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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 17.12.20. 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.

⚠️ **NOTICE**

... 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.

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

1.5 DT SWISS MANUAL CONCEPT

The DT Swiss manuals are split into the following types of manuals:

- User Manual: Information for the end user on how to install and use the component.
- Technical Manual: Detailed information for the end user and the dealer on how to maintain the component, spare parts and technical data.
1.6 HOW TO USE THE MANUAL
The steps described in this manual must be carried out in the order they are shown. If steps are ignored or executed in a wrong order, the function of the component cannot be guaranteed. Instructions begin with the table «Preparatory Steps» and end with the table «Closing Steps». The instructions in these tables must be carried out.

1.7 GENERAL MAINTENANCE INFORMATION
Unless otherwise specified, moving parts, threads, O-rings and seals must be greased before assembly.

For an optimal result of the maintenance work, every component that will be disassembled must be cleaned. Only use cleaners which do not damage the components. Especially the cleaning of O-rings and seals 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.

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.

1.8 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.

1.9 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.

1.10 WARRANTY
Warranty conditions can be found at www.dtswiss.com.
## 2. OVERVIEW

<table>
<thead>
<tr>
<th>Pos</th>
<th>Description</th>
<th>included in Service Kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>barrel nut [2x]</td>
<td>D232 SEAT CLAMP KIT / D232 SEAT CLAMP SCREW KIT</td>
</tr>
<tr>
<td>2</td>
<td>upper seat clamp</td>
<td>D232 / D232 ONE SEAT CLAMP KIT</td>
</tr>
<tr>
<td>3</td>
<td>lower seat clamp</td>
<td>D232 / D232 ONE SEAT CLAMP KIT</td>
</tr>
<tr>
<td>4</td>
<td>seat clamp screw [2x]</td>
<td>D232 / D232 ONE SEAT CLAMP KIT / SEAT CLAMP SCREW KIT</td>
</tr>
<tr>
<td>5</td>
<td>slider tube</td>
<td>D232 / D232 ONE SLIDER TUBE KIT</td>
</tr>
<tr>
<td>6</td>
<td>O-ring</td>
<td>D232 GUIDING KIT</td>
</tr>
<tr>
<td>7</td>
<td>coil spring</td>
<td>D232 REPLACEMENT SPRING</td>
</tr>
<tr>
<td>8</td>
<td>outer coil spring guide</td>
<td>D232 GUIDING KIT</td>
</tr>
<tr>
<td>9</td>
<td>upper stop for release piston</td>
<td>D232 LATCH SYSTEM KIT</td>
</tr>
<tr>
<td>10</td>
<td>release piston</td>
<td>D232 LATCH SYSTEM KIT</td>
</tr>
<tr>
<td>11</td>
<td>coil spring release piston</td>
<td>D232 LATCH SYSTEM KIT</td>
</tr>
<tr>
<td>12</td>
<td>guide for release piston</td>
<td>D232 LATCH SYSTEM KIT</td>
</tr>
<tr>
<td>13</td>
<td>raster ring</td>
<td>D232 LATCH SYSTEM KIT</td>
</tr>
<tr>
<td>14</td>
<td>O-ring</td>
<td>D232 GUIDING KIT</td>
</tr>
<tr>
<td>15</td>
<td>O-ring</td>
<td>D232 SLIDER TUBE NUT KIT / SLIDER TUBE NUT O-RING KIT</td>
</tr>
<tr>
<td>16</td>
<td>lock nut</td>
<td>D232 SLIDER TUBE NUT KIT</td>
</tr>
<tr>
<td>17</td>
<td>guide ring</td>
<td>D232 GUIDING KIT</td>
</tr>
<tr>
<td>18</td>
<td>guide key</td>
<td>D232 / D232 ONE SLIDER TUBE KIT</td>
</tr>
<tr>
<td>19</td>
<td>latch [5x]</td>
<td>D232 LATCH SYSTEM KIT / D232 BALL REPL. KIT*</td>
</tr>
<tr>
<td>20</td>
<td>seat tube</td>
<td>D232 / D232 ONE SEAT TUBE REPLACEMENT*</td>
</tr>
<tr>
<td>21</td>
<td>internal actuating spoke</td>
<td>D232 QUICK CONNECTOR KIT</td>
</tr>
<tr>
<td>22</td>
<td>O-ring</td>
<td>D232 QUICK CONNECTOR KIT</td>
</tr>
<tr>
<td>23</td>
<td>lower seat tube cover</td>
<td>D232 / D232 ONE QUICK CONNECTOR CAP KIT</td>
</tr>
<tr>
<td>24</td>
<td>quickrelease slider</td>
<td>D232 QUICK CONNECTOR KIT</td>
</tr>
<tr>
<td>25</td>
<td>quickrelease housing</td>
<td>D232 QUICK CONNECTOR KIT</td>
</tr>
<tr>
<td>26</td>
<td>O-ring</td>
<td>D232 QUICK CONNECTOR KIT</td>
</tr>
</tbody>
</table>

