

***DT SWISS***

***FORKS***

**F 535 ONE**

*TECHNICAL MANUAL*

V2021.11

1. GENERAL .....	3
2. SERVICE AND CARE .....	5
3. TROUBLE SHOOTING.....	6
4. SMALL SERVICE .....	7
5. CONVERTING THE CONTROL ELEMENTS FROM MANUAL TO REMOTE .	17
6. CONVERT THE CONTROL ELEMENTS FROM REMOTE TO MANUAL.....	23
7. ADD / REMOVING APT VOLUME SPACERS.....	29

# 1. GENERAL

## 1.1 VALIDITY

This manual describes the component specified on the front page and the footer. This manual is valid for the design of the product as of 22.11.21. Deviations are possible and all items are subject to technical changes.

## 1.2 SAFETY

The safety instructions are classified as follows:



### DANGER

...indicates a hazardous situation that, if not avoided, will result in death or serious injury.



### CAUTION

... indicates a hazard with a medium level of risk which, if not avoided, may result in minor or moderate injury.



### NOTE

... indicates a potentially hazardous situation that may result in damage to property.

## 1.3 TARGET GROUP

This manual is intended for the user of the component and dealers. This manual offers the experienced user the possibility to carry out minor service work himself. If you have any doubts about your own abilities, you should definitely contact a specialist or a DT Swiss Service Center. Any warranty claims will lapse if work is not carried out properly.

## 1.4 LAYOUT

The cover page and the footing provide information about the type of product and manual as well as the version of the manual. The DT Swiss contact details can be found on the back. A list of all DT Swiss service centers can be found at [www.dtswiss.com](http://www.dtswiss.com).

This manual is intended for being printed as an A5 booklet. Only print this manual if electronic usage is not possible.

## 1.5 GENERAL MAINTENANCE INFORMATION

Unless otherwise specified, moving parts, threads, O-rings and sealings must be greased before assembly.

### CLEANING

For an optimal result of the maintenance works, every component that will be disassembled must be cleaned. Only use cleaners and degreasers which do not damage the components. Especially the cleaning of O-rings and sealings requires mild cleaners. Observe the instructions for use of the respective cleaner.

DT Swiss recommends the following cleaners:

- Motorex Rex
- Motorex Swissclean
- Motorex OPAL 2400, 3000 OPAL, OPAL 5000

Use soap water or similar mild cleaners for external cleaning.

### TOOLS

To ensure a damage-free mounting and dismounting of the components, only use the tools which are mentioned in this manual. Special tools are indicated at the beginning of a chapter in the table "Required material".

The use of different tools is at the discretion of the user. If components are damaged by the usage of differing tools, the user is liable.

DT Swiss special tools are precision tools. Damage-free mounting and dismounting of the components can only be ensured if the tools are working properly and if the condition of the tools are perfect. Always keep the tools in their original packaging or adequate devices to prevent damage.

## 1.6 ENVIRONMENTAL PROTECTION

The statutory regulations shall apply. Whenever possible, avoid creating waste. Waste, especially carbon, lubricants, cleaners and any other fluids must be disposed in an environmentally compatible manner. Only print this manual if electronic usage is not possible.

## 1.7 EXCLUSION OF LIABILITY

The activities listed in this manual may only be carried out by persons with sufficient specialist knowledge. The user is liable for any damage or consequential damage caused by wrongly maintained or installed components. If you have doubts, please contact your region's DT Swiss pro level service center.

## 1.8 WARRANTY

Warranty conditions can be found at [www.dtswiss.com](http://www.dtswiss.com).



## 2. SERVICE AND CARE

### 2.1 SAFETY



#### **DANGER**

#### **RISK OF INJURY DUE TO WRONG MAINTENANCE OF THE FORK!**

Incorrect maintenance or assembly of the fork can lead to incorrect function!

- Maintenance and assembly may only be done by a skilled professional.
- In case of any doubt, contact a DT Swiss service center.
- Only use original spare parts.

### 2.2 SERVICE INTERVALS

If service intervals are not respected, any warranty claims can be denied.

Task	Interval
Full service carried out by a DT Swiss service center	Annually or after 200 operating hours
Small service (see <a href="#">“4. Small Service” on page 7</a> )	50 operating hours more frequently in case of extreme operating conditions.
Check fork for damage and cracks. If there is any damage, contact the DT Swiss Service Centre.	Before and after every ride and after a crash
Check the fastening is correct / check tightening torques	Before each ride
Check the functionality	Before each ride
Care (see below)	After each ride

### 2.3 CARE AND CLEANING

The following care and cleaning instructions must be observed:

- Clean the fork with a damp cloth after each ride. Remove dirt accumulations in the area of the wiper seals.
- Never use aggressive cleaners that damage the wiper seals.
- Do not use high-pressure cleaners. Water and dirt can get into the fork and damage it!
- Remove all visible, dried dirt from the area of the wiper seals. This will prevent dirt from getting into the fork.
- Additional lubrication of the fork in the area of the wipers from the outside is not necessary.

### 3. TROUBLE SHOOTING

Issue	Reason	Solution
The fork is not responding properly.	The bedding-in time is not over.	Continue riding (bedding-in time is about 20 operating hours).
	The air pressure is too high.	Decrease the air pressure controlled using a suitable shock pump.
	The fork needs a small service.	Carry out a small service (see ) yourself or by your dealer or a DT Swiss service center.
The fork bottoms out on moderate bumps.	The air pressure is too low.	Increase the air pressure controlled using a suitable shock pump.
The full travel of the fork cannot be used.	The air pressure is too high.	Reduce the air pressure.
	Wrong measurement of the travel. Some forks do not use the full stroke of the stanchions.	Always measure the distance between wiper seal and SAG O-ring.
The fork does not rebound completely and hardens on fast repetitive bumps.	Too much rebound damping.	Decrease rebound damping.
The fork rebounds too fast, the front wheel loses contact to the ground after bumps or it slides in turns.	Not enough rebound damping.	Increase rebound damping.
The lockout does not work well.	Leaks inside the cartridge.	Contact your local dealer or the responsible DT Swiss service center to solve this problem.
	Remote Lockout: The lockout cable is not tensioned correctly.	Check the proper fixation and the tension of the lockout cable.

If the problem cannot be solved, contact a DT Swiss service center!

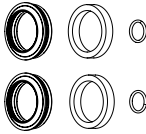


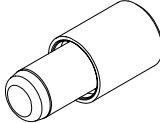
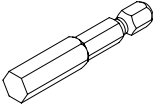
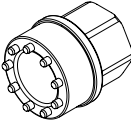
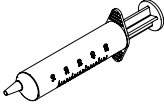
## 4. SMALL SERVICE

### PREPARATORY STEPS

Clean the fork

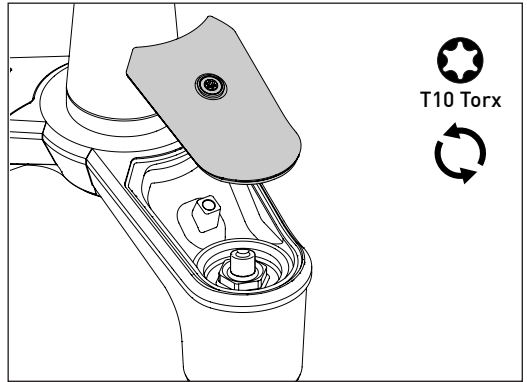
Link

"Cleaning" on page 4

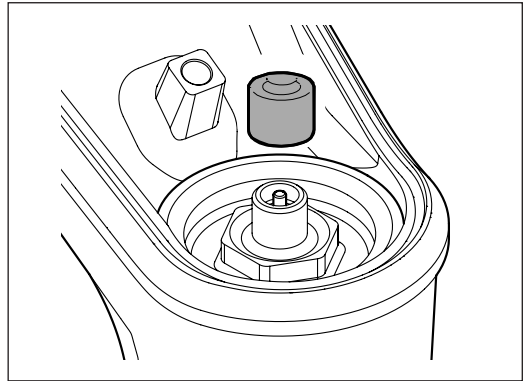
Required tools and materials	Specification	Quantity	Article number
Wiper seal kit Ø35 <ul style="list-style-type: none"> <li>• 2 x wiper</li> <li>• 2 x foam ring</li> <li>• 2x O-ring</li> </ul>		1	FWKXXXXXXXXX20369S
DT Swiss Lube Fluid		100 ml	4064XXXXXXXXX000026
DT Swiss Fork Oil		100 ml	4064XXXXXXXXX000024
Wiper seal mounting tool		1	FWTXXXXXX10015661S
Reworked 8 mm hex bit		1	FXTXXXXXXXXX018482S
Mounting tool for spring unit		1	FWTXXXXXXXXX014126S
Syringe (minimum volume 20 ml)		1	-
Tire lever		1	-
Degreaser		-	-
Torque wrench 25 Nm		1	-
Plastic hammer		1	-
Shock pump		1	-

## 4.1 RELEASING THE AIR

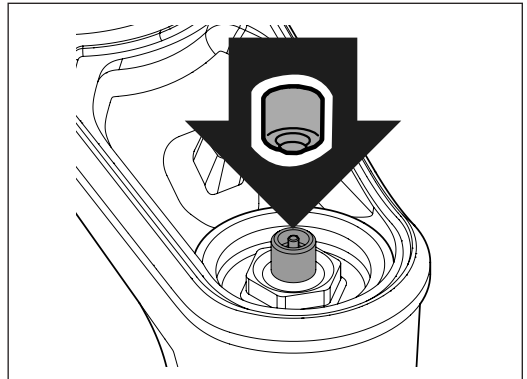
1. Unscrew the fixing screw of the cover on the spring side.
2. Remove the cover.



