

RATCHET EXP OS

TECHNICAL MANUAL

DT SWISS

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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 04.07.24. 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.

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.

1.7 GENERAL MAINTENANCE INFORMATION

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

CLEANING

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.

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 Tools".

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

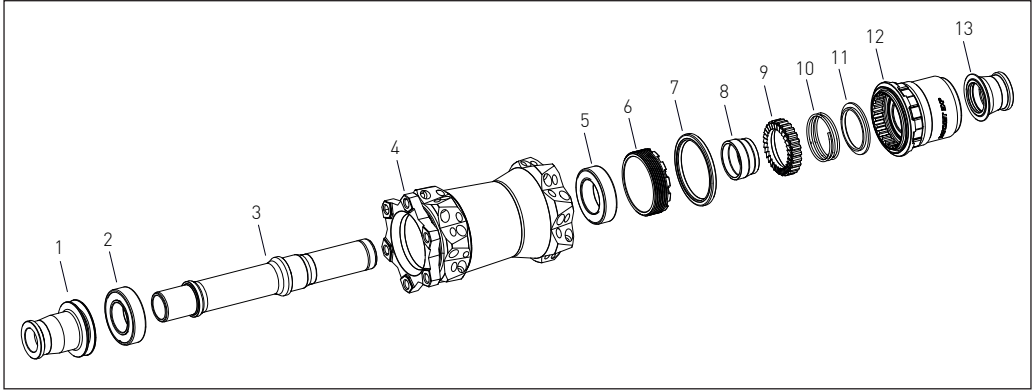
The activities listed in this manual may only be carried out by persons with sufficient specialist knowledge. The user is liable for any damage or consequential damage caused by wrongly maintained or installed components. If you have doubts, please contact your region's DT Swiss pro level service center.

1.10 WARRANTY

Warranty conditions, see www.dtswiss.com

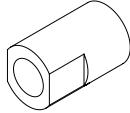
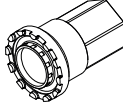
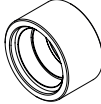

2. MAINTENANCE OF THE REAR WHEEL HUB WITH RATCHET EXP® OS SYSTEM

2.1 OVERVIEW






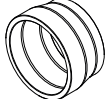


1	end cap non drive side	8	spacer
2	ball bearing non drive side	9	loose ratchet
3	axle	10	spring
4	hub shell	11	washer
5	ball bearing drive side	12	freewheel body
6	threaded ratchet	13	end cap drive side
7	hub seal		

2.2 REQUIRED TOOLS

Tools	Specification	Quantity	Article number
installation cylinder Ø15 x 26 x 40 mm		1	HXTXXX00N5314S
mounting / dismounting tool for the threaded ratchet		1	HXTXXX00N3157S
mounting / dismounting tool ball bearing drive side		1	HXTXXX00N6106S
installation tool for hub seal		1	HXTXXX00N1000S

2.3 REQUIRED WEARING PARTS AND MATERIALS

Wearing parts / Materials	Specification	Quantity	Article number
DT Swiss universal grease		20 g	HXTXXX00NMG20S
DT Swiss special grease - 20 g tube		20 g	HXT10032508S
ball bearing drive side 1728 Ø17 / 28 x 7 mm		1	HSBXXX00N9115S
ball bearing non drive side 1526 Ø15 / 26 x 7 mm		1	HSBXXX00N3741S
hub seal		1	HSOXXX00N1031S
spacer Ø25.9 / 19.9 x 2.3 mm		1	HCD13300X9643S
Service Kit 30T			
Content:	<ul style="list-style-type: none"> - 1x spring - 1x DT Swiss special grease 20 g tube - 1x EXP OS 30T ratchet - 1x ratchet EXP OS 30T M32 - 1x spacer Ø25.9 / 19.9 x 2.3 mm 	1	HWYXXX00N9952S
Service Kit 42T			
Content:	<ul style="list-style-type: none"> - 1x spring - 1x DT Swiss special grease 20 g tube - 1x EXP OS 42T ratchet - 1x ratchet EXP OS 42T M32 - 1x spacer Ø25.9 / 19.9 x 2.3 mm 	1	HWYXXX00N5572S

You can also find all suitable spare parts at dtswiss.com/support/product-support after selecting your component.

2.4 REMOVING END CAPS, FREEWHEEL BODY AND FREEWHEEL SYSTEM

1. Pull off both end caps by hand.

If the end caps cannot be pulled off by hand, clamp the end caps carefully into a vise with ground clamping jaws and pull the hub / wheel upwards.