*only available for DT Swiss Service Centers
3. SERVICE KITS

D232 SLIDER TUBE KIT
Item No: DWKD232S30508S
1x guide key
1x slider tube aluminium
1x spring guide
The spring guide is pre-assembled in the slider tube.

D232 ONE SLIDER TUBE KIT
Item No: DWKD232S30507S
1x guide key
1x slider tube carbon
1x spring guide
The spring guide is pre-assembled in the slider tube.

D232 LATCH SYSTEM KIT
Item No: DWKD232X30510S
1x upper stop for release piston
1x release piston
1x coil spring release piston
1x guide for release piston
1x raster ring
5x latch

D232 QUICK CONNECTOR CAP KIT Ø27.2
Item No: DWKD232X30511S
1x lower seat tube cover Ø27.2 mm
1x O-ring Ø18 x 2.5 mm
**D232 QUICK CONNECTOR CAP KIT Ø30.9**
Item No: DWKD232X30512S
1x lower seat tube cover Ø30.9 mm
1x O-ring Ø22 x 2.5 mm

**D232 ONE QUICK CONNECTOR CAP KIT Ø27.2**
Item No: DWKD232X30514S
1x lower seat tube cover Ø27.2 mm
1x O-ring Ø18 x 2.5 mm

**D232 ONE QUICK CONNECTOR CAP KIT Ø30.9**
Item No: DWKD232X30513S
1x lower seat tube cover Ø30.9 mm
1x O-ring Ø22 x 2.5 mm

**D232 QUICK CONNECTOR KIT**
Item No: DWKD232X30515S
1x quickrelease housing
1x O-ring Ø6 x 1.5 mm
1x quickrelease slider
2x threaded pin M4 x 4 mm
1x Internal actuating spoke
**D232 SLIDER TUBE NUT KIT**

Item No: DWKD232X30516S

1x guide ring Ø28 x 32 x 10 mm

1x lock nut

1x wiper seal

1x O-ring

The wiper seal, O-ring and guide ring are pre-assembled.

---

**D232 GUIDING KIT**

Item No: DWKD232X30517S

1x guide ring Ø25 x 28 x 10 mm

2x O-ring Ø23 x 3 mm

1x outer coil spring guide

Ø27.5 x 20.9 x 27 mm

1x guide ring Ø28 x 32 x 10 mm

---

**D232 ONE CARBON SEAT CLAMP KIT**

Item No: DWKD232C30518S

1x upper seat clamp carbon

1x lower seat clamp carbon

2x barrel nut

1x seat clamp screw Ti

M6 / Ø10 x 36 mm

1x seat clamp screw Ti

M6 / Ø10 x 46 mm

---

**D232 ALUMINIUM SEAT CLAMP KIT**

Item No: DWKD232S30519S

1x upper seat clamp aluminium

1x lower seat clamp aluminium

2x barrel nut

1x seat clamp screw

M6 / Ø10 x 36 mm

1x seat clamp screw

M6 / Ø10 x 46 mm
**D232 ONE TITAN SEAT CLAMP SCREW KIT**

Item No: DWKD232S30520S

2x barrel nut

1x seat clamp screw Ti
M6 / Ø10 x 36 mm

1x seat clamp screw Ti
M6 / Ø10 x 46 mm

---

**D232 STEEL SEAT CLAMP SCREW KIT**

Item No: DWKD232N30521S

2x barrel nut

1x seat clamp screw
M6 / Ø10 x 36 mm

1x seat clamp screw
M6 / Ø10 x 46 mm

---

**D232 REPLACEMENT SPRING**

Item No: DWKD232N30522S

1x coil spring
**D232 SEAT TUBE REPLACEMENT Ø27.2**
Item No: DWKD232S30523S
Only available for DT Swiss Service Center.