3. Unscrew the valve cap.

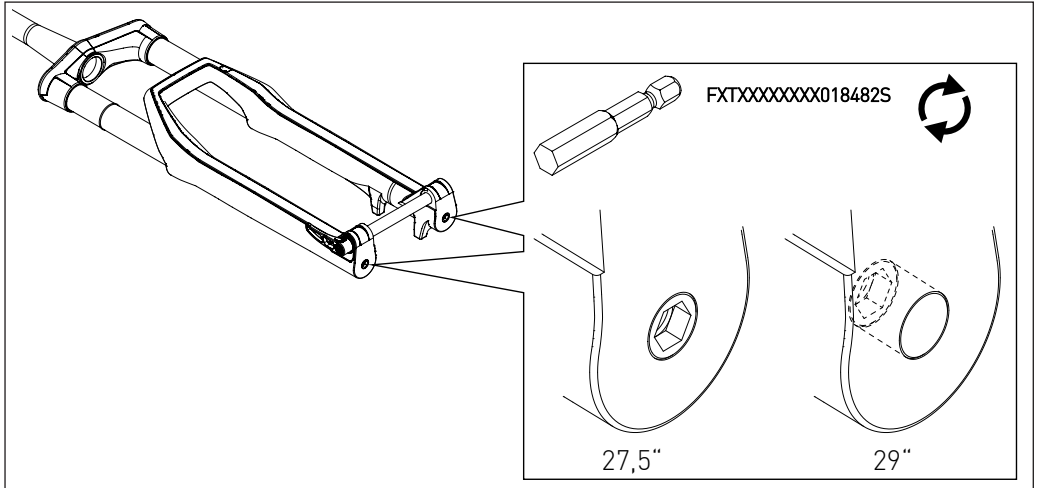


4. Carefully press the back of the valve cap onto the valve insert and GRADUALLY release the air.
5. Slowly compress the fork two times about 10 mm with the valve insert pressed and pull it apart again.  
→ This balances the positive and negative air chambers.

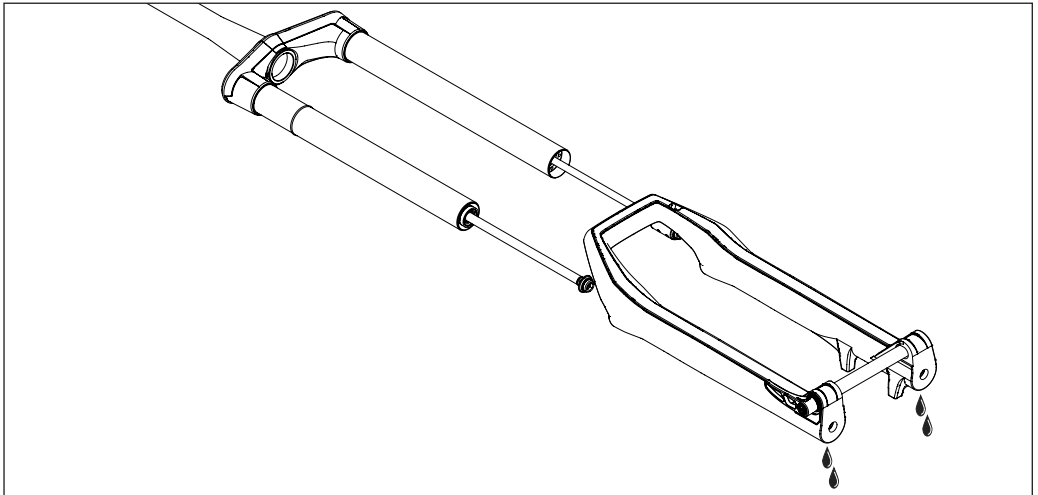


## 4.2 REMOVING THE LOWER UNIT

1. Make sure the valve cap is removed and the air is completely released (see "4.1 Releasing The Air" on page 8).

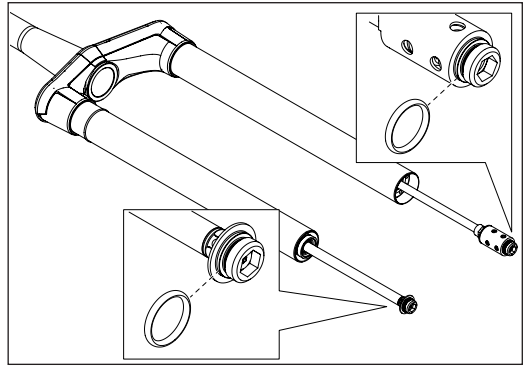


2. Screw in the screw on the spring side clockwise into the lower unit using the tool FXTXXXXXXXXX018482S.
  3. Screw in the screw on the damping side clockwise into the lower unit using the tool FXTXXXXXXXXX018482S.
- After the screws have been screwed in, about 20 ml of oil runs out of both dropouts. Collect the leaking oil using a suitable container.



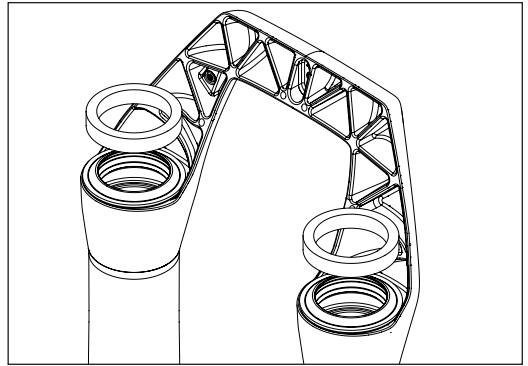
4. Carefully remove lower unit.
5. Collect the leaking oil using a suitable container.

6. Remove the O-rings of the connectors. If there is no O-ring on one of the connectors, it may be inside the lower unit and must be removed from there.
7. Slightly grease the new O-rings and put it on the connectors.



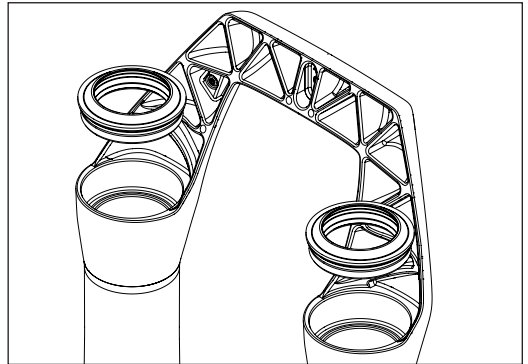
### 4.3 CHANGING THE WIPER SEALS

1. Remove both foam rings below the wiper seals.



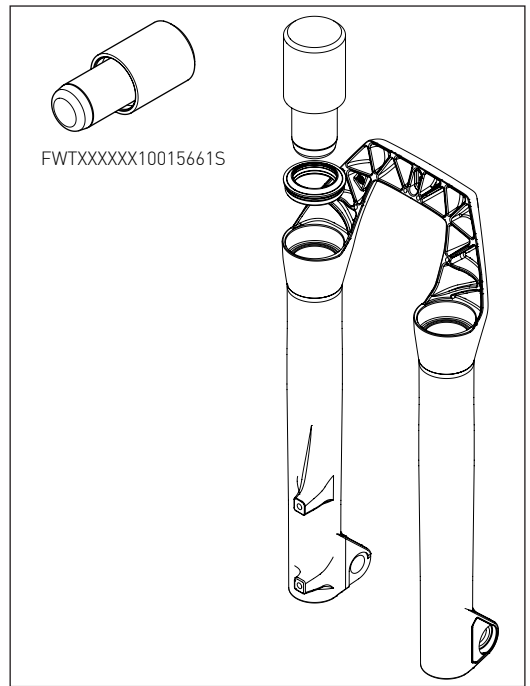
2. Remove both wiper seals using a solid tire lever.

ATTENTION: The lower unit must not be damaged!

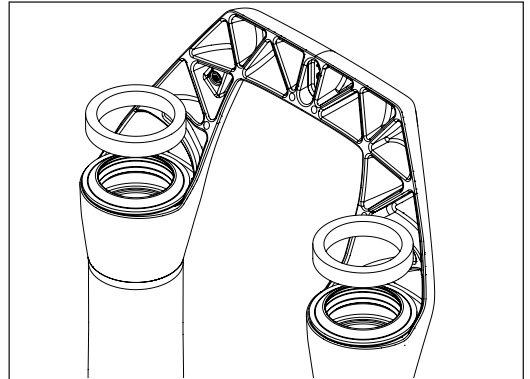


3. Clean the lower unit with an appropriate cleaner.
  - If you are using soap water, flush the lower unit with clear water after cleaning.
  - There must be no residual moisture inside the lower unit before re-mounting.
  - Only use lint-free textile cloths.

4. Degrease the seats of the wiper seals in the lower unit.
5. Slide the tool FWTXXXXXX10015661S into the first wiper seal.
6. Carefully drive in the wiper seal using a plastic hammer.
7. Remove the tool from the wiper seal.
8. Repeat steps to mount the second wiper seal.
9. Leave the lower unit for about 15 minutes and allow the wiper seals to seat.



