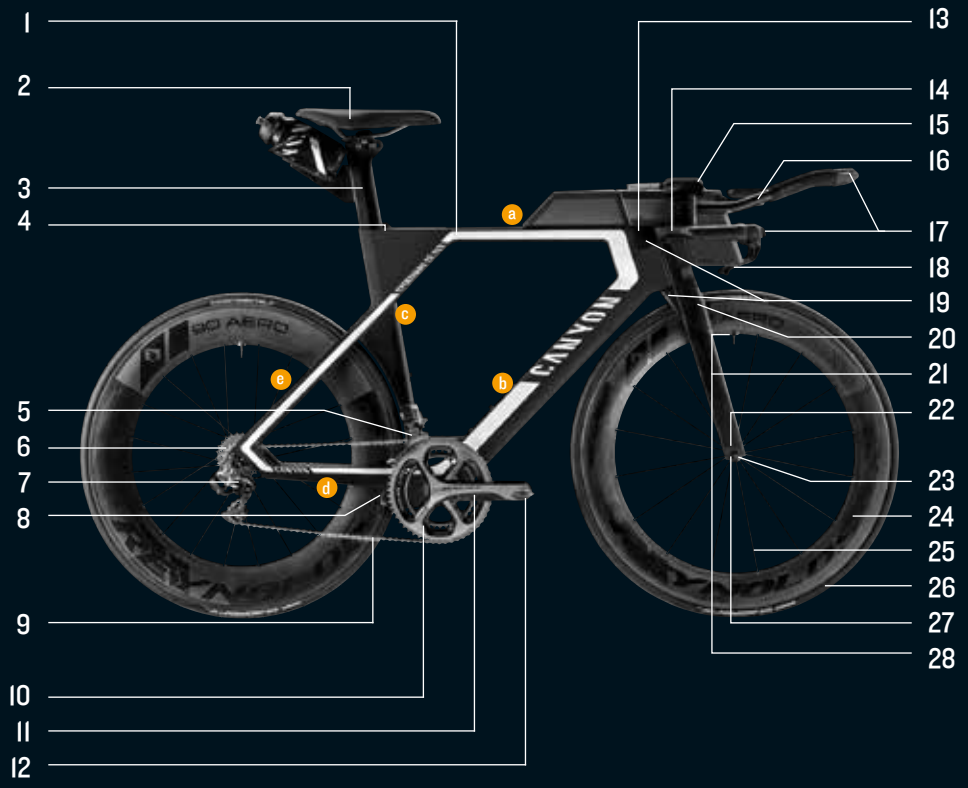
PURE CYCLING

BICYCLE MANUAL SPEEDMAX CF SLX



These are additional instructions for the Canyon Speedmax CF SLX. Always refer to the Canyon bicycle manual road bike as well. Important: Assembly instructions page 7. Read pages 2-6 before riding for the first time.

Your bicycle and this manual comply with the safety requirements of the EN ISO standard 4210-2.

CANYON SPEEDMAX CF SLX

COMPONENTS

1 **Frame:**
- a Top tube
- b Down tube
- c Seat tube
- d Chainstay
- e Rear stay

2 **Saddle**
3 **Seat post**
4 **Seat post clamping bolt**
5 **Front derailleur**
6 **Cassette sprockets**
7 **Rear derailleur**
8 **Rear brake**
9 **Chain**
10 **Chainring**
11 **Crank set**
12 **Pedal**
13 **Stem**
14 **Handlebars**
15 **Armrest**
16 **Extensions**
17 **Shift levers**
18 **Brake levers**
19 **Headset**
20 **Front brake**
21 **Fork**
22 **Drop-out**

Wheel:
23 **Quick-release**
24 **Rim**
25 **Spoke**
26 **Tyre**
27 **Hub**
28 **Valve**

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These are additional instructions for the Canyon Speedmax CF SLX. The chapters of this table of contents printed in black refer to your Canyon Speedmax CF SLX; there is no supplementary information in the Canyon bicycle manual road bike. The chapters of this table of contents printed in grey imperatively require that you refer to the Canyon road bicycle manual.