**D232 SEAT TUBE REPLACEMENT Ø30.9**
Item No: DWKD232S30524S
Only available for DT Swiss Service Center.

**D232 ONE SEAT TUBE REPLACEMENT Ø27.2**
Item No: DWKD232C30525S
Only available for DT Swiss Service Center.

**D232 ONE SEAT TUBE REPLACEMENT Ø30.9**
Item No: DWKD232C30526S
Only available for DT Swiss Service Center.
D232 BALL REPLACEMENT KIT
Item No: DWKD232N30527S
10 x latch
Only available for DT Swiss Service Center.

L1 REMOTE LEVER
Item No: LL1XX4LXXXSA29724S
1x remote lever
1x shift cable Ø1.1 mm, length 2100 mm
2x cable end crimp

D232 SLIDER TUBE NUT O-RING KIT
Item No: DWKD232X34575S
5x O-ring slider tube nut
4. SERVICE AND CARE

4.1 SAFETY

⚠️ DANGER

RISK OF INJURY DUE TO WRONG MAINTENANCE OF THE SEAT POST!

Incorrect maintenance or assembly of the seat post 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.

<table>
<thead>
<tr>
<th>Task</th>
<th>Interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full service</td>
<td>Annually or after 200 operating hours</td>
</tr>
<tr>
<td>see “7. Full service” on page 23</td>
<td></td>
</tr>
<tr>
<td>Small service</td>
<td>50 operating hours more frequently in case of extreme operating conditions.</td>
</tr>
<tr>
<td>see “6. Small Service” on page 16</td>
<td></td>
</tr>
<tr>
<td>Check the seat post for damage and cracks. If there is any damage,</td>
<td>Before and after every ride</td>
</tr>
<tr>
<td>contact the DT Swiss Service Centre.</td>
<td>and after a crash</td>
</tr>
<tr>
<td>Check the fastening is correct / check tightening torques</td>
<td>Before each ride</td>
</tr>
<tr>
<td>Check the functionality</td>
<td>Before each ride</td>
</tr>
<tr>
<td>Seat post care [see below]</td>
<td>After each ride</td>
</tr>
</tbody>
</table>

4.3 CARE

The following care and cleaning instructions must be observed:

- Clean the seat post with a damp cloth after each ride. Remove dirt accumulations in the area of the wiper seal.
- Never use aggressive cleaners that damage the wiper seal.
- Never use high pressure cleaners. Water and dirt can get into the seat post and damage it!
- Remove all visible, dried dirt from the area of the wiper seal. This will prevent dirt from getting into the seat post.
- It is not necessary to grease the seat post in the area of the wiper seal.
## TROUBLE SHOOTING