10. Put two new, in DT Swiss Lube Fluid soaked foam rings between the bushings and the wiper seals.
  - Make sure that the foam rings are not twisted and completely evenly between seal and bushing.



#### 4.4 REMOVING THE SPRING UNIT

As part of the small service we recommend to remove the spring unit in order to remove introduced lubricating oil from the spring unit and from the left stanchion.



### DANGER

#### RISK OF INJURY FROM PRESSURIZED COMPONENTS!

If the spring unit or the air chamber cap is removed without first releasing the air, the spring unit or the air chamber cap is ejected from the stanchion after loosening the screw connection.

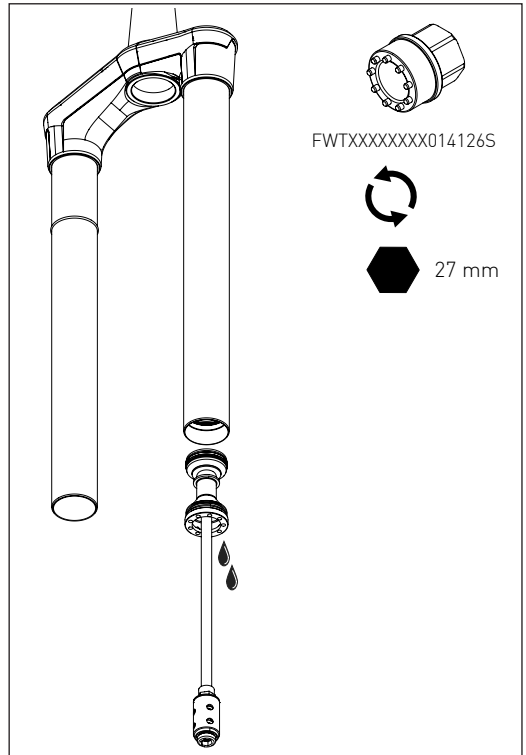
- Release the air completely before unscrewing the spring unit or the air chamber cap.
- While deflating the air, move the fork several times through the travel and deflate the air again (see "4.1 Releasing The Air" on page 8).
- Components that may be under pressure must never point towards the face or body during disassembly.

1. Make sure the valve cap is removed and the air is completely released (see "4.1 Releasing The Air" on page 8).
2. Clamp the fork in a suitable device so that the open sides of the stanchions point downwards.
3. Using the FWTXXXXXXXXX014126S tool, unscrew the spring unit from the underside of the left stanchion.
4. Drain the oil from the stanchion and the spring unit.

It is not necessary to clean the spring unit or the inner surface of the left stanchion. The remaining oil lubricates the sliding surfaces of the spring unit.

The 130, 140 and 150 mm models have a volume spacer inside the left stanchion. The position of the volume spacer must not be changed and the volume spacer must not be removed.

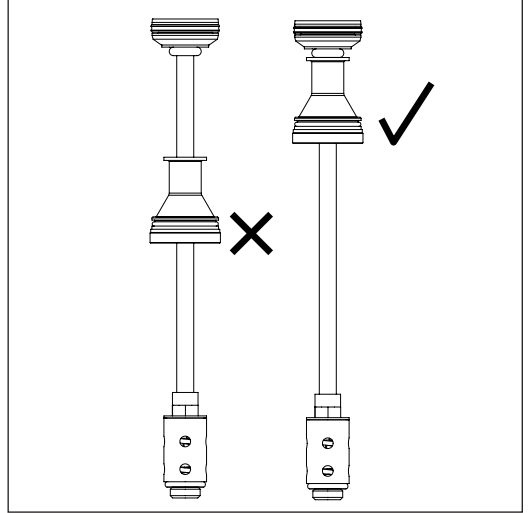
If the volume spacer has been moved accidentally, it must be positioned so that the distance from the lower edge of the left stanchion to the lower edge of the volume spacer is 247 to 252 mm.



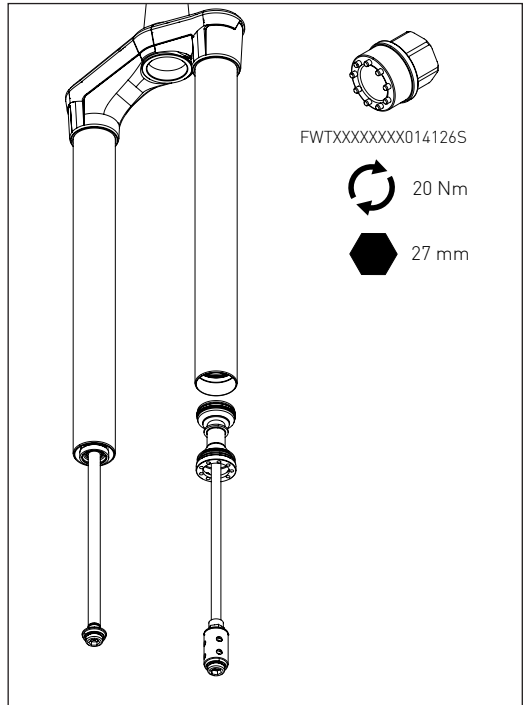


## 4.5 ASSEMBLING THE SPRING UNIT

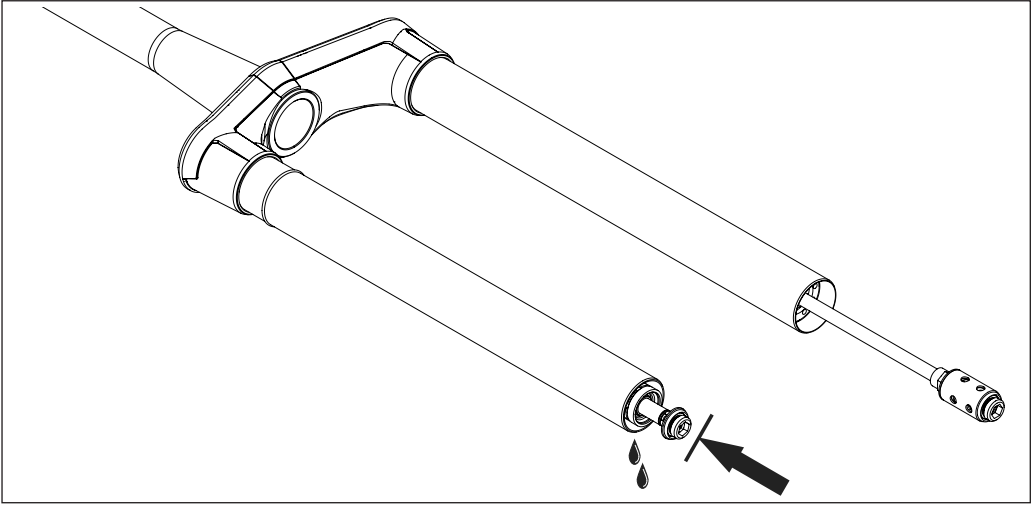
1. Make sure that there is still residual oil on the seals of the spring unit. Grease the seals with a small amount of DT Swiss Fork Oil if necessary.
2. Push the screw connection of the spring unit as far as possible in the direction of the piston.



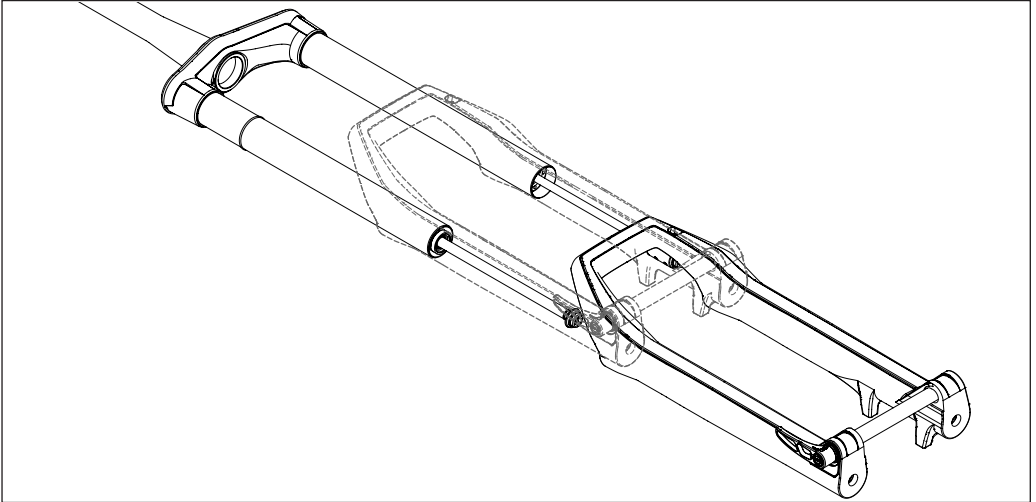
3. Screw in the spring unit from the bottom using the tool FWTXXXXXXXX014126S and tighten with a torque of 20 Nm. Make sure that the screw connection of the spring unit is pushed as far as possible in the direction of the piston.