Important: Assembly instructions page 7. Read pages 2-6 before riding for the first time.

DEAR CANYON CUSTOMER,

We have summarised for you in these additional instructions for the Canyon bicycle manual road bike a large number of tips concerning the use and handling of your Canyon Speedmax CF SLX which take into account the differences between this and a conventional bike.

The chapters here supplement or even replace the relevant section in the bicycle manual road bike. Thoroughly read through these additional instructions and the bicycle manual road bike and then

- carry out exactly the assembly instructions given in the chapter **"Assembly from the BikeGuard"**.
- note and follow the information given in the chapter **"Before your first ride"** in your bicycle manual road bike.
- read the chapter **"Intended use"** to find out on how to use your new Canyon Speedmax CF SLX and what the permitted overall weight is (rider, clothing and baggage).
- carry out the **minimum functional check** before every ride. For more details on how to proceed, read the chapter **"Before every ride"** in your bicycle manual road bike. Do not ride your Canyon Speedmax CF SLX unless it has passed the functional check one hundred per cent!

On the digital data medium enclosed with these additional instructions you will find a number of maintenance and repair routines in detail.

When carrying out these routines, be aware that the instructions and information provided in your manual only refer to this Canyon Speedmax CF SLX and that they do not necessarily apply to other bikes. Due to numerous designs and model changes, it may be that some of the routines are not described in every detail. For that reason it is essential to follow the additional instructions of our component suppliers on the data medium and those enclosed in the BikeGuard.

Note that the instructions and tips may require further explanation depending on various factors, such as the experience and skills of the person doing the work or the tools being used, and some jobs may require additional (special) tools or measures not described in the manual.

Furthermore, you will find numerous service movies on our website www.canyon.com that will help you carry out small repair and maintenance works. For your own safety, never do work on your bicycle unless you feel absolutely sure about it.

Note: These additional instructions cannot teach you all the mechanical skills of a bicycle mechanic. Even a manual as big as an encyclopaedia could not describe every possible combination of available bicycles and components.

For this reason this manual focuses on your newly purchased Canyon Speedmax CF SLX and standard components by drawing your attention to important notes and warnings. It is not, however, suitable to help you assemble a complete bicycle from the Canyon frameset.

This manual cannot teach you how to ride. For this reason this manual focuses on your newly purchased bike by drawing your attention to the most important notes and warnings. This manual cannot teach you riding a bike or make you familiar with the traffic rules.

Be aware that cycling is a hazardous activity that requires that the rider stays in control of his or her bike at all times.

Like any sport, cycling involves a risk of injury and damage. By choosing to ride a bike, you assume the responsibility for the risk.

Always bear in mind that on a bicycle you have no protection technology around you that could prevent injuries, such as the bodywork or the airbag of a car.

Therefore, always ride carefully and respect the other traffic participants. Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride with a second person on your bike and never ride without having your hands on the handlebars.

Last of all, a few notes from us. Always ride carefully so as not to endanger yourself or others. Make it a habit to only ride with appropriate equipment. At the very least you should wear a properly adjusted bike helmet, sturdy shoes and suitable, brightly coloured clothing.

Your Canyon team wishes you lots of fun with your Canyon!

Note that the distance you need to stop your bicycle increases if you are riding with your hands on aerobars. The brake levers are not within easy reach.

For your own safety, never do any assembly or adjusting work on your bike, unless you feel absolutely sure about it. If you are in doubt, contact our service hotline at +44 208 549 6001.
E-mail: uk@canyon.com

GENERAL NOTES ON THIS MANUAL

PAY PARTICULAR ATTENTION TO THE FOLLOWING SYMBOLS:

Note that the aforementioned consequences will not be repeated each time the symbols appear in the manual.

This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.

This symbol warns you about actions that could lead to damage to property or the environment.

This symbol signifies information about how to handle the product or refers to a passage in the operating instructions that deserves your special attention.