<table>
<thead>
<tr>
<th>Issue</th>
<th>Reason</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>seat post does not compress or extend properly</td>
<td>dirty / too little grease</td>
<td>small Service Details, see Chap. 6 / Page 16</td>
</tr>
<tr>
<td></td>
<td>O-ring [No. 13] crushed / defective</td>
<td>disassemble the seat post completely, clean all parts. replace guiding kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>wiper seal of lock nut damaged</td>
<td>disassemble the seat post completely, clean all parts. replace slider tube nut kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>release piston jammed</td>
<td>disassemble the seat post completely, clean all parts. replace latch system kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td>seat post blocked / does not release</td>
<td>cable tension too low</td>
<td>increase tension of the cable</td>
</tr>
<tr>
<td></td>
<td>cable torn</td>
<td>replace cable</td>
</tr>
<tr>
<td></td>
<td>cable unhooked from the quickconnector</td>
<td>dismount the seat post and attach the cable</td>
</tr>
<tr>
<td></td>
<td>quickconnector damaged</td>
<td>replace quickconnector kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>lower seat tube cover damaged</td>
<td>install new seat tube cover; details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>connection of quickconnector and actuating spoke loose</td>
<td>clamp actuating spoke to quickconnector. details, see “Mounting the quickconnector” on page 33.</td>
</tr>
<tr>
<td></td>
<td>actuating spoke defective</td>
<td>replace the actuating spoke. details, see “Mounting the quickconnector” on page 33.</td>
</tr>
<tr>
<td></td>
<td>release piston jammed</td>
<td>disassemble the seat post completely, clean all parts. replace latch system kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>O-ring [No. 13] crushed / defective</td>
<td>disassemble the seat post completely, clean all parts. replace guiding kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>Raster ring tilted due to loose lock nut</td>
<td>Check the tightness of the lock nut, check whether the O-ring [Nr. 14] is damaged or present. Align the raster ring correctly and tighten the lock nut hand-tight.</td>
</tr>
<tr>
<td>Issue</td>
<td>Reason</td>
<td>Solution</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>seat post does not lock correctly in the upper position.</td>
<td>dirty / too little grease</td>
<td>Small Service Details, see Chap. 6 / Page 16.</td>
</tr>
<tr>
<td>or / and</td>
<td>cable tension too high</td>
<td>reduce the tension of the cable</td>
</tr>
<tr>
<td>seat post releases without pushing the remote lever down.</td>
<td>tension of the actuating spoke on the quickconnector too high</td>
<td>reduce tension of the actuating spoke. details, see “Mounting the quickconnector” on page 33.</td>
</tr>
<tr>
<td>release piston jammed</td>
<td></td>
<td>disassemble the seat post completely, clean all parts.</td>
</tr>
<tr>
<td>wear of the locking mechanism</td>
<td></td>
<td>replace latch system kit.</td>
</tr>
<tr>
<td>coil spring defective</td>
<td></td>
<td>small service and exchange of the coil spring</td>
</tr>
<tr>
<td>Raster ring tilted due to loose lock nut</td>
<td></td>
<td>Check the tightness of the lock nut, check whether the O-ring (Nr. 14) is damaged or present.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Align the raster ring correctly and tighten the lock nut hand-tight.</td>
</tr>
<tr>
<td>seat post does not lock correctly in the lower position.</td>
<td>seat post has not locked correctly because there is not enough force on the seat post when lowering</td>
<td>compress with more force until the mechanical stop.</td>
</tr>
<tr>
<td>or / and</td>
<td>dirty / too little grease</td>
<td>Small Service Details, see Chap. 6 / Page 16.</td>
</tr>
<tr>
<td>seat post automatically releases upwards.</td>
<td>cable tension too high</td>
<td>reduce the tension of the cable</td>
</tr>
<tr>
<td>tension of the actuating spoke on the quickconnector too high</td>
<td></td>
<td>reduce tension of the actuating spoke. details, see “Mounting the quickconnector” on page 33.</td>
</tr>
<tr>
<td>release piston jammed</td>
<td></td>
<td>disassemble the seat post completely, clean all parts.</td>
</tr>
<tr>
<td>wear of the locking mechanism</td>
<td></td>
<td>replace latch system kit.</td>
</tr>
<tr>
<td>wear of the locking groove in the slider tube</td>
<td></td>
<td>disassemble the seat post completely, clean all parts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>replace slider tube kit.</td>
</tr>
<tr>
<td>O-ring (No. 13) crushed / defective</td>
<td></td>
<td>disassemble the seat post completely, clean all parts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>replace guiding kit.</td>
</tr>
<tr>
<td>axial play of the slider tube in one or both locking positions</td>
<td>cable tension too high</td>
<td>reduce the tension of the cable</td>
</tr>
<tr>
<td>tension of the actuating spoke on the quickconnector too high</td>
<td></td>
<td>reduce tension of the actuating spoke. details, see “Mounting the quickconnector” on page 33.</td>
</tr>
<tr>
<td>Issue</td>
<td>Reason</td>
<td>Solution</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>strong rotational play of the slider tube</td>
<td>wear of the guide key</td>
<td>disassemble the seat post completely, clean all parts. replace slider tube kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>wear of the locking groove in the slider tube</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>seat post makes noise while riding</td>
<td>dirty / too little grease</td>
<td>Small Service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Details, see Chap. 6 / Page 16.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>seat clamp dirty</td>
<td>disassembling and cleaning the seat clamp</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>seat post clamp dirty</td>
<td>remove the seat post, clean the surfaces, apply grease or assembly paste and install. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>the cause of the noise does not come from the seat post, but from another component of the bicycle</td>
<td></td>
</tr>
<tr>
<td>cable runs rough</td>
<td>dirty / too little grease</td>
<td>Small Service</td>
</tr>
<tr>
<td>high actuating forces at the remote lever</td>
<td></td>
<td>Details, see Chap. 6 / Page 16.</td>
</tr>
<tr>
<td>cable blocked</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>cable or cable housing dirty or defective</td>
<td>replace cable or cable housing. details, see user manual at <a href="http://www">www</a>. dtswiss.com</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>guide of the remote lever defective</td>
<td>replace remote lever details, see user manual at <a href="http://www">www</a>. dtswiss.com</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>release piston jammed</td>
<td>disassemble the seat post completely, clean all parts. replace latch system kit. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>incorrect use of the seat post: seat post is lowered under full load</td>
<td>relieve the seat post briefly while operating the remote lever</td>
</tr>
<tr>
<td>play of the remote lever</td>
<td>cable tension too low</td>
<td>increase tension of the cable.</td>
</tr>
<tr>
<td></td>
<td>guide of the remote lever defective</td>
<td>replace remote lever details, see user manual at <a href="http://www">www</a>. dtswiss.com</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>strong radial play in direction of travel</td>
<td>disassemble the seat post completely, clean all parts. replace guiding kit / slider tube nut kit details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td></td>
<td>excessive wear on the guides</td>
<td></td>
</tr>
<tr>
<td>seat tube damaged</td>
<td>crash</td>
<td>Disassemble the seat post completely, replace seat clamp. details, see Chap. 7 / Page 23.</td>
</tr>
<tr>
<td>seat clamps damaged or broken</td>
<td>crash</td>
<td>replace seat clamp.</td>
</tr>
<tr>
<td>seat clamp screw defective</td>
<td>wrong tool / torque exceeded</td>
<td>replace seat clamp screws.</td>
</tr>
<tr>
<td>seat clamp screws loosen</td>
<td>torque wrench</td>
<td>apply medium strength thread lock on the seat clamp screws</td>
</tr>
</tbody>
</table>