2. Pull the freewheel body off the hub.



3. Pull the spacer off the axle.



4. Remove the ratchet and the washer from the freewheel body.



2.5 DISMOUNTING THE BEARING ON THE NON DRIVE SIDE

1. Tap out the ball bearing on the non drive side with a plastic hammer with slight hammer strokes onto the axle.



2. Remove the ball bearing from the axle.



2.6 DISMOUNTING THE HUB SEAL

1. Using a slotted screwdriver with a blade width of about 2.5 mm, slide under the hub seal into one of the notches of the ratchet.
2. Turn the screwdriver 90° around its longitudinal axis and push the hub seal out of its seat.



2.7 DISMOUNTING THE THREADED RATCHET

Due to the torque which acts on the threaded ratchet during pedaling, the threaded ratchet tightens during riding. We recommend loosening the ratchet only when the wheel is complete as the lever is much larger.

1. Clamp the mounting / dismantling tool for the threaded ratchet into the vice.
2. Fit the hub or wheel onto the tool in such a way that the teeth of the tool engage in the teeth of the threaded ratchet.
3. Insert the axle into the hub and through the threaded ratchet.



4. Put the installation cylinder onto the non drive side of the hub.
5. Loosen and screw off the ratchet by turning the hub counterclockwise.
6. Remove the hub from the tool.

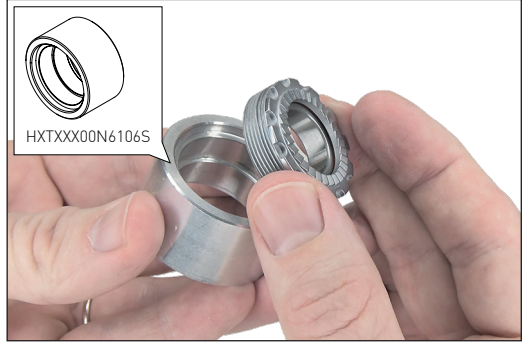


7. Remove the ratchet with the bearing.



2.8 DISMOUNTING THE BEARING FROM THE THREADED RATCHET

1. Put the threaded ratchet with the bearing into the mounting / dismounting tool.
 - The tothing of the threaded ratchet must face upwards.
 - Put the ratchet on the side of the tool with the fitting diameter. The ratchet may only move minimally in the tool.



2. Slide the axle with its long end through the ball bearing.



3. Use a plastic hammer to knock the ball bearing out of the ratchet with light hammer strokes.



4. Remove the ratchet and the bearing from the tool.



2.9 CLEANING AND CHECKING ALL PARTS

1. Clean all parts of the hub, threaded ratchet, sleeve, spring and end caps. The existing grease must be completely removed from the hub body and from the threaded ratchet.
2. Check the ratchets for wear.


The wear of the ratchets usually starts at the outer circumference and shows itself by strongly flattened edges with uneven wear.

In case of heavy wear, the ratchets must be changed immediately.



3. Check the freewheel body for damages.
→ Grooves from the cassette are no damages. These are normal signs of usage.

2.10 PRESSING THE BALL BEARING INTO THE THREADED RATCHET

1. Slightly grease the contact surface of the bearing and the threaded ratchet.
2. Put the threaded ratchet with the toothing facing downwards onto the mounting / dismounting tool.
→ Put the ratchet on the side of the tool with the fitting diameter. The ratchet may only move minimally in the tool.
3. Put a new ball bearing with the colored side facing downwards onto the ratchet.

4. Carefully press the bearing into the ratchet with light hammer strokes on the outer ring of the ball bearing until the bearing protrudes 1 to 2 mm beyond the ratchet.
→ The ball bearing must not be pressed further into the ratchet.

2.11 SCREWING THE THREADED RATCHET WITH THE BEARING INTO THE HUB SHELL

1. Slightly grease the threaded ratchet and the thread of the hub shell with universal grease.
2. Clamp the mounting / dismounting tool for the threaded ratchet into the vice.
3. Place the threaded ratchet with pressed-in ball bearing on the tool.



4. Slide the axle with its long end through the ball bearing.



5. Put the hub or the wheel onto the mounting / dismounting tool.



6. Push the installation cylinder onto the non drive side of the hub.
→ By using the axle and the installation cylinder, the hub shell is guided when the ratchet is screwed on. The ratchet cannot cant.
7. Tighten the threaded ratchet as tight as possible by turning the hub clockwise by hand.



8. Remove the hub from the mounting / dismounting tool and put the tool out of the vice.

2.12 MOUNTING THE BEARING ON THE NON DRIVE SIDE

1. Make sure that the axle is in the hub with the long side first.
2. Grease the bearing seat and the axle with universal grease.