This manual does not help you to assemble a bicycle from individual parts or to repair it! The technical details in the text and illustrations of this manual are subject to change. This manual complies with the requirements of the EN ISO standard 4210-2. This manual is subject to European legislation.

Is an instruction manual missing? Visit www.canyon.com for supplementary manuals.

On our website you will find the latest news and useful tips together with the addresses of our distribution partners (www.canyon.com). There you will find an illustration visualising the intended use of our models.

Concept, text, photos and graphic design:
Zedler – Institut für Fahrradtechnik
und -Sicherheit GmbH
www.zedler.de
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INTENDED USE

To define the intended purposes for the different types of bicycles, we have classified our bikes in different categories. The purpose of this classification is to define the test requirements complying with the respective stress as early as during the development of our bikes. This is to ensure the highest possible level of safety for the use of our bikes.

It is therefore of major importance that the bikes are not used under conditions beyond the intended use, as this bears the risk that the bikes' maximum load is exceeded and the frame or other components are damaged. This can result in severe crashes.

The rider's maximum weight incl. baggage should not exceed 120 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

The frame of your bike is marked according to one of the following symbols indicating the category your bike belongs to. If you are not sure about the category your bike belongs to, contact our service centre.

Canyon bikes are not approved in general for mounting child carriers.

CONDITION I
Bikes of this category are designed for riding on hard-surface roads where the wheels remain in permanent contact to the ground. These are in general **road racing bicycles** with racing handlebars or straight handlebars, **triathlon or time trial bicycles**. The rider's maximum weight incl. baggage should not exceed 120 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Canyon bikes are not approved for towing trailers.

Mounting a pannier rack is not permitted. The only way of riding with baggage is by using a special bicycle backpack.

Canyon road bikes are intended to be only used on free rollers (bicycle rollers without brake). Do not use the Canyon road bike on a bicycle trainer to which it is attached in any way.

BEFORE YOUR FIRST RIDE

Have you ever ridden a time trial or triathlon bike? Keep in mind that these are sports bikes. You need to get used to them and to practise on them. Make yourself gradually familiar with your new bike in an unfrequented area and approach the riding characteristics step by step. Attend a riding technique course. For more information visit www.canyon.com

Before riding your new Canyon Speedmax CF SLX for the first time, read as a minimum the chapter **"Before your first ride"** in your bicycle manual road bike or on the included CD.

BEFORE EVERY RIDE

Before your first ride, read also the chapter **"Before every ride"** in your bicycle manual road bike on the included CD and carefully carry out the checks described there before every ride.

AFTER AN ACCIDENT

In case of an accident also read the chapter **"After an accident"** in your bicycle manual road bike on the included CD. After an accident on your new Speedmax CF SLX, carry out the checks described in the chapter **"After an accident"**.

If you hold your handlebars by aerobars (triathlon handlebars), you cannot reach the brake levers as quickly as you would from other positions, and your stopping distance therefore becomes longer. Look well ahead as you ride and be prepared for longer stopping distances.

Note that the assignment of brake lever to brake calliper can vary from country to country! Check the brake assignment. If it does not comply with your habits, we recommend you having an expert change the lever-to-brake assignment!

Canyon time trial and triathlon bikes are high-end sports equipment, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient servicing can render the racing machine unsafe. **Risk of an accident!**

Improperly closed quick-releases can cause bicycle components to come loose. **Risk of a fall!**

ASSEMBLY FROM THE BIKEGUARD

Assembling the bike from the BikeGuard is no witchcraft, but you should proceed with care and deliberation. Unprofessional assembly can render the bike unsafe.

We would first like to make you familiar with the components of your Canyon Speedmax CF SLX.

Unfold the front cover of this manual. Here you will find the illustration of a Canyon Speedmax CF SLX showing all the essential components. Keep this page folded out while you are reading. This means that you can quickly find the component that is being referred to in the text.

First, open the BikeGuard.