In case of further issues or questions, please contact your dealer or a DT Swiss service center.

*only available for DT Swiss Service Centers
6. SMALL SERVICE

A small service can be carried out without removing the seat post from the bike frame and without removing the saddle.

A small service should be carried out in the following cases:

- Interval for a small service has elapsed (50 operating hours).
- Malfunctions (see also “5. Trouble Shooting” on page 13), e.g.
  - Seat post does not compress or extend properly
  - Seat post does not lock correctly in the upper/lower position
  - Seat post releases without pushing the remote lever downwards/upwards
  - Seat post makes noises while riding
  - Shift cable runs sluggishly / high actuating forces on remote lever / shift cable blocked

Preparatory Steps

Make sure that the seat post is in the extended position. If not, extend the seat post by pressing the remote lever.

Clean the seat post.

Check all functions of the seat post.

If malfunctions occur, observe the information in the table in chapter “5. Trouble Shooting” on page 13!

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
<tr>
<td>cleaners</td>
<td>Motorex Rex, Motorex Swissclean, Motorex OPAL 2400, OPAL 3000, OPAL 5000 or similar</td>
<td>as required</td>
</tr>
</tbody>
</table>

6.1 REMOVING THE SEAT POST

1. Press the saddle down slightly and unscrew the lock nut from the slider tube by hand.
2. Pull the slider tube off the seat tube.
3. Pull the coil spring out of the seat tube.
4. Remove the guide ring from the upper end of the seat tube.
5. Operate the remote lever and slide the raster ring downwards when the remote lever is pushed.

6. Take the five latches out of the recesses in the seat tube.
   TIP: A magnet makes it easier to remove the latches.

7. Pull the spring guide out of the seat tube.
6.2 CLEANING THE PARTS

1. Clean all parts with an appropriate cleaner. We recommend one of the following cleaners:
   - Motorex Rex
   - Motorex Swissclean
   - Motorex OPAL 2400, 3000 OPAL, OPAL 5000

2. Check all parts for excessive wear and replace worn parts if necessary.

3. Check that the O-ring on the lock nut is present and undamaged. Fit / replace O-ring if necessary.
6.3 FITTING THE SEAT POST

1. Lightly grease the inner surface of the seat tube and the spring guide.

2. Push the spring guide into the seat tube.

3. Generously grease the recesses for the latches in the seat tube.

4. Insert the five latches into the recesses in the seat tube.

5. Grease the entire area around the latches.

6. Press the remote lever and simultaneously slide the raster ring over the latches.

7. Grease the entire area around the raster ring.
8. Grease the guide ring and the groove for the guide ring in the seat tube.
9. Slide the guide ring on the seat tube.
10. Grease the entire area around the guide ring.