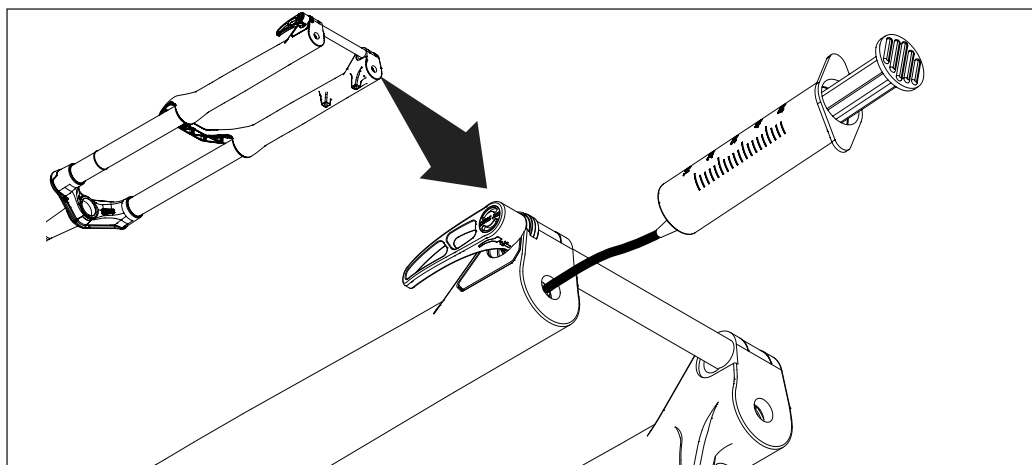
## 4.6 ASSEMBLING THE LOWER UNIT



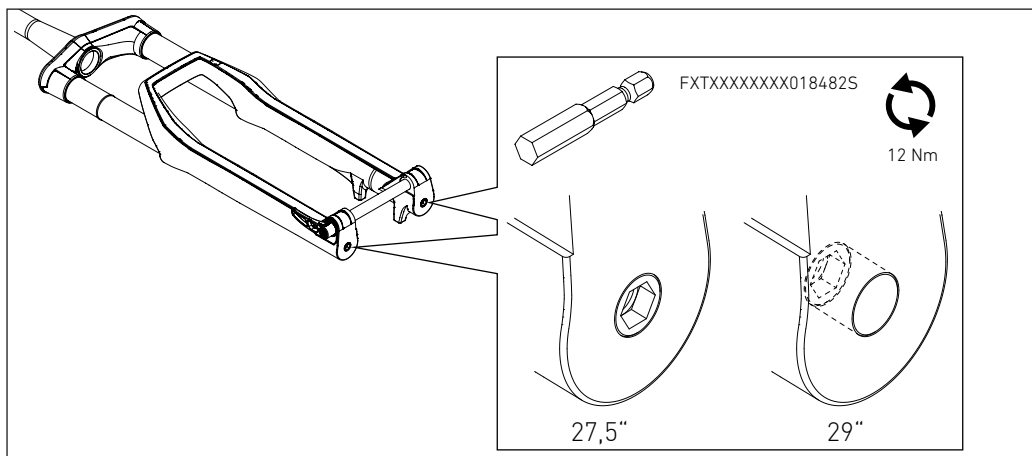
1. Before mounting the lower unit, the damping unit should be fully compressed once. This ensures that the correct amount of damping oil is in the damping unit. A small amount of oil may drip from the stanchion.
2. Pull out the damping unit completely. Vertical play in the damping unit is normal.



3. Check, if the O-rings of the connectors are still in place.
4. Slide the SAG O-ring onto the stanchion tube if necessary.
5. Slide the lower unit about 5 cm onto the stanchions.



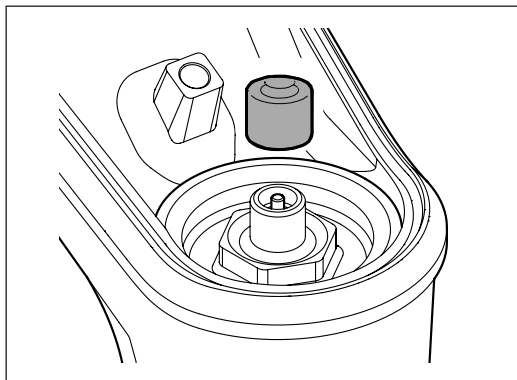
6. Fix the fork 45° - 70° upright.
7. Fill 20 ml DT Swiss Fork Oil into the spring side of the lower unit.
8. Fill 20 ml DT Swiss Fork Oil into the damping side of the lower unit.
9. Allow the fork to rest in the previously fixed position for about 60 seconds to allow the bushings to be lubricated.
10. Fully slide the lower unit onto the stanchions. Do not compress the piston rods of the spring and damping unit.



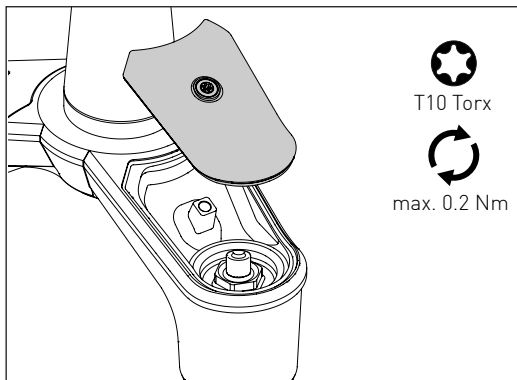
11. Screw in the screw on the damping side counterclockwise into the lower unit using the tool FXTXXXXXXXXX018482S and tighten the screw with a torque of 12 Nm.
12. Screw in the screw on the spring side counterclockwise into the lower unit using the tool FXTXXXXXXXXX018482S and tighten the screw with a torque of 12 Nm.

## 4.7 INFLATING THE FORK

1. Inflate the fork (see user manual for detailed information).
2. Screw on the valve cap.



3. Put on the cover and tighten the fixing screw handtight (max. 0.2 Nm).

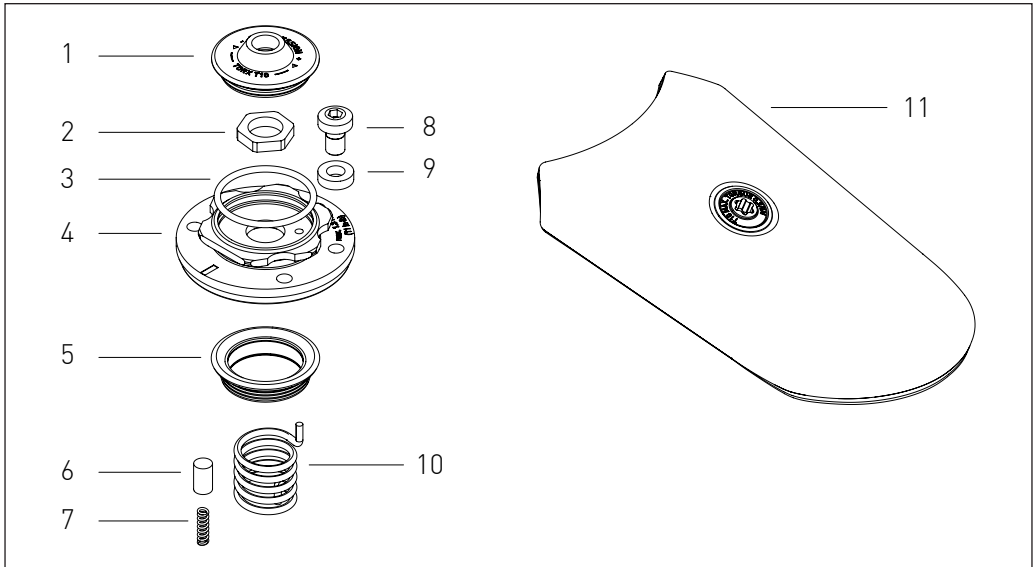


## 5. CONVERTING THE CONTROL ELEMENTS FROM MANUAL TO REMOTE

### 5.1 REQUIRED TOOLS AND MATERIALS

Required tools and materials	Quantity	Article number
Controls kit ICP remote	1	FWKXXXXXXXXX20621S
2 mm Allen key	1	
T10 Torx key or T10 Setup tool from the RWS-axle	1	
8 mm, 16 mm, 19 mm open end wrench	1	
8 mm socket	1	FXTXXXXXXXXX018645S
Torque wrench with Torx T10 and 2.5 mm hexagon socket insert	1	

### 5.2 OVERVIEW CONTROLS KIT

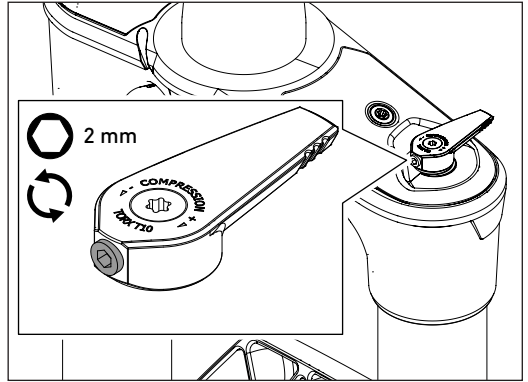


- 1 cover compression
- 2 nut
- 3 O-ring
- 4 remote wheel
- 5 dust seal
- 6 limitation pin

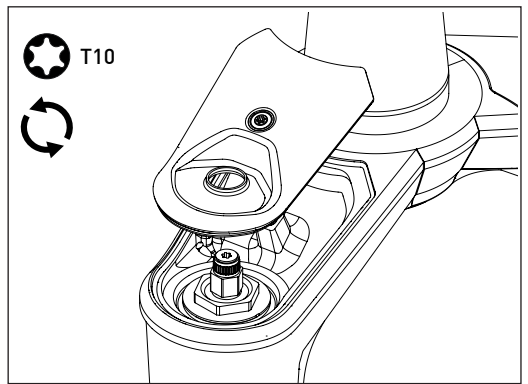
- 7 spring
- 8 clamping screw for remote cable
- 9 washer
- 10 spring
- 11 cover

### 5.3 REMOVING THE MANUAL CONTROL ELEMENTS

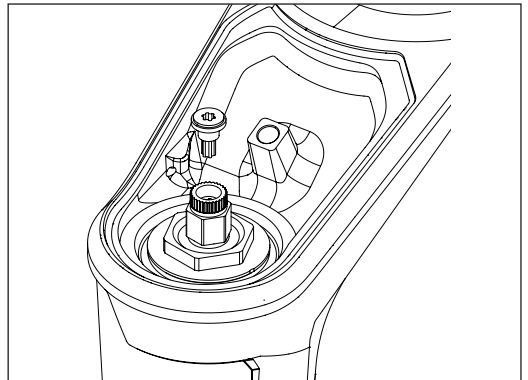
1. Unscrew the fixing screw of the mode lever a few turns.
2. Remove the lever.



