

DT SWISS ENGINEERING PERFORMANCE

SUSPENSION 535 PLATFORM DRIVEN BY PASSION

EMBARGO
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F 535



R 535 ONE



R 535

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EXECUTIVE SUMMARY



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ABSTRACT 535 PLATFORM

The 535 platform was developed for those driven by the passion for finding the flow on a variety of trail surfaces. To flow over the trail, the suspension has to offer the rider small bump sensitivity, sufficient mid-stroke support and firm end progression. An essential component in the air chambers of both the shock and the fork, is a bypass which allows for tuning of the relative spring characteristics.

The F 535 ONE goes one step further with its unique travel-dependent damping. Driven by a bypass in the oil damper, the fork generates different levels of compression damping throughout travel. During your all mountain ride, the initial low compression allows your wheel to follow the ground even better for maximum traction, while the increased damping in the middle will keep you high in travel, delivering a new dimension of control. Combine the performance of the fork with the R 535 rear shock to have a suspension platform developed for the passion of finding flow on the trails.

What are you driven by?



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535 PLATFORM SPECIFICATIONS





F 535 ONE

The F 535 ONE goes one step further with its two unique features. PLUSHPORT is a travel-dependent damping system driven by a bypass in the oil damper, which generates different levels of compression damping throughout travel.

For example, in steep, technical terrain, the fork will stay high in its travel and give precise feedback from the track while smoothing the hardest hits. COILPAIR enables small bump sensitivity and the initial low compression damping that allows the wheel to follow the ground aiming for maximum traction.

The combination of both technologies delivers a new dimension of control during your All Mountain ride.

F 535 ONE

WHEELSIZE	29" / 700C
AXLE SYSTEM	15 x 110 mm
TRAVEL	120 / 130 / 140 / 150 / 160 mm
SPRING TECHNOLOGY	COILPAIR® / LINEAIR® / APT
DAMPING TECHNOLOGY	INCONTROL O.D.L. / PLUSHPORT®
STANCHION DIAMETER	35 mm
OFFSET	44 mm
BRAKE MOUNT	Postmount 7"
WEIGHT	From 2090 g
MAX SYSTEMWEIGHT MTB	130 kg
ASTM CLASS MTB	4
MAX SYSTEMWEIGHT EMTB	150 kg
ASTM CLASS EMTB	3
PRICE	from: \$ 1149 / € 1149 / CHF 1209

**PRODUCT PAGE**

<https://www.dtswiss.com/en/suspension/forks/f-535-one>

F 535

The F 535 has been reimagined to focus on the essentials: finding the flow during your All-Mountain ride. Equipped with a lever at hand, the fork can be locked to get to the most remote trails with ease. Once at the top, flip the lever, opening the portal to flow.



F 535

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AXLE SYSTEM	15 x 110 mm
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MAX SYSTEMWEIGHT MTB	130 kg
ASTM CLASS MTB	4
MAX SYSTEMWEIGHT EMTB	150 kg
ASTM CLASS EMTB	3
PRICE	from: \$ 989 / € 989 / CHF 1041

**PRODUCT PAGE**

<https://www.dtswiss.com/en/suspension/forks/f-535>





R 535 ONE

Driven by the passion to find flow on the trail, the R 535 ONE gets a replacement of the bypass in the air chambers. This allows the All Mountain shock to benefit from increased sensitivity to small shocks and therefore makes trail riding even more comfortable, without impacting the mid- & end stroke support.

The shock is equipped with the INCONTROL system and features 3 different damping modes that can be managed by a lever.

