

F 132 ONE

TECHNICAL MANUAL

DT SWISS

1. GENERAL	3
2. OVERVIEW	5
3. TROUBLE SHOOTING.....	9
4. SERVICE AND CARE	11
5. SMALL SERVICE	12
6. FULL SERVICE	21
7. DECAL PLACEMENT.....	32

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 17.03.26. 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 experienced users the possibility to carry out service work themselves. If you have any doubts about your own abilities, you should definitely contact an expert 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.

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, O-rings and seals must be greased before assembly.

Before applying threadlocker to a thread, the thread must be degreased.

When removing seals, make sure that the seal seats are not damaged.

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 is 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

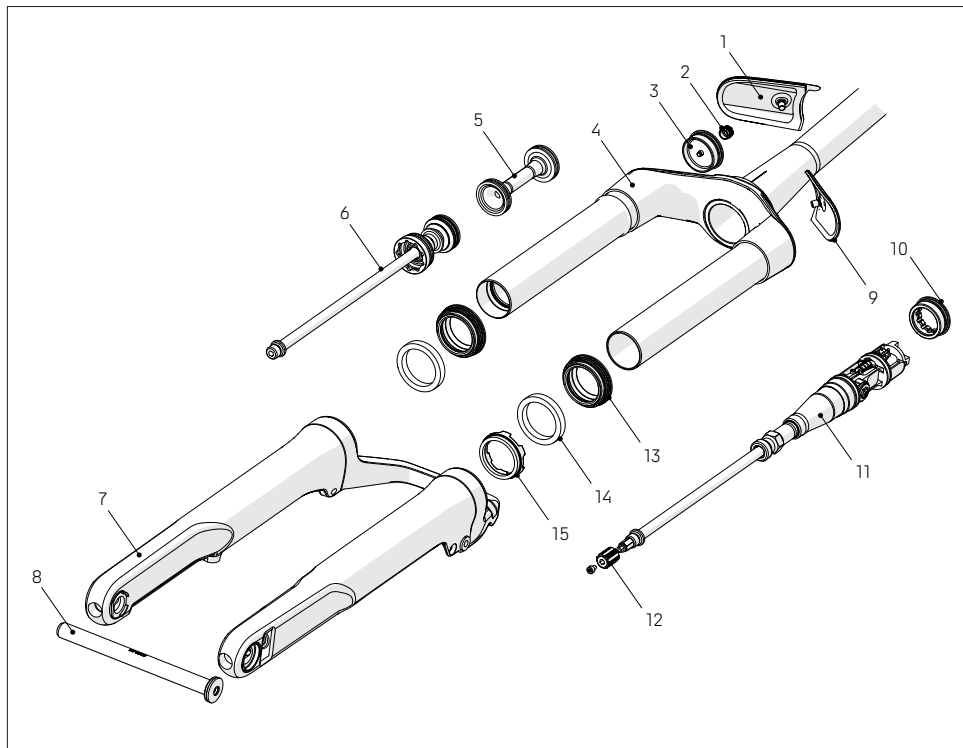
The activities listed in this manual may only be carried out by persons with sufficient specialist knowledge. The user is liable for any damage or consequential damage caused by wrongly maintained or installed components. If you have doubts, please contact an expert or your region's DT Swiss pro level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

1.8 WARRANTY

Warranty conditions can be found at www.dtswiss.com.

2. OVERVIEW

2.1 FORK OVERVIEW



1 Cover spring side

2 Valve cap

3 Air chamber cap

4 Upper unit

5 Volume spacer

6 Spring unit

7 Lower unit

8 Thru axle

9 Cover damping side

10 Damping cap

11 Damping unit

12 Rebound adjuster

13 Wiper seal

14 Foam ring

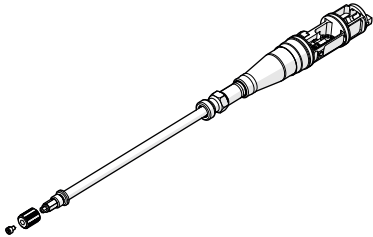
15 Bump stop

2.2 OVERVIEW OF SERVICE KITS

F132 ONE PLAINGAIN DAMPING UNIT KIT

FWXXXXXXXXXX63163S

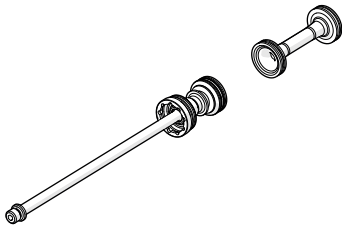
Quantity	Description
1	PRE-ASSEMBLY DAMPING UNIT PLAINGAIN
1	REBOUND WHEEL Ø12/9x14.8
1	SOCKET HEAD SCREW i6KT M3X4-A2 ISO4762



F132 ONE SPRING UNIT Ø32 40 KIT

FWXXXXXXXXXX65857S

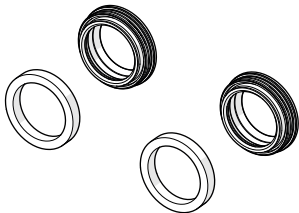
Quantity	Description
1	F132 ONE SPRING UNIT Ø32 40 KIT



WIPER SEAL KIT Ø32

FWXXXXXXXXXX46388S

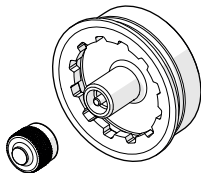
Quantity	Description
2	WIPER SEAL Ø32 SKF
2	FOAM RING Ø40.4/31.4x6



F132 ONE AIR CHAMBER CAP KIT

FWXXXXXXXXXX63136S

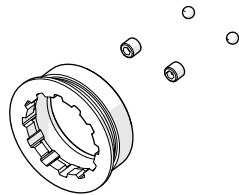
Quantity	Description
1	VALVE CAP Ø8.5X7.8
1	ASSY AIR CHAMBER CAP M29/Ø31.8x17.1



F132 ONE DAMPING CAP KIT

FWXXXXXXXXXX63171S

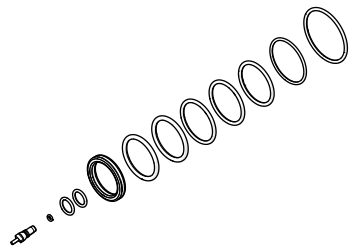
Quantity	Description
2	HEADLESS PIN I6KT M4X4-A2 ISO4027
2	BALL Ø3MM INOX 1.4301
1	DAMPING CAP M29/Ø31.8x11.1



F132 ONE SEAL KIT

FWXXXXXXXXXX63172S

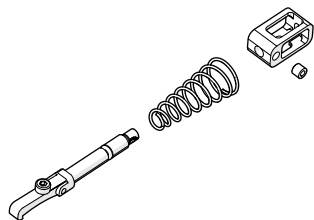
Quantity	Description
3	O-RING Ø24x2MM NBR 70 SHORE ISO3601
1	QUAD-RING AS 568 A-20.22X3.53-NBR 70
2	O-RING DIN 3771-23.5X2.5-NBR 70
1	O-RING DIN 3771-26X1.5-NBR 70
1	O-RING DIN 3771-29.87X1.78 FKM 70 BLACK
2	O-RING Ø8X1.5MM NBR 70 SHORE ISO3601
1	O-RING DIN 3771-4X1-NBR 70
1	O-RING DIN 3771-2X1-NBR 70
1	VALVE INSERT HIGH PRESSURE 200B



F132 ONE LOCKOUT KIT

FWXXXXXXXXXX62568S

Quantity	Description
1	CABLE HOOK 8x7x15
1	HEADLESS PIN I6KT M3X3 A2 ISO 4027
1	CONICAL SPRING Ø0.7/5.75/10.85x24.5
1	SUB ASSY LOCKOUT SERVICE KIT



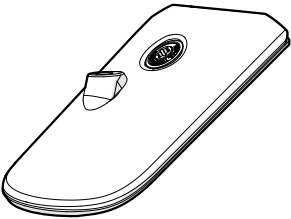
F132 ONE CROWN CAP REMOTE KIT

FWKXXXXSXXXX65895S



F132 ONE CROWN CAP EXT KIT

FWKXXXXSXXXX72363S



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 lockout does not work / The piston rod can be pushed in by more than 2 mm despite the activated lockout. (see also "Check the function of the damping unit" on page 10)	Remote Lockout: The lockout cable is not tensioned correctly.	Check the correct tension of the remote cable and adjust the tension if necessary.
	Leaks inside the cartridge.	Contact your local dealer or the responsible DT Swiss Service Center to solve this problem.
	Air in the system	Carry out a full service (see "6. Full service" on page 21) yourself or by your dealer or a DT Swiss service center.
	Lockout mechanism contaminated	Clean the lockout mechanism (see "6.3 Servicing the lockout mechanism" on page 29)
	Damping unit is not bled properly	Service the damping unit (see "6.2 Servicing the damping unit" on page 25).
	Maintenance interval has been exceeded	
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. The fork does not use the entire 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.