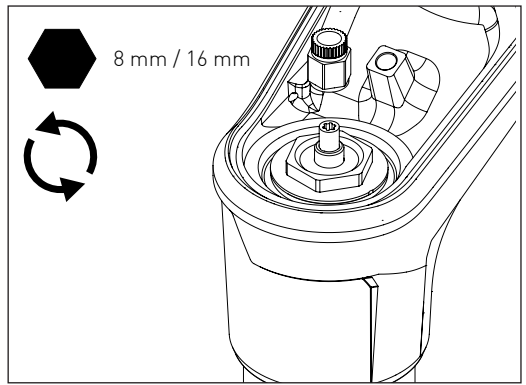
3. Unscrew the fixing screw of the cover and remove the cover.



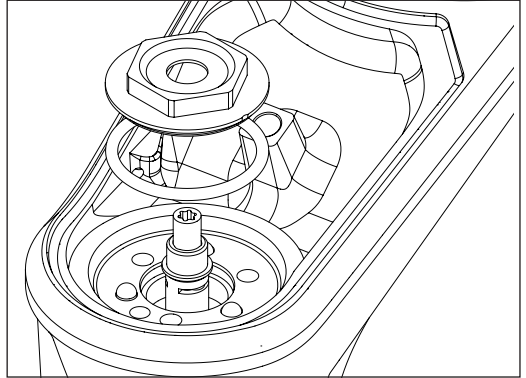
4. Pull out the compression adjuster.



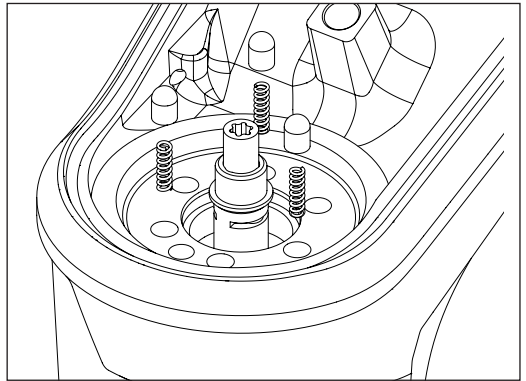
5. Hold the raster wheel with a 16 mm wrench.
6. Unscrew the compression nut using an 8 mm wrench.  
→ The raster wheel must not turn while unscrewing the nut.



7. Remove the raster wheel.
8. Remove the O-ring.

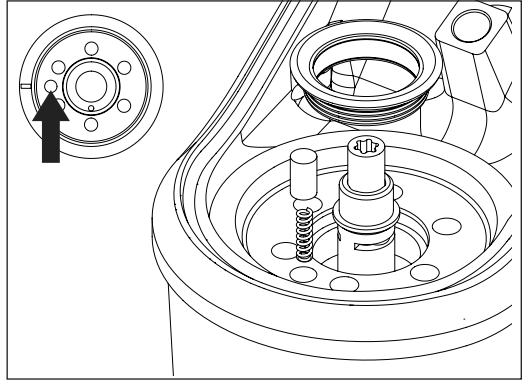


9. Remove the raster caps.
10. Remove the springs.

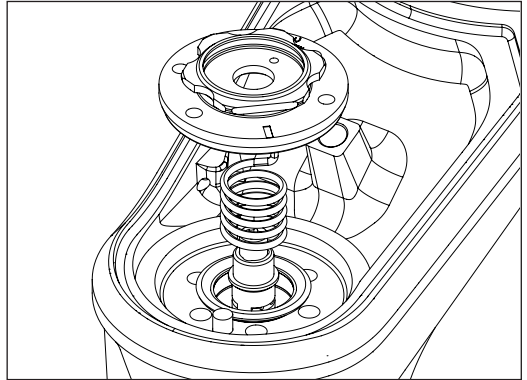


## 5.4 ASSEMBLING THE REMOTE CONTROL ELEMENTS

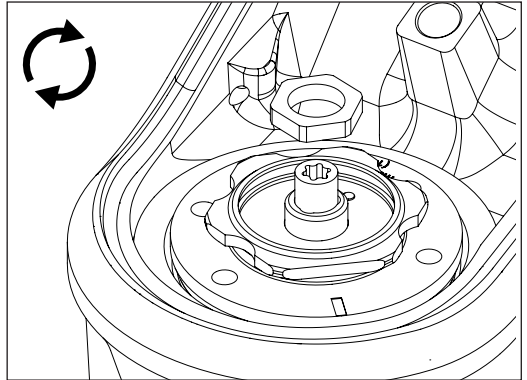
1. Turn the lockout shaft clockwise until stop (LOCK mode).
2. Put on the dust seal.
3. Put on the spring and the limiter cap.  
→ Both the spring and the limiter cap must be placed in the bore next to the mark on the damping unit.



4. Put on the spring.  
The lower arm of the spring must be placed inside the bore.
5. Put on the remote wheel.  
The arm of the spring must be placed inside the bore of the remote wheel.

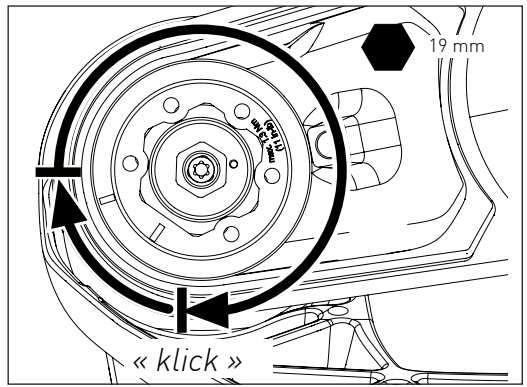


6. Push down the remote wheel and screw on the nut by hand as far as possible.

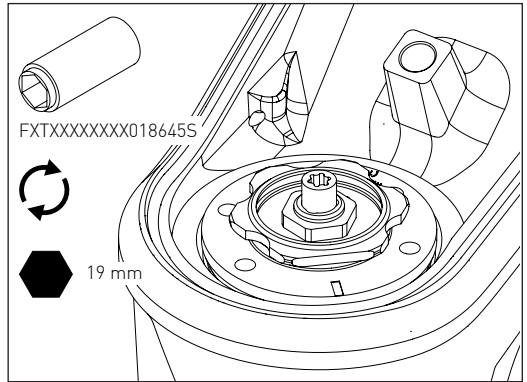




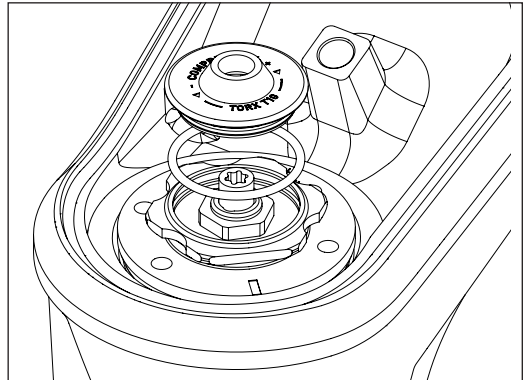
7. Turn the remote wheel clockwise for about 270° until the limiter cap snaps into the hole of the remote wheel with an audible „klick“ using a 19 mm wrench.
8. Continue turning the remote wheel about 70° until stop.
  - The lockout shaft is in position «LOCK».



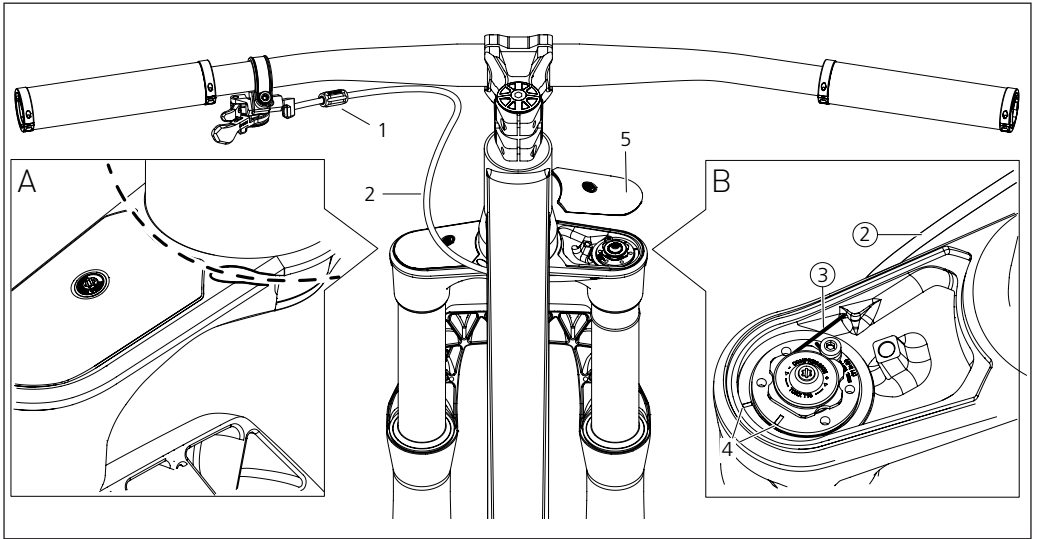
9. Hold in this position and tighten the nut with a torque of 5 Nm using the tool FXTXXXXXXXXX018645S.