11. Make sure that the entire sliding area of the seat post is greased.
12. Grease the spring and the inner surface of the slider tube.
13. Push the coil spring into the seat tube.
14. Slide the slider tube onto the seat tube. Make sure that the guide key slides into the guide groove of the slider tube.
15. Press the saddle down against the spring force and screw the lock nut onto the slider tube.

16. Tighten the lock nut firmly by hand.
   → There must be no visible gap between slider tube and lock nut.

17. Lower the seat post several times and remove excess grease.

6.4 CHECK THE FUNCTIONALITY

1. Check the tension of the cable and adjust the tension if necessary using the cable adjuster on the remote lever.
   → If the tension in the switch cable is too low, there may be some play in the remote lever.
   → If the tension in the switch cable is too high, there may be some vertical play in the seat post.

2. Actuate the remote lever and push the seat post down. Release the remote lever once the seat post is no longer in the top fixed position.
   → It must be possible to push the seat post down with slight resistance.
   → The seat post must latch in the lowered position with a noticeable click.

3. Briefly actuate the remote lever while the seat post is fixed in the lower position. Do not apply a load to the saddle while doing so.
   → The seat post must immediately return to the top position after actuating the remote lever.
   → The seat post must be fixed in the top position; it must not be possible to press it down even with the remote lever pressed.

4. Check that the seat post clamp is clamping correctly: Stand behind your bicycle, grasp the saddle with one hand and attempt to twist the seat post.
   → It must be impossible to twist the seat post.
7. **FULL SERVICE**

A full service should be carried out in the following cases:

- Interval for a full service has elapsed (annually or after 200 operating hours)
- Replacement of a component due to a malfunction that requires complete disassembly of the seat post. See also "5. Trouble Shooting" on page 13.

7.1 **REMOVING THE SEAT POST**

**Preparatory Steps**

Make sure that the seat post is in the extended position. If not, extend the seat post by pressing the remote lever.

Clean the seat post

Check all functions of the seat post.
If malfunctions occur, observe the information in the table in chapter "5. Trouble Shooting" on page 13!

**DISMANTLE SADDLE AND SEAT CLAMP**

1. Unscrew both saddle clamp bolts.
2. Pull the saddle upwards with the upper seat clamp.
3. Remove the barrel nuts from the upper seat clamp.

**REMOVE THE REMOTE LEVER FROM THE HANDLEBARS.**

1. Using a 3 mm hex key loosen the fixing screw on the clamp, open the clamp and remove the remote lever from the handlebars.
REMOVING THE SEAT POST FROM THE BIKE FRAME

1. Screw the cable adjuster on the remote lever in fully to relieve the tension.
2. If present, release the cable clamps on the bike frame.
3. Open the seat post clamp, pull the seat post carefully out of the bike frame while feeding the cable at the same time.
4. Pull the cable housing on the quickconnector downwards and detach the cable housing.
5. Detach the cable from the quickconnector.
7.2 DISASSEMBLING THE SEAT POST

1. Unscrew the lock nut from the slider tube by hand.

2. Pull the slider tube off the seat tube.

3. Pull the coil spring from the seat tube.

4. Remove the guide ring.
5. Press the guide key out of the seat tube using an M3 screw with a minimum thread length of 5 mm.

6. Slide a 6 mm Allen key from above into the stop of the release piston and press the release piston slightly downwards.

7. Push the raster ring upwards with the release piston pressed down and remove the raster ring from the seat tube.
8. Take the five latches out of the recesses in the seat tube.
   TIP: A magnet makes it easier to remove the latches.

9. Slide the lock nut and O-ring off the seat tube.

10. Pull the spring guide out of the seat tube.
DISMOUNT THE QUICKCONNECTOR

1. Unscrew the clamping screw of the actuating spoke a few turns.

2. Pull the quickconnector with the slider down.
3. Remove the seat tube cover.

4. Push the actuating spoke upwards and pull the actuating spoke out of the seat tube from the top.
REMOVING THE RELEASE PISTON FROM THE SEAT TUBE

1. Screw the stop of the release piston out of the seat tube using an 8 mm Allen key.

2. Take the release piston, the spring and the guide of the release piston out of the seat tube.
7.3 ASSEMBLING THE SEAT POST

MOUNTING THE LOCK NUT

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLIDER TUBE NUT KIT</td>
<td>Art. No.: DWKD232X30516S Details, see “Service Kits” on page 6</td>
<td>1*</td>
</tr>
<tr>
<td>D232 SLIDER TUBE NUT O-RING KIT</td>
<td>Art. No.: DWKD232X34575S Details, see “Service Kits” on page 6</td>
<td>1*</td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
</tbody>
</table>

*The service kit only needs to be replaced if there is a seat post malfunction (see “Trouble Shooting” on page 13). In case of malfunction, all parts of the required service kit should be replaced.