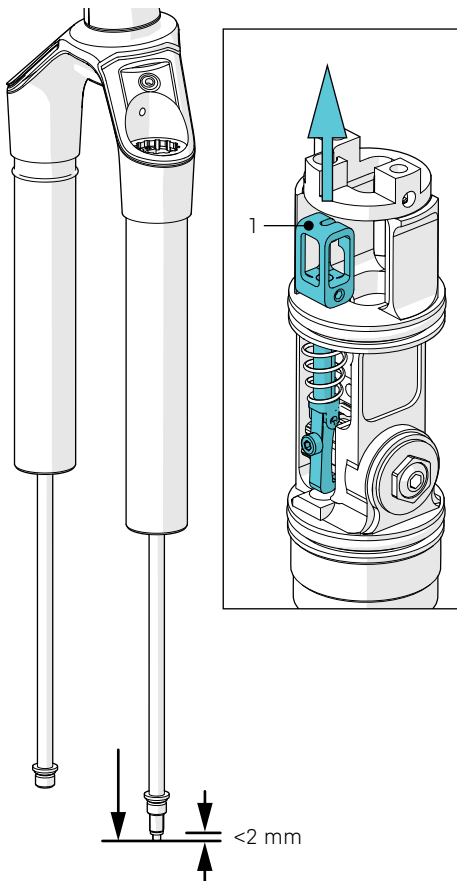
Issue	Reason	Solution
After installing a new wiper, it does not stay in the correct position. The wiper slides out of the lower seat partially or completely.	The friction between wiper seat in the lower and wiper surface is either too high or too low.	Apply a thin layer of penetrating lubricant (e.g., silicone oil, WD-40, or Brunox) to both the wiper and the lower seat before pressing the wiper in. If necessary, maintain consistent pressure on the tool for about 1 minute to allow the wiper to settle properly.

If the problem cannot be solved, contact a DT Swiss Service Center!

CHECK THE FUNCTION OF THE DAMPING UNIT

The lower unit must be dismounted for the function test.

1. Pull out the piston rod completely.
2. Switch the lockout manually to "Lock" mode. Use a suitable tool, such as a piece of shift cable or a spoke, to pull on the cable counterholder (1).
3. Try to compress the piston rod with slight force.
→ The piston rod should not compress more than 2 mm.
4. If the piston rod can be compressed by more than 2 mm, the damping unit must be serviced, see ["6.2 Servicing the damping unit"](#) on page 25.



4. SERVICE AND CARE

4.1 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.

4.2 SERVICE INTERVALS

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

Task	Interval
Small service [see "5. Small Service" on page 12] - Disassembling the lower unit - Cleaning - Replacing wipers and foam rings - Assembling the lower unit	Annually or after 150 operating hours More frequently in case of extreme operating conditions!
Full service see "6. Full service" on page 21 - Disassembling the lower unit - Dismount the spring unit, clean, service, replace O-rings, grease - Dismount the damping unit, clean, service, replace O-rings, grease - Check lockout mechanism and service if necessary - Install spring unit, damping unit and lower unit	Every 2 years or after 500 operating hours

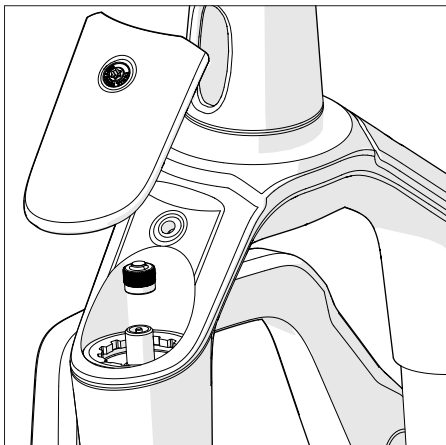
For activities before and after the ride as well as information on the installation, use and setup of the fork, the operating instructions at www.dtswiss.com must be observed.

5. SMALL SERVICE

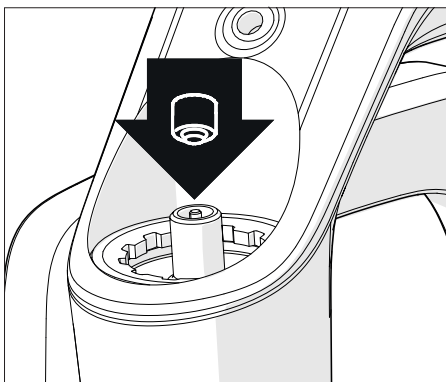
PREPARATORY STEPS		Link	
Clean the fork		"Cleaning" on page 4	
Required tools / material / specification		Quantity	Article number
seal kit		1	FWXXXXXXXXXX63172S
wiper seal kit Ø32 (2x wiper seal, 2x foam ring, 2x O-ring connector)		1	FWKXXXXXXXXXX46388S
wiper seal mounting tool		1	FWTXXXXXXXXXX013089S
7 mm hexagon socket, maximum diameter 13 mm		1	-
Allen key 1.5 mm, 2.5 mm, 4 mm (minimum length 35 mm)		1	-
Torx T10		1	
syringe (minimum volume 20 ml)		1	
solid tire lever		1	-
torque wrench 25 Nm		1	-
plastic hammer		1	-
shock pump		1	-
degreaser		1	-
thread locker	Loctite 241	as required	-
DT Swiss Lube Fluid		100 ml	4064XXXXXXXXX000026
DT Swiss Fork Oil		100 ml	4064XXXXXXXXX000024

5.1 RELEASING THE AIR

1. Loosen the screw of the cover with a Torx T10 key and remove the cover.
 - In some cases, the seal of the cover sticks to the fork crown. Loosen the cover by gently moving it back and forth.
2. Unscrew the valve cap by hand.