10. Put the O-ring into the remote wheel.
11. Put on the compression cover.



## 5.5 ATTACHING THE REMOTE CABLE



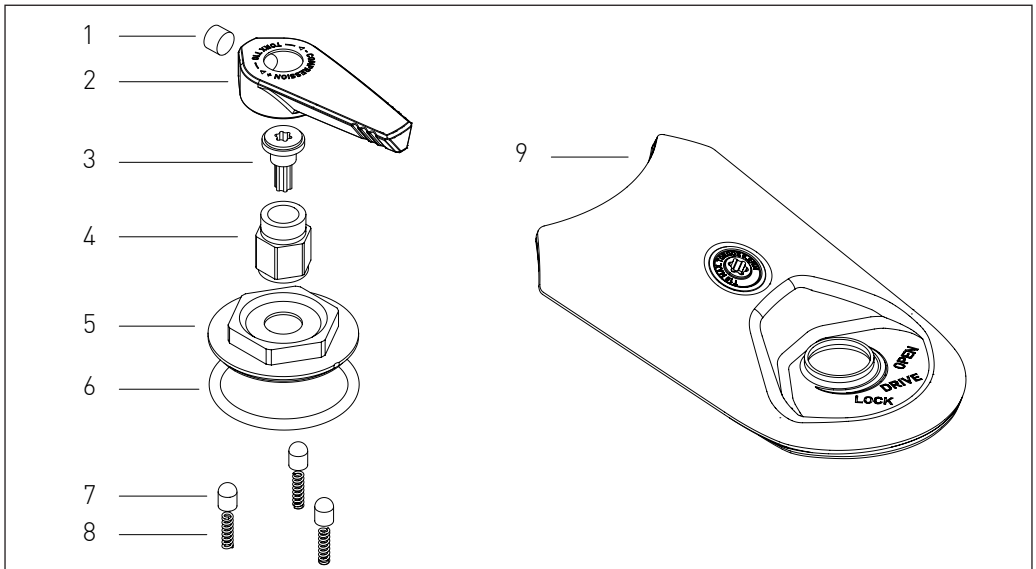
1. Put on the cable housing [2] and the cable adjuster [1].
  - Only cable housings with an outer diameter of 4 mm must be used.
  - Slide the cable housing through the cable holder on the backside of the fork crown [A].
  - Before and after the cable adjuster [1] there must be at least one short piece of cable housing.
2. Switch the remote lever to position "OPEN" and insert the cable through the cable housing [2].
3. Place the cable around the remote wheel and clamp it with the clamping screw. Tighten the clamping screw with a maximum torque of 1.3 Nm.
  - The clamping screw must be positioned in one of the five holes so that the cable wraps around the remote wheel as far as possible.
  - The three driving modes "OPEN", "DRIVE" and "LOCK" must be freely adjustable.
  - The end of the cable must not touch the incoming cable [3].
  - The end of the cable must be cut as close as possible to the clamping screw.
  - Do not use a cable end cap.
4. Adjust the cable.
  - Switch to "DRIVE" mode using the remote lever.
  - Check that the markings [4] on the remote wheel and the fork crown match.
  - If necessary, adjust the cable tension via the cable tension adjuster until both markings match.
5. Put on the cover on the damping side [5] and tighten the fixing screw with the setup tool (Torx T10) handtight (max. 0.2 Nm).

## 6. CONVERT THE CONTROL ELEMENTS FROM REMOTE TO MANUAL

### 6.1 REQUIRED TOOLS AND MATERIALS

Required tools and materials	Quantity	Article number
Controls kit ICP	1	FWKXXXXXXXXX20620S
T10 Torx key or T10 Setup tool from the RWS-axle	1	-
8 mm bit	1	FXTXXXXXXXXX018645S
16 mm, 19 mm open end wrench	1	-
Torque wrench with a 2 mm hexagon and T10 Torx bit	1	-
Loctite 241 or Loctite 243	1	-
Degreaser	1	-

### 6.2 OVERVIEW CONTROLS KIT

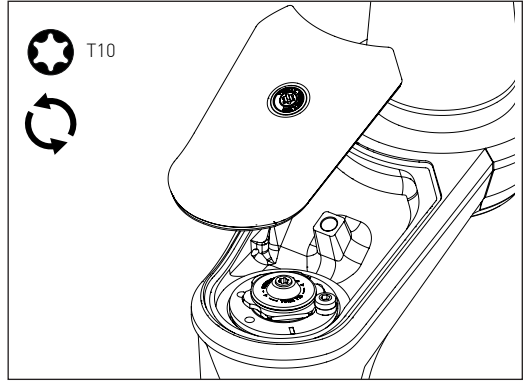


- 1 fixing screw for the mode lever
- 2 mode lever
- 3 compression adjuster
- 4 compression nut
- 5 index wheel

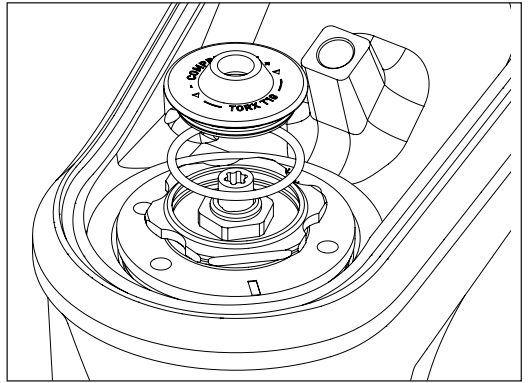
- 6 O-ring
- 7 index pin
- 8 spring
- 9 cover

### 6.3 REMOVING THE REMOTE CONTROL ELEMENTS

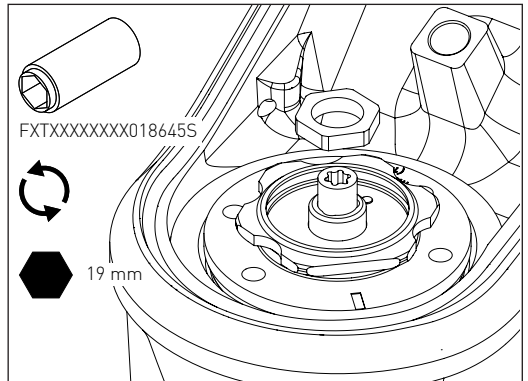
1. Unscrew the fastening screw of the cover on the damping side and remove the cover.



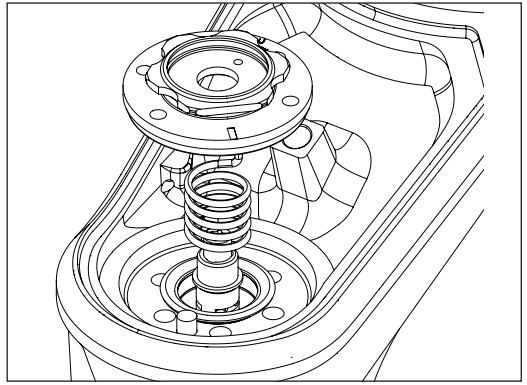
2. Pull off the compression cover and the O-ring.



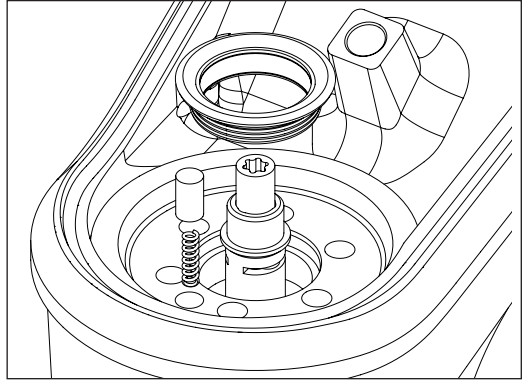
3. Hold the remote wheel with a 19 mm wrench.
4. Unscrew the nut of the remote wheel using the tool FXTXXXXXXXXX018645S.  
→ The remote wheel must not turn while unscrewing the nut.



