551**



40 mm  
27.5

**M 442**



22.5 mm  
27.5 || 29

**M 462**



25 mm  
27.5 || 29

**FR 570**



27.5 mm  
26 || 27.5

**BR 710**



76 mm  
26

# 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

# NIPPLES

**DT CHAMPION®  
CLASSIC**



**DT CHAMPION®  
STRAIGHTPULL**



**DT COMPETITION®  
CLASSIC**



**DT COMPETITION®  
STRAIGHTPULL**



**DT COMPETITION®  
RACE  
CLASSIC**



**DT COMPETITION®  
RACE  
STRAIGHTPULL**



**DT SUPER COMP®**



**DT REVOLUTION®**



**DT ALPINE®**



**DT ALPINE® III**



**DT AEROLITE®  
CLASSIC**



**DT AEROLITE®  
STRAIGHTPULL**



**DT AERO SPEED®**



**DT NEW AERO®**



**DT AERO COMP®  
CLASSIC**



**DT AERO COMP®  
STRAIGHTPULL**



**DT STANDARD  
BRASS**



**DT STANDARD  
ALUMINUM**



**DT PRO HEAD®  
BRASS**



**DT HIDDEN  
ALUMINUM**



**DT SQUORX  
PRO HEAD®  
BRASS**



**DT SQUORX  
PRO HEAD®  
ALUMINUM**



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DESIGNED AND EDITED BY  
DT SWISS AG, SWITZERLAND

**PHOTOGRAPHY**  
ARMIN M. KÜSTENBRÜCK  
FRED LEISER  
MICHAEL RIEHLE  
NATHAN HUGHE