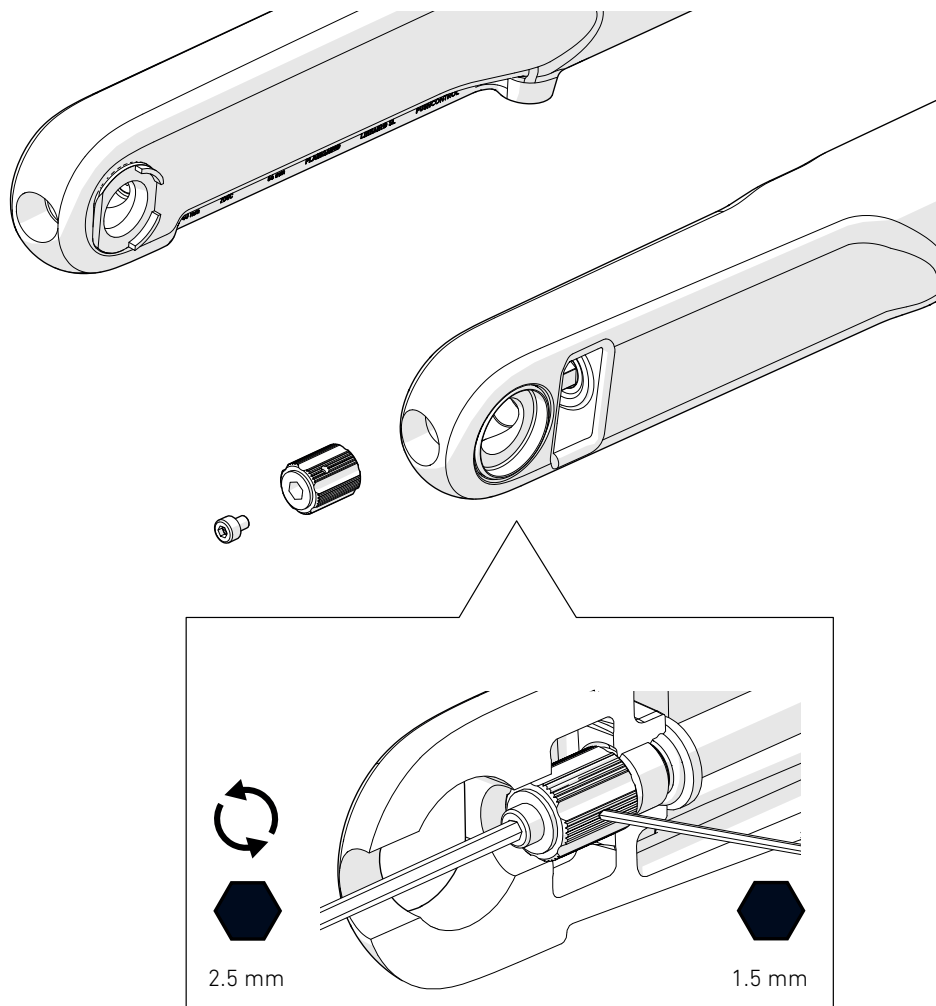


3. Carefully press the back of the valve cap onto the valve insert and slowly release the air.
4. Slowly compress the fork two times about 10 mm with the valve insert pressed and pull it apart again.
 - This balances the positive and negative air chambers.
 - If the fork compresses while releasing the air, inflate the fork again until it is fully extended and release the air more slowly.



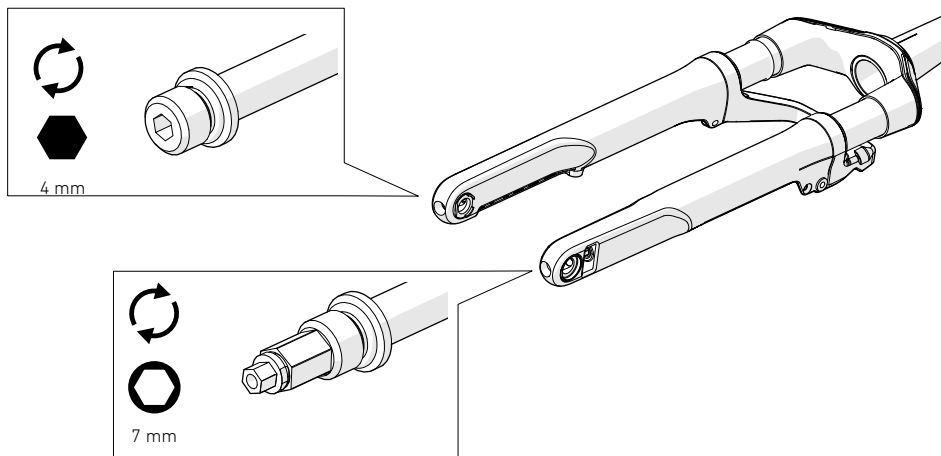
5.2 DISASSEMBLING THE LOWER UNIT

DISMOUNTING THE REBOUND ADJUSTER

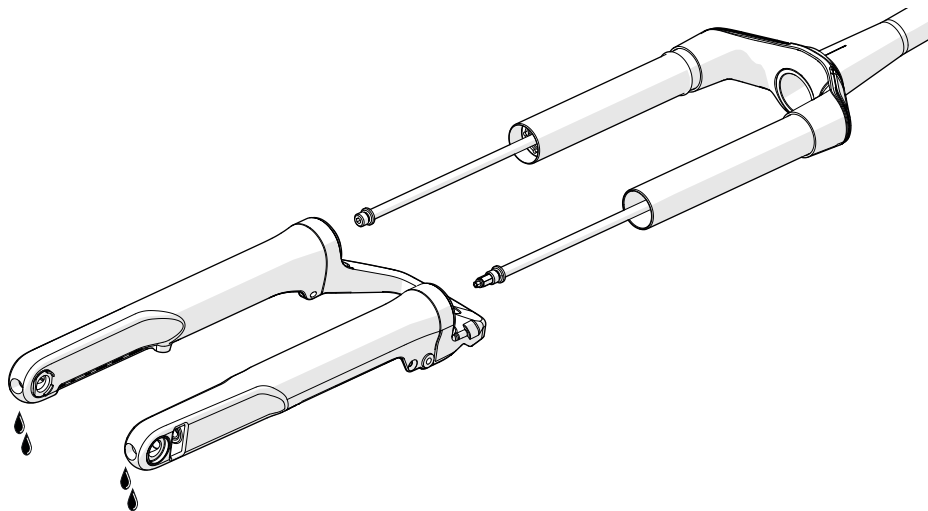


1. Dismount the thru axle.
2. Hold the rebound adjuster with a 1.5 mm Allen key and unscrew the fixing screw of the rebound adjuster with a long 2.5 mm Allen key.

DISASSEMBLING THE LOWER UNIT



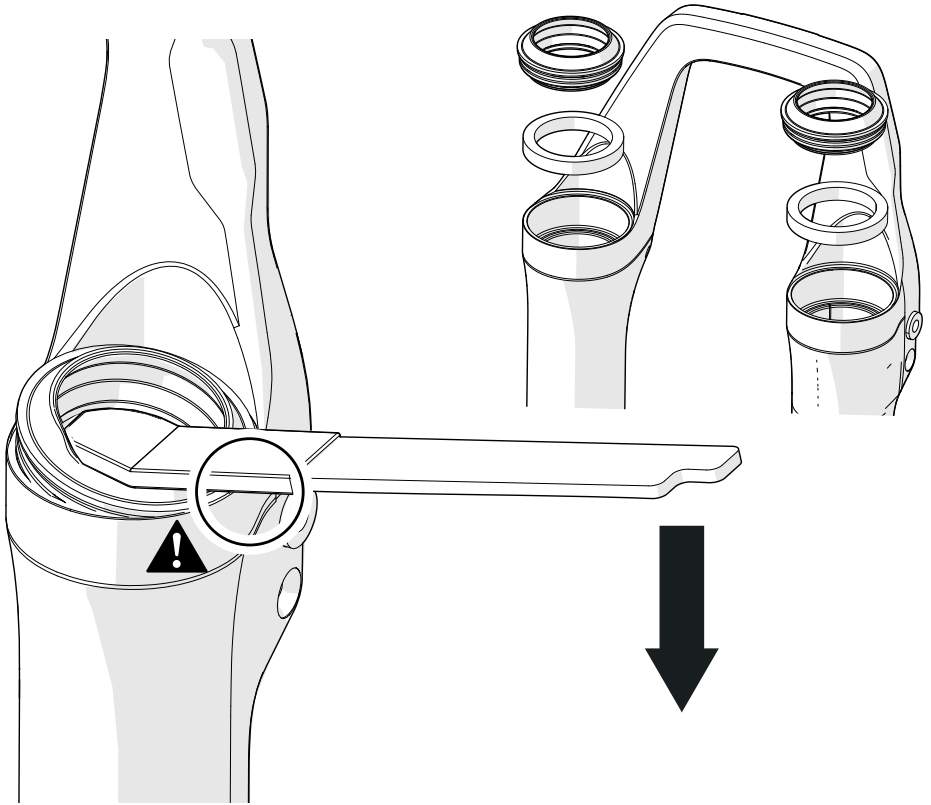
3. Ensure that the air has been released completely (see ["5.1 Releasing the air" on page 13](#)).
4. Use a long 4 mm hexagon socket bit to turn the screw on the spring side clockwise into the lower unit.
5. Use a 7 mm socket wrench to turn the screw on the damping side clockwise into the lower unit.
 - After the screws have been screwed in, the old lubricating oil runs out of the dropouts. Collect the leaking oil using a suitable container.