To do this, only use a box cutter or a similar knife with a very short blade. Never use any kind of knife on the bicycle itself.

CHECKING THE CONTENTS OF THE BIKEGUARD

The BikeGuard contains the assembled frame with all add-on parts and the rear wheel mounted. The front wheel is added separately, possibly in a wheel bag. In addition, it contains a box with small parts (e.g. quick-release, reflectors and pedals, as the case may be) as well as the Toolcase with Canyon torque wrench incl. bits, the Canyon assembly paste, the bicycle manuals Speedmax CF SLX, the bicycle manual road bike including CD and further operating instructions for the components and accessories.

When using a box cutter make sure neither to damage the component nor to hurt yourself. Make it a rule to cut away from you and the component!

Share your joy about your new Canyon Speedmax CF SLX and ask a helper to assist you in unpacking it from the BikeGuard and in assembling it.

The easiest and safest way to assemble the bike is when you use a workstand or ask someone to help you.

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GENERAL INFORMATION ON THE ASSEMBLY OF THE CANYON SPEEDMAX CF SLX

Your Canyon Speedmax CF SLX IS fully factory assembled and a test run was made. The bicycle should be fully functional without any further adjustments being made once the assembly steps explained below have been completed.

The following section gives you a concise description of the assembly. If you are neither skilled nor experienced in that kind of work, read the more detailed chapters in your bicycle manual road bike; also observe the instructions of the component manufacturers on the enclosed CD as well as the Profile Design and Ergon instructions enclosed in print format. Before your first ride, carry out the checks described in chapter **"Before every ride"** as well as the checks described in the bicycle manual road bike.

Do not clamp a frame tube or a carbon seat post of your Speedmax CF SLX in the holding jaws of a workstand! We recommend that you use a workstand holding the frame from inside in three areas or one clamping the drop-outs of the fork or the rear frame. You may also ask a helper to assist the assembly of your Speedmax CF SLX.

USING THE CANYON TORQUE WRENCH

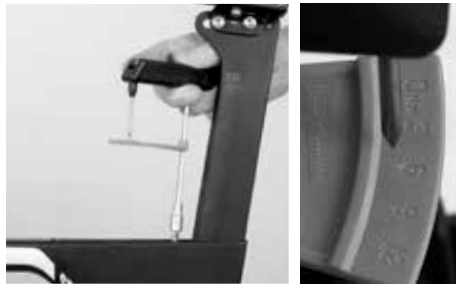
We from Canyon regard the use of a torque wrench as essential to ensure that two parts can be fixed together securely and safely. A torque wrench is therefore enclosed with the delivery.

Exceeding the maximum torque at the clamping bolts (e.g. at the stem, steerer tube, handlebars or seat post) leads to an excessively high clamping force. This can cause the component to fail and hence there is a high associated risk of accidents. In addition, the product guarantee would be null and void in such a case.

Screws or bolts that are too loose or are done up too tightly can cause a failure and hence lead to an accident. Always observe strictly the torque values indicated by Canyon.

Put the matching bit into the holder of the Canyon torque wrench.

Insert the Allen key fully into the screw head.



Slowly turn the handle of the Canyon torque wrench. Once the bolt is getting tight, the pointer moves over the scale. Stop the turning movement as soon as the pointer reaches the number of the prescribed torque value.

Assemble your Canyon using the Canyon torque wrench enclosed with the BikeGuard.

USING THE CANYON ASSEMBLY PASTE

Carbon fibre components are particularly vulnerable to damage caused by excessive clamping force. Canyon assembly paste creates extra friction between two surfaces, allowing the necessary torque value to be reduced by up to 30 %.

This is especially useful in the clamping areas of handlebars and stem, steerer tube and stem and seat post and seat tube, i.e. three areas where too much clamping force can damage either component, causing component failure or voiding the warranty.

By reducing the clamping force, Canyon assembly paste relieves stress on sensitive carbon surfaces, preventing damage to fibres or the cracking of the carbon substructure.