3. Push a new bearing on the axle with the colored side facing outwards.



4. Clamp the mounting / dismantling tool for the threaded ratchet into the vice.
5. Put the hub on the tool in the vice.
6. Put the installation cylinder onto the bearing.
7. Tap in the ball bearing carefully with slight hammer strokes.



8. Check the ball bearings.
 - It must be possible to turn the hub with slight resistance.
 - The hub must not have axial play.
9. Tap the bearing on the non drive side in or out and repeat previous steps until the hub is turning smoothly.



2.13 MOUNTING THE HUB SEAL



NOTE

RISK OF DAMAGE TO THE HUB BY USING THE WRONG TOOL!

If the mounting tool HXTXXX00N5026S is used to mount the hub seal, the axle may be damaged or the ball bearing on the non-drive side may be loosened from its bearing seat.

- Only use the mounting tool HXTXXX00N1000S with the tapered bore.

1. Put the hub seal onto the mounting tool.



2. Put the installation tool with the hub seal onto the axle.



NOTE: The hub must not be supported by the ball bearing on the non-drive side when pressing in the hub seal.

3. Put the mounting tool with the hub seal onto the axle.
4. Push on the installation cylinder and drive in the hub seal with slight hammer strokes.



2.14 MOUNTING THE FREEWHEEL SYSTEM



DANGER

Risk of injury due to limited freewheel function due to incorrect lubrication!

If too much grease is applied on the ratchets, the actuation of the ratchets may not work. The ratchets may slip during pedaling.

- Only apply a thin, even layer of grease.
- Only use the red DT Swiss special grease.

1. Apply DT Swiss special grease evenly to the outer and the inner toothing of the ratchets using a fine brush.
→ For an optimal functionality of the freewheel system, a thin layer of grease is sufficient.



2. Put the spacer onto the axle.



3. Put the spring onto the washer and put the ratchet onto the spring.



4. Put the washer, spring, and ratchet into the freewheel body.



2.15 PUTTING ON THE FREEWHEEL BODY AND THE END CAPS

1. Put the freewheel body onto the hub.
2. Check if the freewheel body can be turned and if the ratchets are engaging.



3. Grease both bearings and the inner side of both end caps.
4. Put on the left and the right end cap.
→ The shorter end cap must be placed on the drive side.



2.16 CHECK THE FUNCTIONALITY

1. Turn the freewheel body in both directions.
→ The freewheel body can be turned counterclockwise easily. The ratchets engage audibly and perceptibly.
→ The freewheel body cannot be turned clockwise.
2. Check the tightness of the end caps.
→ The end caps are firmly seated on the axle and are fully pushed on.



3. TROUBLE SHOOTING

Issue	Reason	Solution
Freewheel is blocked	Spacer was forgotten during assembly.	Check correct assembly, see "2.1 Overview", page 5.
	Spacer was compressed by overtightening the thru axle.	Measure the length of the spacer. If the spacer is shorter than 10.7 mm, it must be replaced.
Freewheel does not engage / slips	Loose ratchet is mounted upside down.	Check correct assembly, see "2.1 Overview", page 5.
	Too much or wrong grease on the ratchets.	Clean and grease ratchets, see "2.14 Mounting the freewheel system", page 16.
	Ratchets are worn.	Replace ratchets.
	Spring was forgotten during assembly.	Check correct assembly, see "2.1 Overview", page 5.
Hub has axial play	Ball bearings were not mounted correctly.	Check correct assembly, see "2.1 Overview", page 5.
	Ball bearings are worn out.	Replace ball bearings.
Hub rotates stiffly	Ball bearings are worn out.	Replace ball bearings.
	Ball bearing non drive side too tight.	Check correct assembly, see "2.1 Overview", page 5.
	Mounting sequence of the ball bearings not observed.	
	Ball bearing pressed too far into the threaded ratchet before assembly.	
Hub makes noise	Ball bearings are worn out.	Replace ball bearings.
Notches from the cassette on the freewheel body.	The steel cassette works itself into the web of the freewheel body.	Remove bad notches from the rotor using a file.
Freewheel body rotates with difficulty.	Ball bearings in the freewheel body are worn out.	Replace freewheel body.
Freewheel is too noisy / too quiet.	The perception of the freewheel sound is very subjective. While some riders prefer a loud freewheel sound, other riders want a quiet freewheel. In principle, the freewheeling sound can be influenced by the amount of grease between the ratchets. Less grease increases the freewheeling sound, but at the same time leads to higher wear.	

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