6. Remove the lower unit carefully.

5.3 CHANGING THE WIPER SEALS

REMOVING THE WIPER SEALS



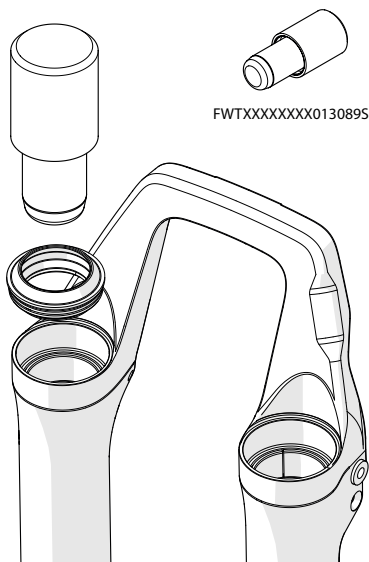
1. Remove both foam rings below the wiper seals.
2. Remove both wipers with a sturdy tire lever.



NOTE: Take care not to damage the lower unit when removing the wiper seals!
The wiper must not be reused after disassembly!

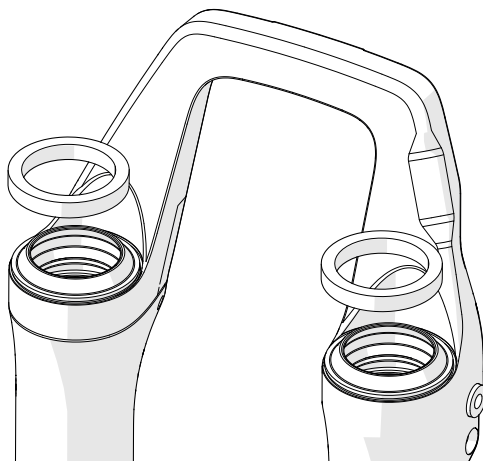
MOUNTING THE WIPER SEALS

1. 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.
2. Slide the tool FWTXXXXXXXXX013089S into the first wiper seal.
3. Carefully drive in the wiper seal using a hammer.
4. Remove the tool from the wiper seal.
5. Repeat steps to mount the second wiper seal.
6. If small rubber slices were cut from the wiper when pressing in, remove them.
7. If the wiper does not stay in the correct position, apply a thin layer of penetrating lubricant (e.g., silicone oil, WD-40, or Brunox) to both the wiper and the lower seat before pressing the wiper in (also see ["3. Trouble Shooting" on page 9](#)).

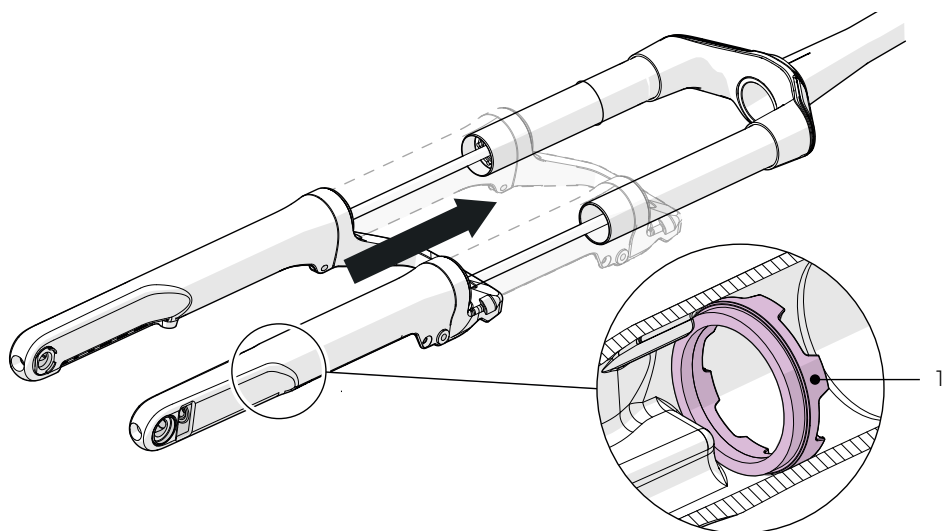


ATTACHING FOAM RINGS

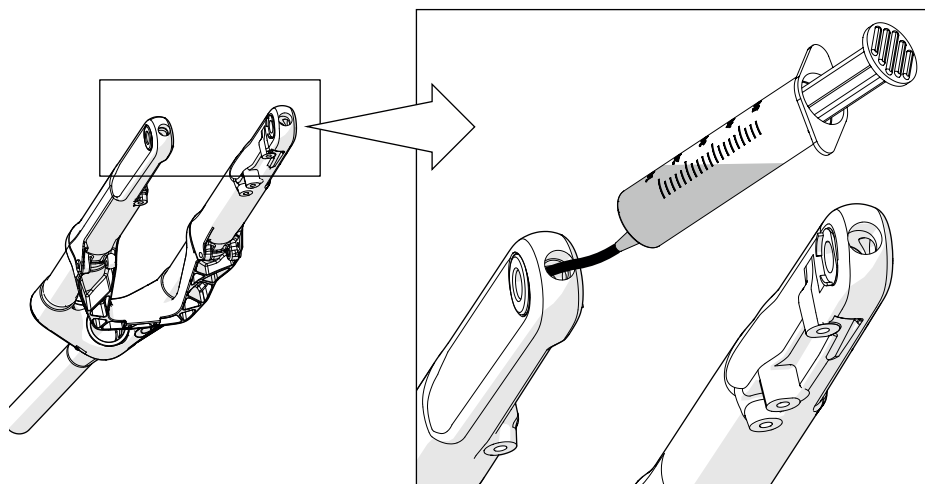
1. Fill DT Swiss Lube Fluid into a small container and place two new foam rings into the oil. Wait a few minutes until the foam rings are saturated with oil.
2. Fit both foam rings under the wiper seals. Make sure that the foam rings are not twisted.



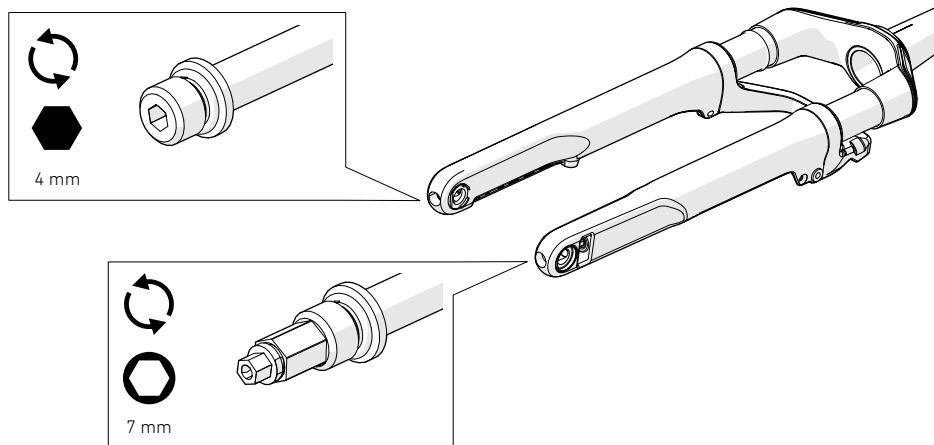
5.4 ASSEMBLING THE LOWER UNIT



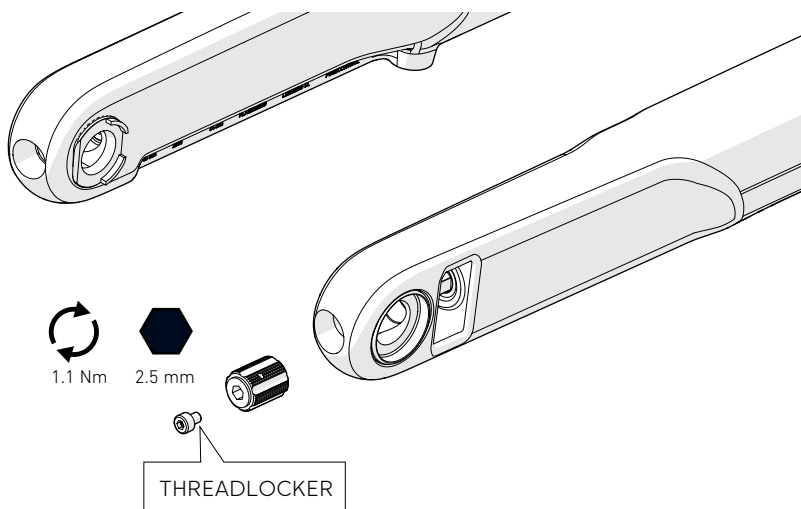
1. Make sure that the damping unit is fully extended and not in lock mode. If necessary, set the damping unit manually to OPEN mode (see also "[Check the function of the damping unit](#)" on page 10).
2. Make sure that the bump stop (1) is inserted correctly.
3. Slide the lower unit about 2 cm onto the upper unit.