1. Check that the O-ring on the lock nut is present and undamaged. Fit / replace O-ring if necessary.
2. Grease the inner surface of the lock nut, the sliding surface of the seat tube and the O-ring.
3. Slide the lock nut and O-ring onto the seat tube.
MOUNTING THE RELEASE MECHANISM

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>D232 LATCH SYSTEM KIT</td>
<td>Art. No.: DWKD232X30510S</td>
<td>1*</td>
</tr>
<tr>
<td></td>
<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
</tbody>
</table>

*The service kit only needs to be replaced if there is a seat post malfunction (see “Trouble Shooting” on page 13). In case of malfunction, all parts of the required service kit should be replaced.

1. Grease the guide, spring, release piston and inner surface of the seat tube.

2. Insert the guide, spring and release piston into the seat tube.

3. Push the stop for the release piston into the seat tube and tighten the stop with an 8 mm hex key to a torque of 4 Nm.
   → The recess of the stop must point upwards.

4. Place the raster ring on the seat tube.
   → The chamfered side of the raster ring must point upwards.
5. Grease the recesses for the latches and insert the latches.

6. Slide a 6 mm hex key from the top into the stop of the release piston and press the release piston slightly downwards.

7. Slide the raster ring upwards over the latches with the release piston pressed down.
MOUNTING THE QUICKCONNECTOR

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>QUICK CONNECTOR CAP KIT</td>
<td>D 232 Ø27.2 Art. No.: DWKD232X30511S</td>
<td>1*</td>
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<tr>
<td></td>
<td>D 232 Ø30.9 Art. No.: DWKD232X30512S</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D 232 ONE Ø27.2 Art. No.: DWKD232X30514S</td>
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<tr>
<td></td>
<td>D 232 ONE Ø30.9 Art. No.: DWKD232X30513S</td>
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</tr>
<tr>
<td></td>
<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>QUICK CONNECTOR KIT</td>
<td>Art. No.: DWKD232X30515S</td>
<td>1*</td>
</tr>
<tr>
<td></td>
<td>see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
</tbody>
</table>

*The service kit only needs to be replaced if there is a seat post malfunction (see “Trouble Shooting” on page 13). In case of malfunction, all parts of the required service kit should be replaced.

1. Push the actuating spoke from the top through the release piston.

If the lower seat tube cover is replaced, a new O-ring must first be fitted to the seat tube cover.

2. Lightly grease the seat of the O-ring and the O-ring and fit the O-ring on the seat tube cover.
3. Slide the seat tube cover onto the actuating spoke and onto the opening of the seat tube.
4. Slide the O-ring onto the actuating spoke.

5. Slide the quickrelease housing onto the actuating spoke and put the slider onto the actuating spoke.
6. Push the slider fully in the direction of the seat tube and pull the actuating spoke down as far as possible without actuating the release piston.
7. Clamp the actuating spoke with the clamping screw in the slider using a 2 mm hex key.

→ The tension of the actuating spoke must be neither too high nor too low.
→ The slider must not have axial play.
→ The raster ring must have no play on the latches.
→ If there is play, loosen the clamping screw and clamp the actuating spoke with correct tension.
# MOUNTING THE GUIDING PARTS

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>GUIDING KIT</td>
<td>Art. No.: DWKD232X30517S</td>
<td>1*</td>
</tr>
<tr>
<td></td>
<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
</tbody>
</table>

*The guiding kit should be replaced at every full service (annually or after 200 operating hours).

1. Grease the O-ring.
2. Slide the O-ring onto the seat tube and pull the O-ring over the raster ring.

3. Grease the guide ring and the groove for the guide ring in the seat tube.
4. Place the guide ring on the seat tube.

5. Grease the inner and outer surface of the coil spring guide.
6. Insert the coil spring guide into the seat tube.
### MOUNTING GUIDE KEY

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLIDER TUBE KIT</td>
<td>D 232 Art. No.: DWKD232S30508S</td>
<td>1*</td>
</tr>
<tr>
<td></td>
<td>D 232 ONE Art. No.: DWKD232S30507S</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
<td>as required</td>
</tr>
</tbody>
</table>

*The service kit only needs to be replaced if there is a seat post malfunction (see “Trouble Shooting” on page 13). In case of malfunction, all parts of the required service kit should be replaced.