R 535 ONE

INSTALLATION LENGTH	165 / 185 / 190 / 205 / 210 / 230 mm
TRAVEL	40 / 45 / 50 / 55 / 60 / 65 mm
MOUNTING SYSTEM	Trunnion and standard mount
BEARING TYPE	DU bushing
DAMPING TECHNOLOGY	INCONTROL O.D.L.
SPRING TECHNOLOGY	LINEAIR®
REMOTE	Lever
WEIGHT	From 300 g
PRICE	from: \$ 449 / € 449 / CHF 473

**PRODUCT PAGE**

<https://www.dtswiss.com/en/suspension/shocks/r-535-one>



R 535

The R 535 All Mountain shock has been modified at its air chambers; the displacement of the bypass allows the chambers to change their volumes, which will lead to better small bump compliance, in order to flow over trails while still having sufficient mid-stroke support and firm end progression. Equipped with a lever, the shock can be locked and unlocked to adapt to the needs that arise on the trails.

R 535

INSTALLATION LENGTH	165 / 185 / 190 / 205 / 210 / 230 mm
TRAVEL	40 / 45 / 50 / 55 / 60 / 65 mm
MOUNTING SYSTEM	Trunnion and standard mount
BEARING TYPE	DU bushing
DAMPING TECHNOLOGY	INCONTROL O.L.
SPRING TECHNOLOGY	LINEAIR®
REMOTE	Lever
WEIGHT	From 300 g
PRICE	from: \$ 399 / € 399 / CHF 421

**PRODUCT PAGE**

<https://www.dtswiss.com/en/suspension/shocks/r-535>

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TECHNOLOGIES

PLUSHPORT®

The patented PLUSHPORT system generates the specific compression damping in every stroke, to get small bump sensitivity, mid-stroke support and bottom-out control.

To do so, an opening in the low-speed compression circuit (the PLUSHPORT) is slowly closed by a floating piston when the fork goes into its travel, at the beginning of the stroke, it is fully opened to offer maximal traction.

Once the fork compresses, this port is slowly closed which leads to higher compression damping, enabling more support from the fork.

For the last centimeters of travel, the piston keep the PLUSHPORT closed. This forces most of the oil which is still being displaced by the compression piston to move through the high-speed circuit, creating much higher compression damping force for a bottomless feel.

PLUSHPORT®
TECHNOLOGY

[More information →](#)



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COILPAIR®

A small coil spring works with the air spring in the first 30 mm of travel. Due to the zero-breakaway force of the coil spring, it compresses before the air spring piston even starts to move. The spring unit is connected to the lower unit of the fork via a spring connector. The spring connector basically consists of a coil spring and a guide bushing.

The steel spring of the spring connector absorbs minor impacts before they can be transferred to the air spring unit. Since the air spring unit with its sliding seals is more inert than a steel spring, the slightest unevenness is absorbed by the steel spring of the spring connector without the seals' static friction having to be overcome.

In the event of major impacts or sustained force on the lower unit, the steel spring in the spring connector is compressed to such an extent that the force is transmitted directly to the air spring unit. The cycle starts anew when the fork is relieved and loaded again.

COILPAIR®
TECHNOLOGY

[More information →](#)



TECHNOLOGIES



**OFFSET
TECHNOLOGY**

[More information →](#)



**INCONTROL FORK
TECHNOLOGY**

[More information →](#)



**LINEAIR® FORK
TECHNOLOGY**

[More information →](#)



**APT
TECHNOLOGY**

[More information →](#)



**LINEAIR® SHOCK
TECHNOLOGY**

[More information →](#)



**INCONTROL SHOCK
TECHNOLOGY**

[More information →](#)

FENDER MOUNT

Made from robust yet flexible plastics, it covers the arch truss structure to prevent mud build up and is designed to work even when your rim and tire choice is at the upper end of the clearance. There are no mounting bosses visible, because the knots in the arch's truss integrate the threads.





YOUR CONTACT

For more information, please contact your
DT Swiss representative or contact us directly.

FRISO LORSCHIEDER
MTB MARKETING MANAGER
+41 32 344 67 54
florscheider@dtswiss.com

DT SWISS AG
Längfeldweg 101
2504 Biel/Bienne
Switzerland

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