4. Fill 7 ml DT Swiss Fork Oil into the air spring side of the lower unit.
5. Fill 7 ml DT Swiss Fork Oil into the damping side of the lower unit.
6. Fix the fork 45° - 70° upright for about 60 seconds to allow the bushings to be lubed.
7. Fully slide the lower unit onto the stanchions. Do not compress the piston rod while sliding on the lower unit.



8. Using a long 4 mm hexagon socket bit, turn the fastening screw on the suspension side counterclockwise into the lower unit and tighten it to a torque of 8 Nm.
9. Use a 7 mm socket wrench to turn the fastening screw on the damping side counterclockwise into the lower unit and tighten it to a torque of 8 Nm.



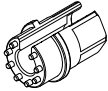
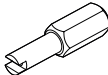
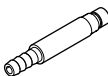
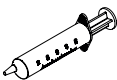
10. Put the rebound adjuster onto the hex of the damping unit.

- 11. Put Loctite 241 onto the thread of the fixing screw of the rebound adjuster.
- 12. Push the rebound adjuster onto the connector, hold it in place with a 1.5 mm Allen key and screw in the fixing screw with a 2.5 mm Allen key. Tighten the fixing screw with a torque of 1.1 Nm.

CLOSING STEPS	Link
Inflate the fork to your desired pressure	see User Manual for pressure recommendations
Check all functions of the fork	

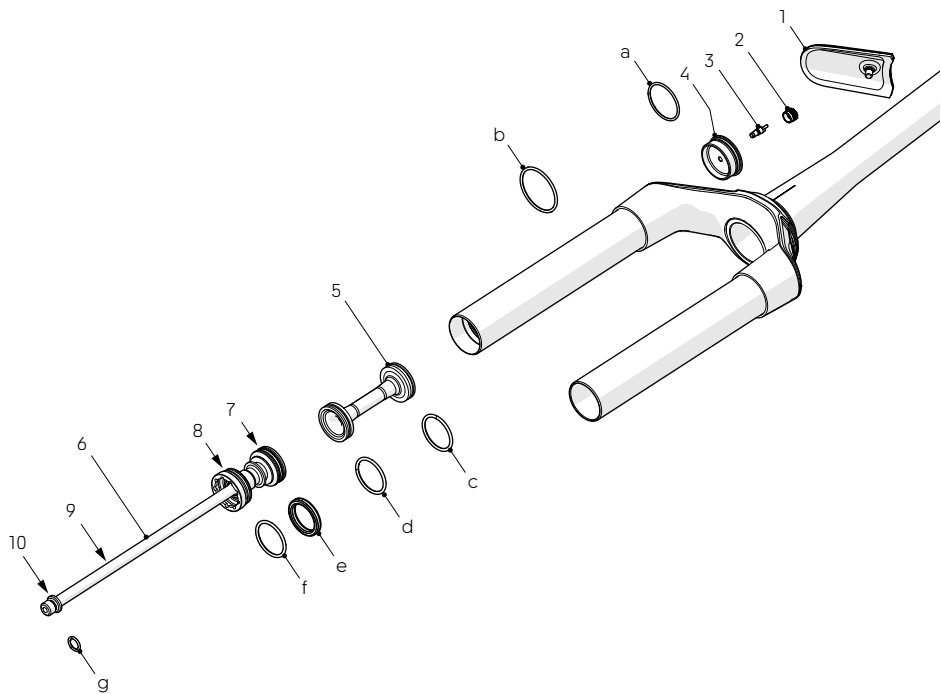
6. FULL SERVICE

Preparatory Steps	Link
Releasing the air	"5.1 Releasing the air" on page 13
Disassembling the lower unit	"5.2 Disassembling the lower unit" on page 14

Required Tools and Material	Quantity	Specification	
seal kit	1		FWXXXXXXXXXX63172S
Mounting tool spring unit	1		FWTXXXXXXXX10024414S
Lubrication tool for stanchion	1		FWTXXXXXXXX018638S
cassette tool	1		Shimano TL-LR10
Tool for valve insert			CXTXXXXN11135S
bleeding nipple	1		FXTXXX0N000012330S
Syringe with tube and O-ring Ø4x1 mm	1		minimum volume 20 ml
torque wrench		min. 0.1 Nm / max. 20 Nm	
Allen key 1.5 mm, 2 mm, 2.5 mm			
thread locker	Loctite 241	as required	-
DT Swiss Fork Oil	100 ml		4064XXXXXXXXX000024
	1 l		4064XXXXXXXXX000025
	5 l		4064XXXXXXXXX000027
Buzzy's Slick Honey	20 ml	TZXXXXXNSLICKS	
	4.7 dl	40341000AD02000001	

6.1 SERVICING THE SPRING UNIT

OVERVIEW



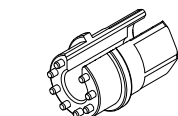
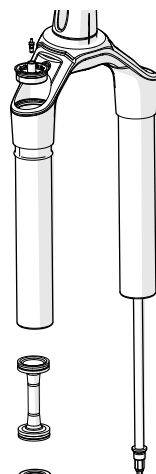
1	Cover	6	Spring unit
2	Valve cap	7	Spring piston with quad-ring
3	Valve insert	8	Sealhead
4	air chamber cap	9	Piston rod
5	volume spacer	10	Connector

The following parts and O-rings are part of the seal kit FWXXXXXXXXXXXX63172S

a	O-ring Ø26x1.5 mm	e	Quad-ring Ø20.22x3.53 mm
b	O-ring Ø29.87x1.78 mm	f	O-Ring Ø24x2 mm
c	O-Ring Ø24x2 mm	g	O-ring Ø8x1.5 mm
d	O-Ring Ø24x2 mm	3	Valve insert

DISMOUNTING THE AIR CHAMBER CAP

1. Make sure that the fork is pressure-free.
2. Unscrew the air chamber cap with a cassette tool.
3. Remove the O-ring from the air chamber cap.
4. Unscrew the valve insert from the air chamber cap using the valve insert tool.



FWTXXXXXX10024414S



27 mm

REMOVING THE SPRING UNIT

1. Insert the FWTXXXXXX10024414S tool from below onto the spring unit.
2. Loosen the sealhead by turning it counterclockwise.
3. Pull the spring unit out of the upper unit from below.
4. Remove the quad-ring of the spring piston, the O-ring of the sealhead and the O-ring of the connector.

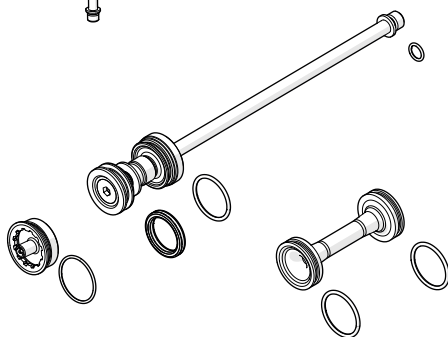


DISMOUNTING THE VOLUME SPACER

1. Press the volume spacer downwards out of the stanchion using a suitable tool. Be careful not to scratch the stanchion and the volume spacer.
2. Remove both O-rings from the volume spacer.