1. Lightly grease the guide key and the groove in the seat tube.
2. Place the guide key in the groove in the seat tube and press the guide key completely into the groove in the seat tube with light hammer strokes with a plastic hammer.

Caution: If the guide key is not correctly positioned in the groove, it can be damaged during the press-in process and cause a malfunction.
MOUNTING THE SEAT TUBE AND THE SLIDER TUBE

<table>
<thead>
<tr>
<th>Required Material</th>
<th>Specification</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>REPLACEMENT SPRING</td>
<td>Art. No.: DWKD232N30522S</td>
<td>1*</td>
</tr>
<tr>
<td></td>
<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>SEAT TUBE REPLACEMENT</td>
<td>D 232 Ø27.2 Art. No.: DWKD232S30523S</td>
<td>1*</td>
</tr>
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<td></td>
<td>D 232 Ø30.9 Art. No.: DWKD232S30524S</td>
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<td></td>
<td>D 232 ONE Ø27.2 Art. No.: DWKD232C30525S</td>
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<td>D 232 ONE Ø30.9 Art. No.: DWKD232C30526S</td>
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<td>Details, see “Service Kits” on page 6</td>
<td></td>
</tr>
<tr>
<td>universal grease</td>
<td>Slick Honey</td>
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</tbody>
</table>

*The service kit only needs to be replaced if there is a seat post malfunction (see “Trouble Shooting” on page 13). In case of malfunction, all parts of the required service kit should be replaced.

1. Grease the coil spring and push the coil spring into the spring guide of the seat tube.
2. Grease the inner surface of the slider tube and the guide parts of the seat tube and slide the slider tube onto the seat tube.
   → The guide key of the seat tube must slide into the guide groove in the slider tube.
3. Press the slider tube downwards against the spring force and screw on the lock nut at the same time.
4. Tighten the lock nut firmly by hand.
   → There must be no visible gap between slider tube and lock nut.
7.4 FITTING THE SEAT POST

MOUNTING THE SEAT POST IN THE BIKE FRAME

1. Hook the shift cable into the Quickconnector.
2. Pull the quickconnector downwards and insert the cable housing.
3. Open the seat post clamp, push the seat post carefully into the bike frame while pulling the cable out of the frame at the same time.
4. Close the seat post clamp.
5. If available, clamp the cable housing with the cable clamps of the bike frame.
6. Tension the cable by turning the cable adjuster on the remote lever.

MOUNTING THE REMOTE LEVER ON THE HANDLEBARS

1. Using a 3 mm hex key loosen the fixing screw on the clamp and attach the remote lever on the desired side of the handlebars.
2. Tighten the fixing screw with a max. tightening of 5 Nm. 5 Nm an.
   → If the remote lever is fitted on carbon handlebars, the maximum torque may be lower. Observe the handlebar manufacturer’s user manual!
FITTING THE SADDLE AND SEAT CLAMP

1. Using a 5 mm hex key, unscrew the two seat clamp screws leaving a few screw turns still engaged in the barrel nuts.

2. Lift the upper seat clamp and pull out the lower saddle clamp to the side.

3. Lift the upper seat clamp, tilt the saddle to the side and push in the first saddle brace underneath the upper seat clamp (A).

4. Tilt the saddle over the upper seat clamp, and attach the saddle so that both saddle braces lie below the upper seat clamp (B).

5. Pull up the upper seat clamp and the saddle, and push the lower seat clamp in underneath the saddle (C) from the side.

6. Tighten the seat clamp screws alternately until the desired saddle tilt has been adjusted.
   - When tightening the seat clamp screws, make sure that the barrel nuts are not twisted and lie in the recesses of the upper saddle clamp.

7. Tighten the seat clamp screws to a torque of 5 Nm.
   - If you are fitting a saddle with carbon braces, the maximum torque may be lower. Observe the saddle manufacturer’s user manual!
   - If the seat clamp screws (4) should loosen slightly during the ride, a medium thread lock can be used.