5. Pull off the remote wheel.
6. Remove the spring.

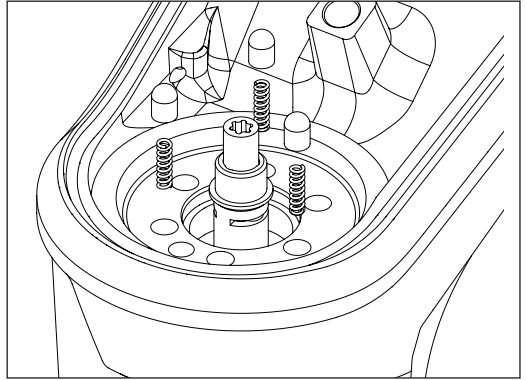


7. Pull off the limiter cap and the spring.
8. Remove the dust seal.

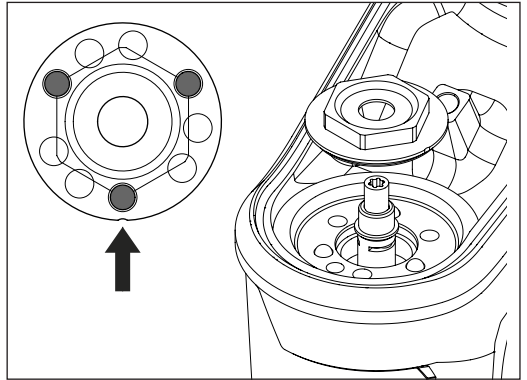


## 6.4 ASSEMBLING THE MANUAL CONTROL ELEMENTS

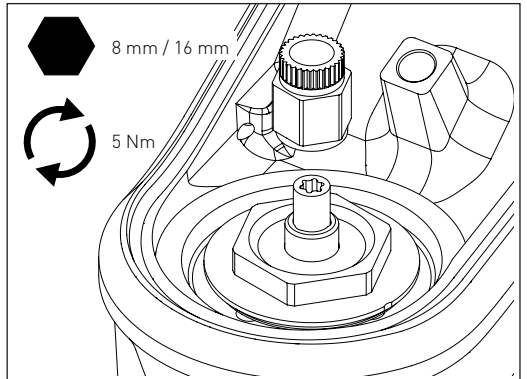
1. Insert springs and index pins into the bores of the damping unit.  
→ The holes must be selected so that the index pins are offset by  $120^\circ$ .
2. Turn the lockout shaft clockwise to its stop (= LOCK position).



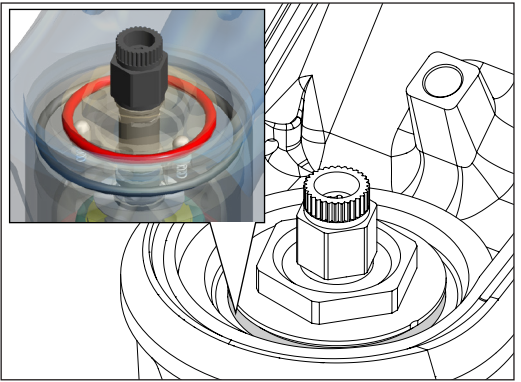
3. Put on the raster like shown in the figure.  
→ One of the three pins must match in the notch direction of the raster.



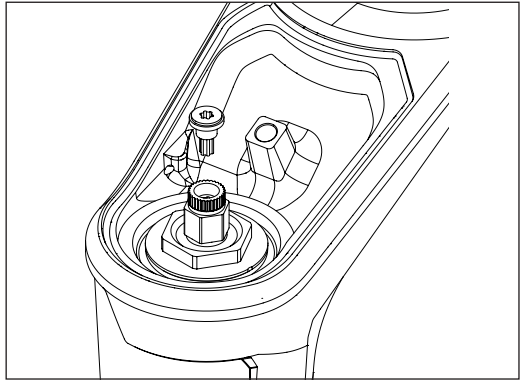
4. Hold the raster with a 16 mm wrench and thread the nut onto the lockout shaft.
5. Tighten the nut with an 8 mm wrench with a torque of 5 Nm.
6. Check if all 3 position «OPEN», «DRIVE» und «LOCK» do index with the index pins.



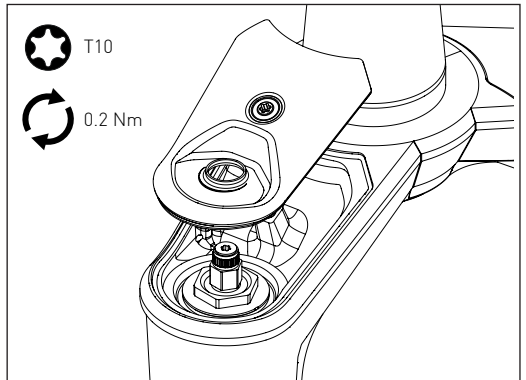
- Put the O-Ring into the groove between cap and raster.



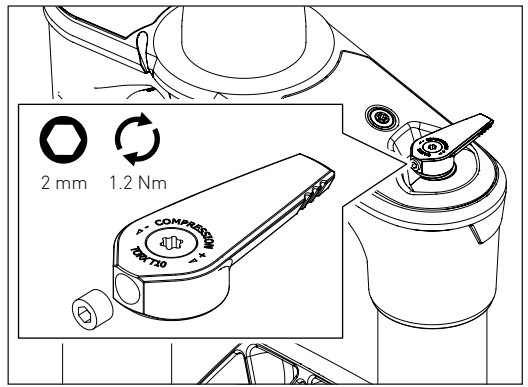
- Slightly grease the tothing of the compression adapter and put it into the lockout shaft.
- Turn the lockout shaft counterclockwise until stop (= OPEN position).



- Put on the cover and tighten the fixing screw handtight (max. 0,2 Nm).



11. Place the lockout lever in riding direction of the fork.
12. Degrease the fixing screw of the lockout lever and put Loctite 241 onto the thread of the screw.
13. Screw in the fixing screw and tighten it to a torque of 1.2 Nm.



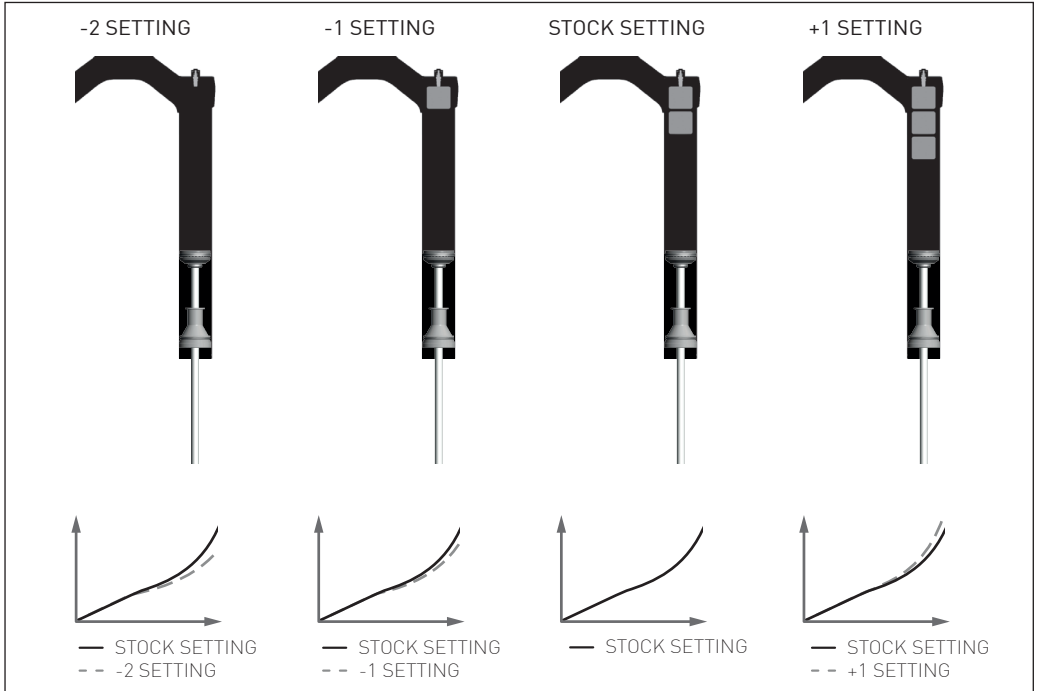


## 7. ADD / REMOVING APT VOLUME SPACERS

### 7.1 OVERVIEW / FUNCTION

The APT (Adaptable Progression Tune) system allows the rider to adjust the progression of the air spring curve by adding or removing volume spacers in the fork's air chamber.

The fork is delivered with two mounted volume spacers. A further volume spacer is included for personal adjustment.



#### **-2 SETTING: COMFORTABLE LINEAR**

In this setting, without spacers, the suspension fork has a linear spring curve across the entire stroke and is barely progressive at the end of the travel. It is suitable for moderate off-road use by comfort-oriented riders.

#### **-1 SETTING: RATHER COMFORTABLE, RATHER LINEAR**

More ambitious riders looking for a rather comfortable setting use the setting with a single APT spacer. This offers a spring curve with a low progression for a smooth ride feel.

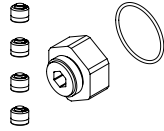
#### **STOCK-SETTING: RATHER PROGRESSIVE**

The stock setting of the forks has two APT spacers. This setting results in a rather progressive spring curve that gives more experienced riders the support they are looking for with their active riding style.

#### **+ 1 SETTING: VERY PROGRESSIVE**

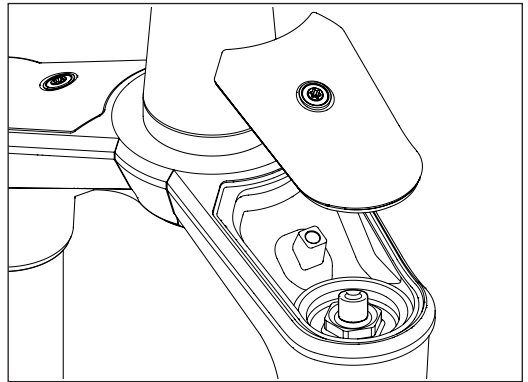
When three APT spacers are used, the fork gets progressive and offers a direct ride feel. That makes this setting suitable for strong riders with an aggressive riding style.