REPLACING O-RINGS / QUAD RING

1. Clean the entire spring unit, the inside of the upper unit, the volume spacer and the air chamber cap.
2. Grease the quad-ring, the piston rod and the seats of the O-rings and the quad-ring.
3. Fit a new quad-ring on the spring piston, a new O-ring on the sealhead, a new O-ring on the connector, a new O-ring on the air chamber cap and two new O-rings on the volume spacer.



GREASING THE STANCHION

1. Coat the foam part of the FWTXXXXXXXXXX018638S tool with slick honey.
2. Push the tool into the stanchion.
3. Pull out the tool and check whether the inner surface of the stanchion is completely wetted with grease.

FITTING THE AIR CHAMBER CAP

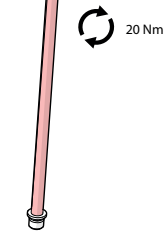
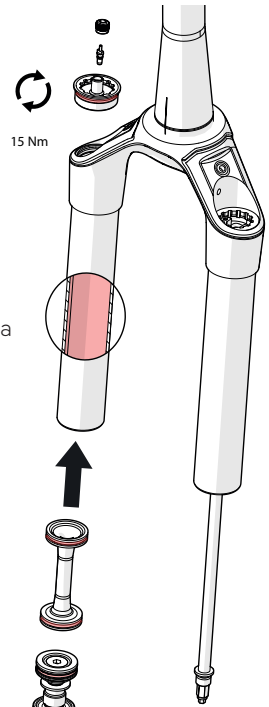
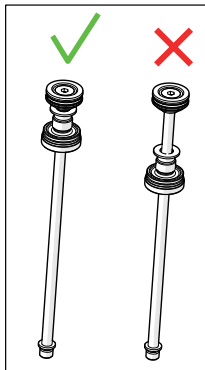
1. Lightly grease the O-ring of the air chamber cap.
2. Screw the air chamber cap into the standpipe from above using a cassette tool and tighten it to 15 Nm.

FITTING THE VOLUME SPACER

1. Lightly grease the O-rings of the volume spacer.
2. Insert the volume spacer into the stanchion from below until it touches the air chamber cap.
3. Screw a new valve insert into the air chamber cap and tighten it to 0.3 Nm.

ASSEMBLING THE SPRING UNIT

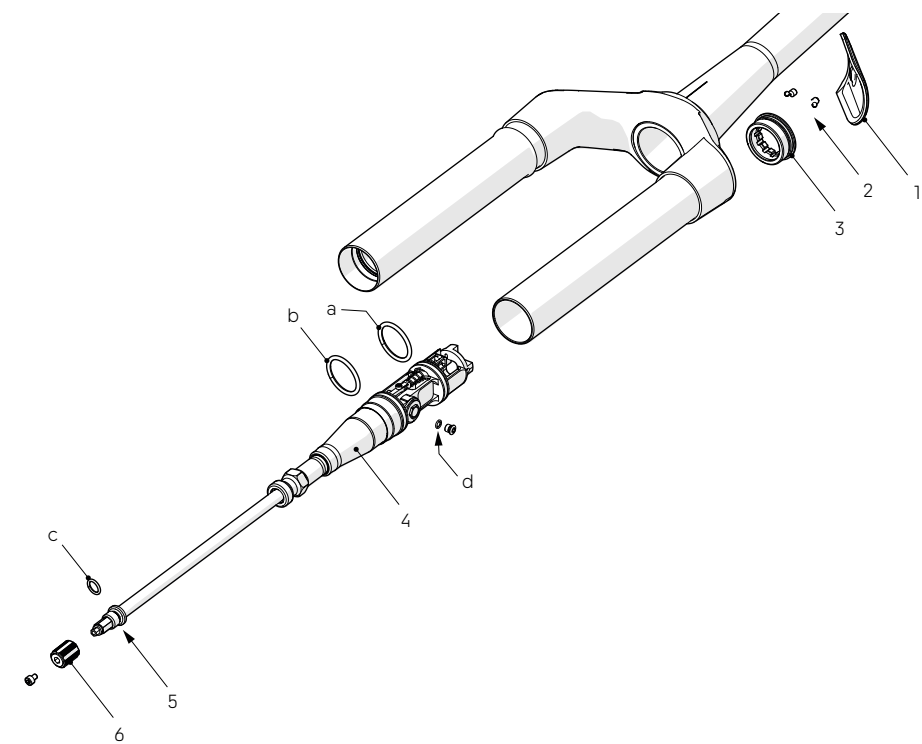
1. Slide the air chamber cap all the way up.
2. Grease the piston rod of the spring unit, the quad-ring on the spring piston and the O-ring on the air chamber cap.
3. Push the spring unit into the stanchion from below.
4. Tighten the spring unit with the FWTXXXXXX10024414S tool to a torque of 20 Nm.



GREASE

6.2 SERVICING THE DAMPING UNIT

OVERVIEW



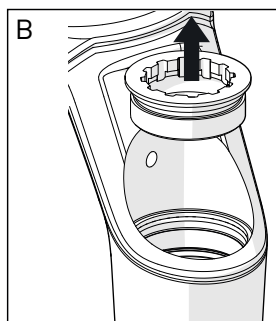
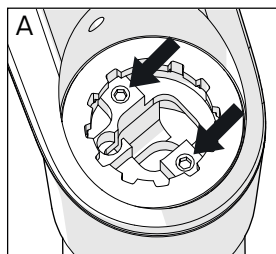
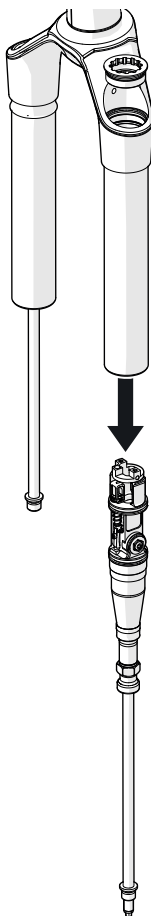
1	Cover	4	Damping unit
2	headless pin and ball	5	Connector
3	Damping cap	6	Rebound adjuster

The following O-rings are part of the seal kit FWXXXXXXXXXXXX63172S

a	O-Ring Ø23,5x2,5 mm	c	O-Ring Ø8x1,5 mm
b	O-Ring Ø23,5x2,5 mm	d	O-Ring Ø4x1 mm

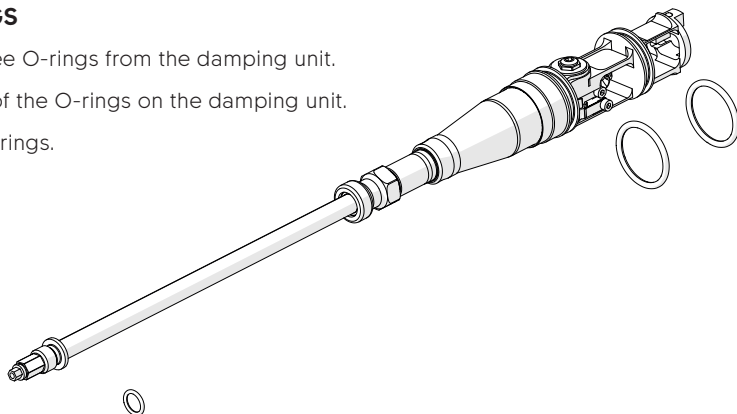
DISMOUNTING THE DAMPING UNIT

1. Unscrew both headless pins of the damping cap completely using a 2 mm Allen key [A].
2. Pull the damping unit downwards out of the stanchion.
Caution: The balls under the headless pins fall out when the damping unit is pulled out. Be careful not to lose the balls.
3. Unscrew the damping cap from the upper unit [B] using a cassette tool.
4. Clean the entire damping unit, the inside of the upper unit and the damping cap.



REPLACE O-RINGS

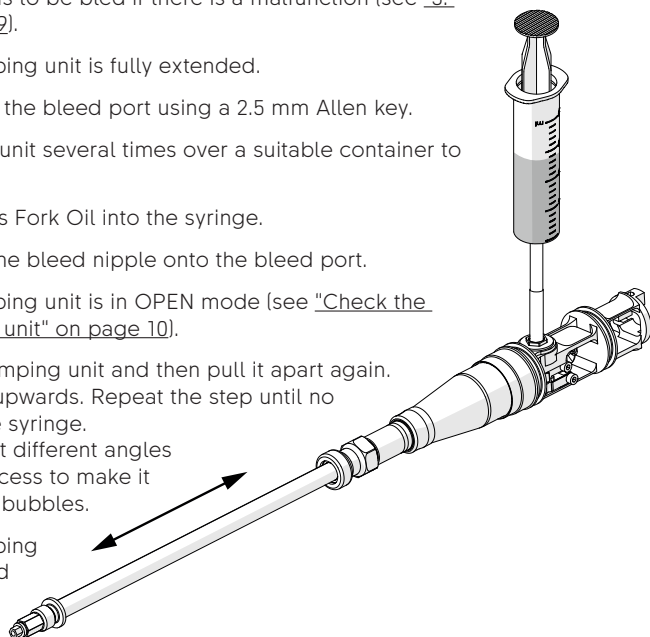
1. Remove the three O-rings from the damping unit.
2. Clean the area of the O-rings on the damping unit.
3. Fit three new O-rings.



BLEEDING THE DAMPING UNIT

The damping unit only needs to be bled if there is a malfunction (see ["3. Trouble Shooting"](#) on page 9).

1. Make sure that the damping unit is fully extended.
2. Unscrew the screw from the bleed port using a 2.5 mm Allen key.
3. Compress the damping unit several times over a suitable container to drain all the oil.
4. Fill about 20 ml DT Swiss Fork Oil into the syringe.
5. Screw the syringe with the bleed nipple onto the bleed port.
6. Make sure that the damping unit is in OPEN mode (see ["Check the function of the damping unit"](#) on page 10).
7. Slowly compress the damping unit and then pull it apart again. The syringe must point upwards. Repeat the step until no more bubbles rise in the syringe. Hold the damping unit at different angles during the bleeding process to make it easier to remove the air bubbles.
8. Make sure that the damping unit is fully extended and the syringe is pointing upwards and carefully unscrew the syringe. Use a 2.5 mm Allen key to turn the screw into the bleed port and tighten it to 0.8 Nm.
9. Check the damping unit (see ["Check the function of the damping unit"](#) on page 10).



GREASE THE STANCHION

1. Coat the foam part of the FWTXXXXXXXXX018638S tool with slick honey.
2. Push the tool into the stanchion.
3. Pull out the tool and check whether the inner surface of the stanchion is completely wetted with grease [A].

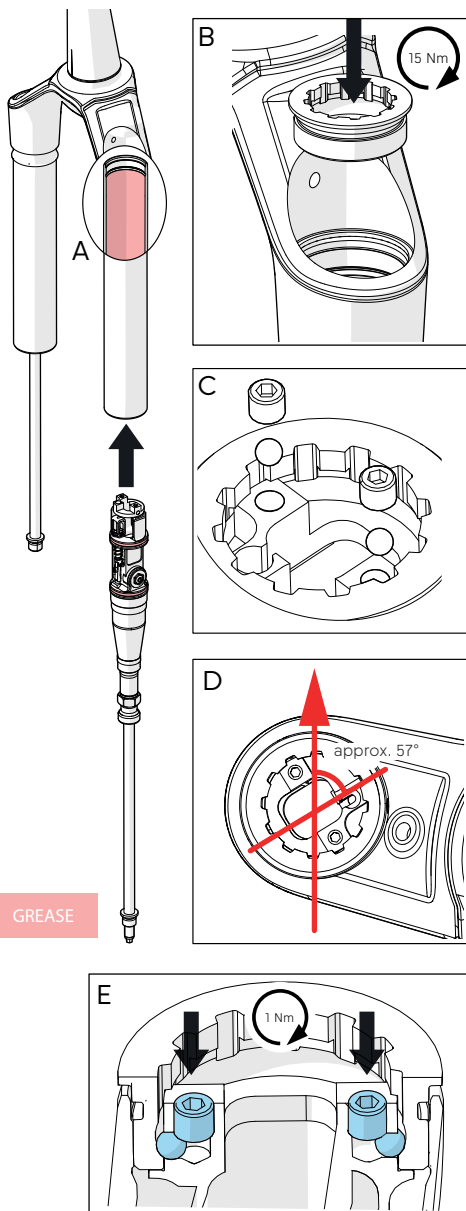
FITTING THE DAMPING CAP

1. Turn the damping cap from above into the standpipe and tighten it with a cassette tool to a torque of 15 Nm [B].

FITTING THE DAMPING UNIT

If maintenance work needs to be carried out on the lockout mechanism, the damping unit must only be fitted afterwards.

1. Grease the O-rings on the damping unit.
2. Push the damping unit into the stanchion from below.
3. Turn the damping unit so that the input for the remote cable points in the direction of the cable output in the fork crown [D].
4. Push the damping unit against the damping cap and insert the balls and headless pin into the holes [C].
5. Screw in the headless pin with a 2 mm Allen key. Make sure that the balls are pressed sideways against the damping cap by the headless pins. Tighten the headless pins with a torque of 1 Nm [E].
6. Check that the damping unit is firmly seated by pulling on the damping unit from below.
7. Make sure that the damping unit is pushed completely upwards against the damping cap.

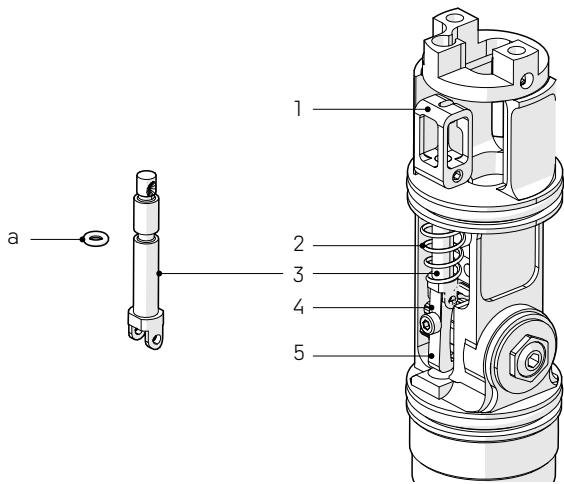


6.3 **SERVICING THE LOCKOUT MECHANISM**

Before the lockout mechanism can be serviced, the damping unit must be dismantled (see "6.2 Servicing the damping unit" on page 25.)

Maintenance work on the lockout mechanism should only be carried out if a torque wrench with 0.1 Nm and 0.2 Nm is available.