## 7.2 REQUIRED TOOLS AND MATERIALS

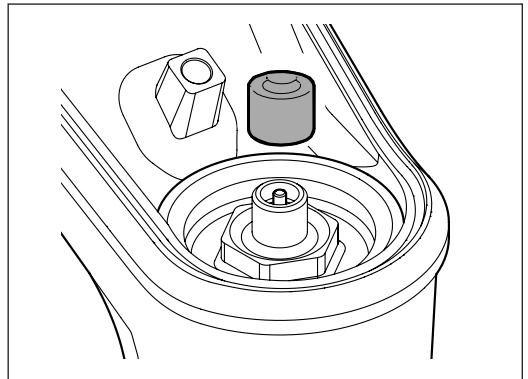
Required tools and materials	Specification	Quantity	Article number
APT ADJUSTMENT KIT F535		1	FWXXXXXXXXX18795S
15 mm hexagon socket		1	
28 mm open end wrench		1	
Torque wrench 25 Nm		1	

## 7.3 RELEASING THE AIR

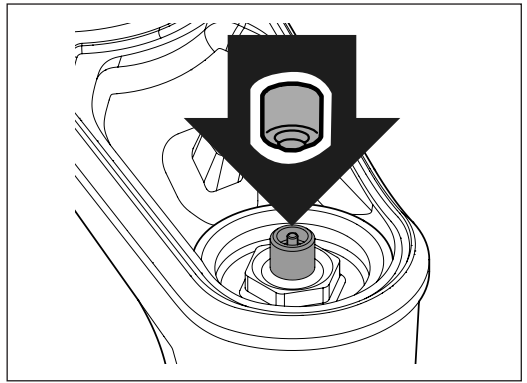
1. Unscrew the fixing screw of the cover on the spring side.
2. Remove the cover.
3. If necessary, clean the area under the cover to prevent dirt from entering the air chamber.



4. Unscrew the valve cap.

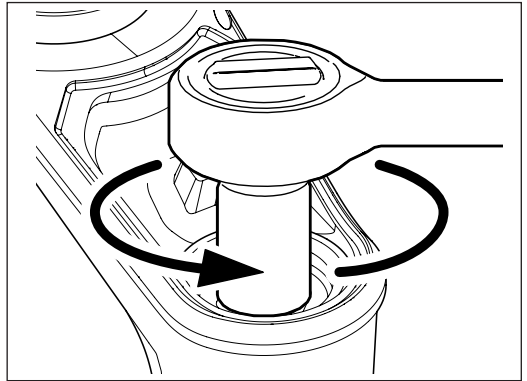


5. Carefully press the back of the valve cap onto the valve insert and GRADUALLY release the air.
6. Slowly compress the fork two times about 10 mm with the valve insert pressed and pull it apart again.  
→ This balances the positive and negative air chambers.

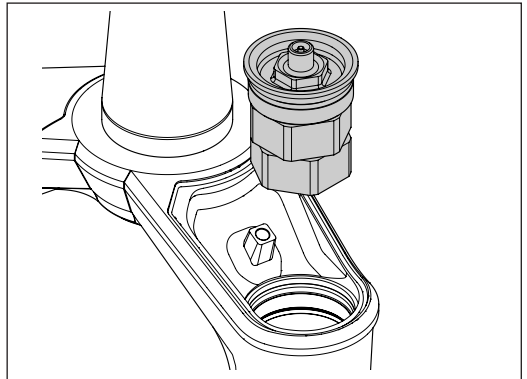


## 7.4 OPENING THE AIR CHAMBER

1. Make sure the valve cap is removed and the air is completely released.
2. Ensure that the area around the air chamber cap is clean to prevent dirt from entering the air chamber.
3. Unscrew the air chamber cap with a 15 mm hexagon socket and a ratchet.

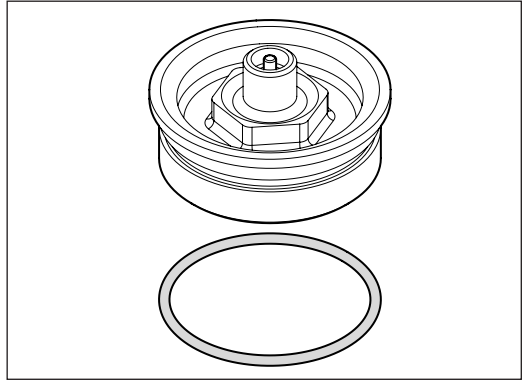


4. Pull the air chamber cap out of the air chamber.



## 7.5 CHANGING THE O-RING OF THE AIR CHAMBER CAP

1. Remove the O-ring from the air chamber cap.
2. Clean the seat of the O-ring and the thread of the air chamber cap and grease it slightly.
3. Slightly grease the new O-ring and fit it onto the air chamber cap.



## 7.6 ADDING / REMOVING APT VOLUME SPACERS



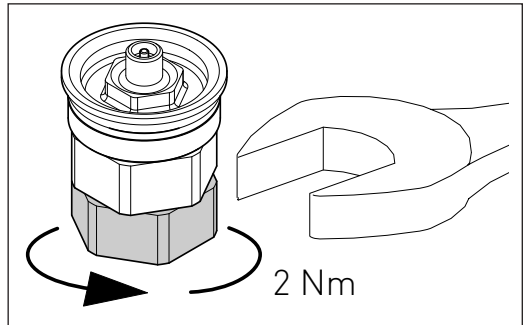
### NOTE

#### **RISK OF DAMAGE THROUGH THE INSTALLATION OF MORE THAN THREE VOLUME SPACERS!**

If more than three volume spaces are mounted, the fork cannot compress completely.

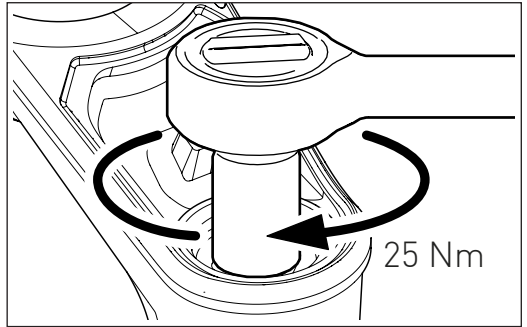
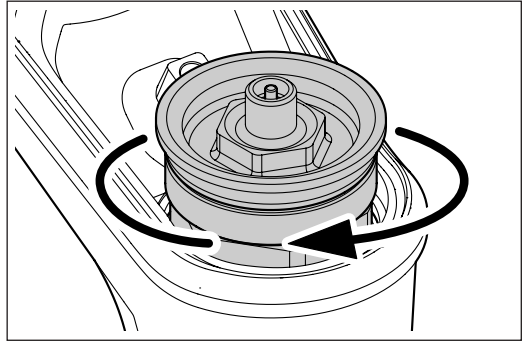
- Never mount more than three volume spacers!

1. Add or remove the volume spacer using a 28 mm wrench.  
→ The maximum number of three volume spacers must not be exceeded!
2. Tighten the volume spacer with a torque of 2 Nm.



## 7.7 CLOSING THE AIR CHAMBER

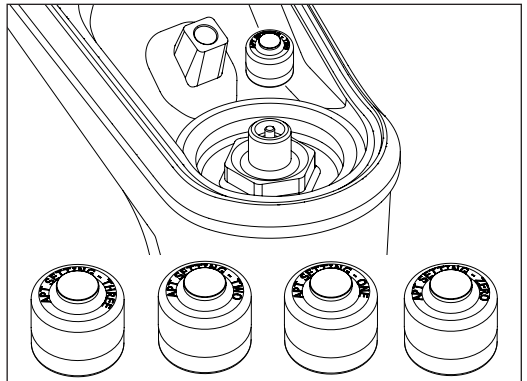
1. Clean the thread of the air chamber and the thread of the air chamber cap.
2. Slightly grease the thread and O-ring.
3. Screw in the air chamber cap as far as possible by hand.
4. Tighten the air chamber cap with a 15 mm hexagon socket and a torque wrench to a torque of 25 Nm.



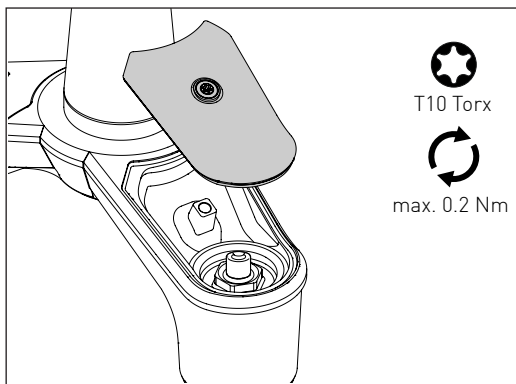
## 7.8 INFLATING THE FORK

1. Inflate the fork (see user manual for detailed information).
2. Screw on the valve cap according to the number of volume spacers installed.

The kit contains various valve caps on which the number of volume spacers is marked. If the valve cap corresponding to the number of volume spacers mounted is screwed on, it is possible later to see how many volume spacers have been mounted without opening the air chamber.



- Put on the cover and tighten the fixing screw handtight (max. 0.2 Nm).



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