OVERVIEW

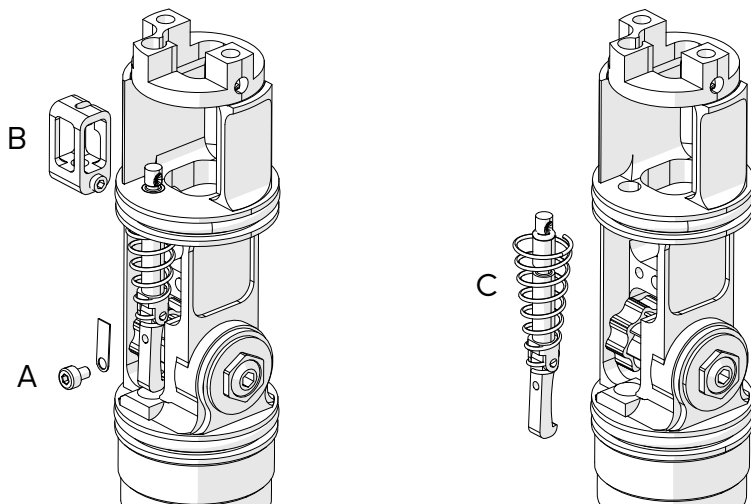


1	cable counterholder	4	Spring plate
2	spring	5	Hook
3	Shaft		

The following O-ring is part of the seal kit FWXXXXXXXXXXXX63172S

- a
- O-Ring Ø2x1 mm

DISMOUNTING THE LOCKOUT MECHANISM

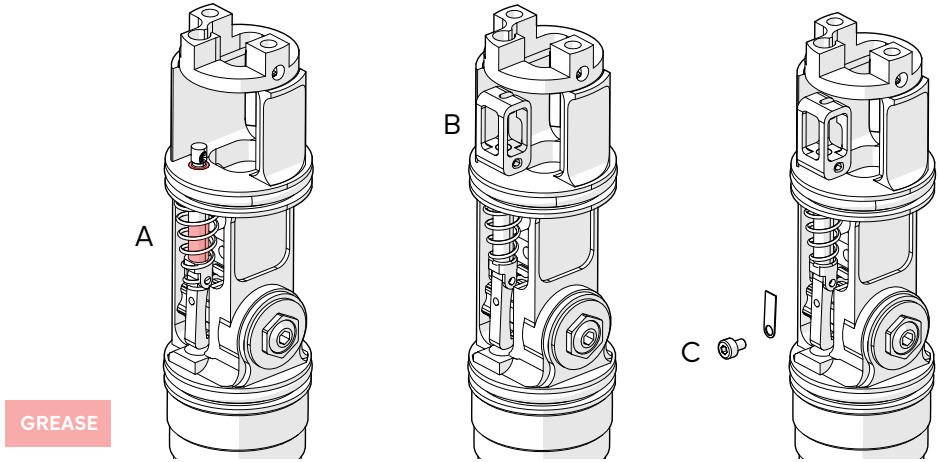


1. Unscrew the screw of the spring plate with a 1.5 mm Allen key and remove the screw and the plate [A].
2. Use a 1.5 mm Allen key to unscrew the screw of the cable counterholder and remove the cable counterholder upwards [B].
3. Fold back the hook and remove the hook and spring [C].

CLEAN AND GREASE THE LOCKOUT MECHANISM

1. Clean all parts.
2. Replace and grease the O-ring moderately and the remaining parts of the lockout mechanism lightly.

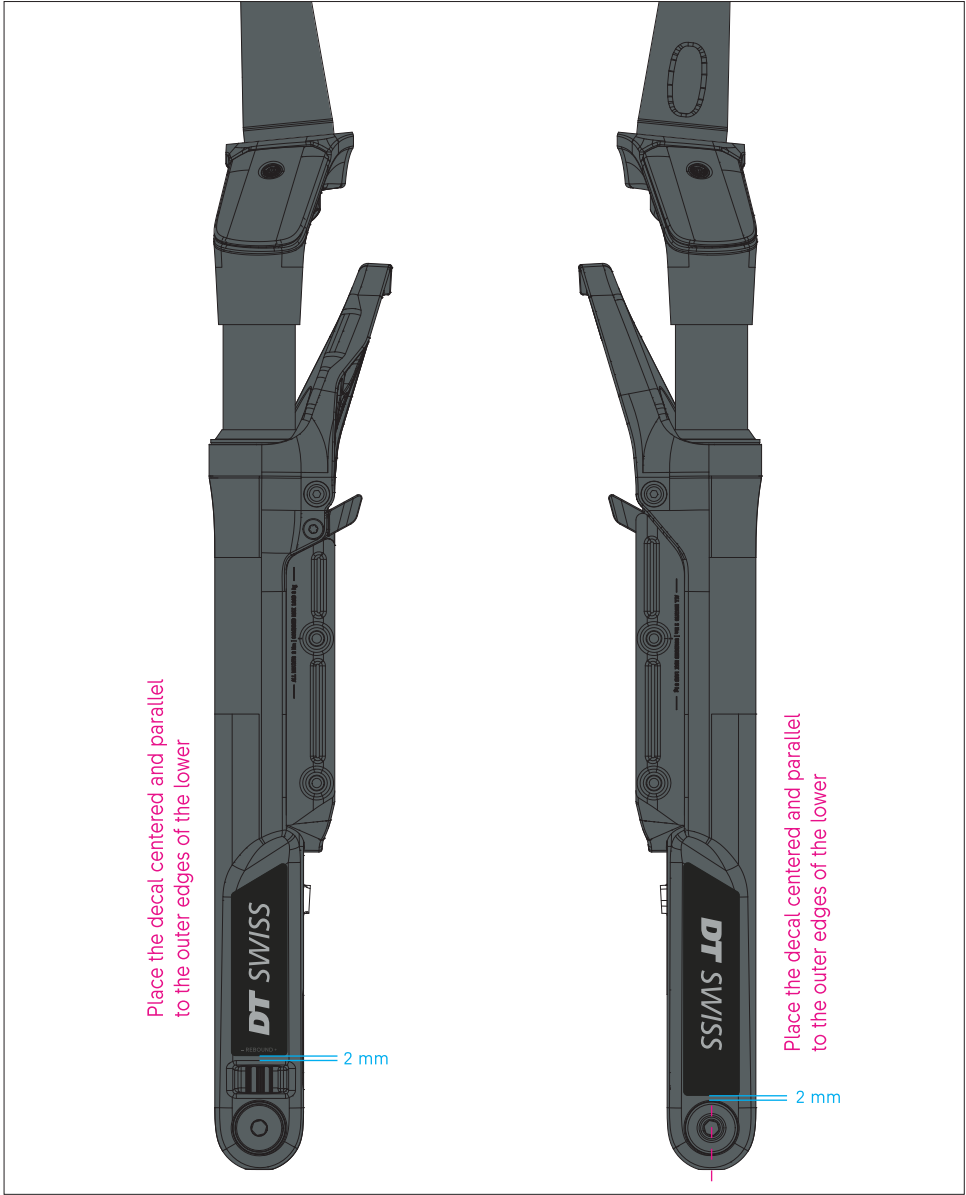
FITTING THE LOCKOUT MECHANISM



- 1. Fit the spring onto the shaft and mount both [A].
- 2. Apply threadlocker to the screw, place the cable counterholder on the shaft and tighten the screw to 0.2 Nm using a 1.5 mm Allen key [B].
- 3. Insert the screw through the plate, apply threadlocker to the screw, screw both onto the hook and tighten the screw to 0.1 Nm using a 1.5 mm Allen key [C].

Closing Steps	Link
Fitting the damping unit	see "6.2 Servicing the damping unit" on page 25
Assembling the lower unit	see "5.4 Assembling the lower unit" on page 18
Inflate the fork to your desired pressure	see User Manual for pressure recommendations
Check all functions of the fork	

7. DECAL PLACEMENT



DT SWISS AG

Längfeldweg 101
CH - 2504 Biel/Bienne
info.ch@dtswiss.com

DT SWISS, INC.

2493 Industrial Blvd.
USA - Grand Junction, CO 81505
info.us@dtswiss.com

DT SWISS (FRANCE) S.A.S.

Parc d'Activites de la Sarrée
Route de Gourdon
F - 06620 Le Bar sur Loup
info.fr@dtswiss.com

DT SWISS JAPAN LTD.

27F Namba Sky-O, 5-1-60
Namba, Chuo-ku
542-0076 Osaka
Japan
info@dtswiss.com

DT SWISS ASIA LTD.

No.5, Jingke 5th Rd., Nantun District
Taichung City 408
Taiwan
info.tw@dtswiss.com

DT SWISS DEUTSCHLAND GmbH

Albert-Einstein-Strasse 3
59302 Oelde
Germany
info.de@dtswiss.com

DT SWISS POLSKA Sp. z o.o.

ul. Towarowa 36
PL-64-600 Oborniki
Poland
info.pl@dtswiss.com

Subject to technical alterations, errors and misprints excepted. All rights reserved.
© by DT SWISS AG - www.dtswiss.com

FXD10000006177S

V2026.03

DT SWISS