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It also retains its effectiveness in wet conditions and provides maximum protection against corrosion. Canyon assembly paste can be used for all carbon and aluminium connections. It's ideal for this purpose, as it does not harden.

Prior to applying Canyon assembly paste, remove dirt particles and lubricant residues from the surfaces to be treated. Apply a thin and even film of Canyon assembly paste to the cleaned surfaces using a brush or a chamois.

Mount the components, as specified. Use the Canyon torque wrench and never exceed the prescribed maximum torque value. Remove excessive Canyon assembly paste and re-seal the small sachet after use.

Wheel bags are not included with every Speedmax CF SLX.

UNPACKING

Remove the padding (cardboard boxes), if available, and unpack the front wheel, packed in a wheel bag or not, as well as the box with the small parts and the Toolcase from the BikeGuard.

Lift the frame carefully out of the BikeGuard. Hold the handlebar tight while lifting the frame out to avoid that it drops and gets damaged.

Keep the entire packaging material as well as the BikeGuard in a dry place. If you intend to ship your Canyon or to take it with you on a trip, you will have everything at hand.

Be careful when placing the frame on the ground.

Remove the clamping mechanism and pay attention to the order and orientation of the small parts.

MOUNTING THE SADDLE AND THE SEAT POST

Hold the saddle and the seat post tight and loosen the strap with Velcro fastener fixing the seat post to the top and down tube.

Before mounting the seat post on the frame, make sure that the seat tube is absolutely free of sharp edges and burrs. If necessary, open the Allen bolt at the seat post clamp on the upper side of the top tube by two or three turns.

You should be able to insert the seat post easily into the frame without pressing. If you cannot, loosen the clamp a little more.

The Canyon Speedmax CF SLX has a seat post with a specific aero profile. In the case of the carbon seat post TRI the pointed end at the top of the seat post should always be oriented towards the front. Another option is the carbon seat post TT which has a reversed orientation. Mounting another seat post than these two is therefore impossible.

Pull the seat post out again.

Apply a little Canyon assembly paste to the bottom part of the seat post and inside the seat tube.

Insert the built-in seat post clamp.

Slide the seat post into the seat tube to the desired saddle height.

Tighten the Allen bolt of the seat post clamp to the indicated torque value of 6 Nm.

Measure the saddle height of your previous bicycle from the middle of the bottom bracket up to the top edge of the saddle in the middle of the saddle. Then transfer the saddle height to your new Canyon Speedmax CF SLX.

Your seat post must go into the frame as a minimum to as far as underneath the top tube and up to the MAX marking of the seat post.

For more information on the correct saddle height read the chapter **"Adjusting the saddle to the correct height"**.

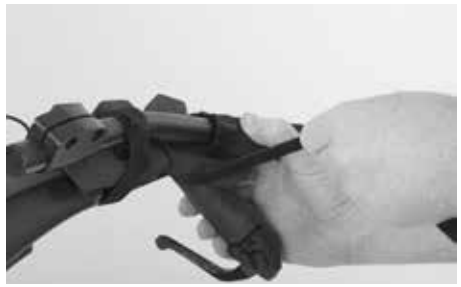
Never apply any grease or oil to clamping areas made of carbon!

Never ride your Canyon Speedmax CF SLX if the MAX marking of the seat post is visible.

The Canyon Perfect Position System (PPS) offers you the possibility to select your Canyon perfectly tuned to your body without a test ride. For more details on the PPS visit our website at www.canyon.com

MOUNTING THE HANDLEBARS

Remove the protective film from the handlebars, if available, and undo the extensions fastened to the handlebars with special straps with Velcro fastener. Hold the handlebars tight while you do this so that they do not drop and get damaged.



It is recommended that you remove the protective material in general by hand. If that is not possible, it is best to use scissors, and if it is really necessary, use a box cutter.

When using a box cutter make sure you do not damage the component or injure yourself. Make it a rule to cut away from you and the component!

Unscrew the four clamp bolts on the bottom side of the handlebars.

Unscrew the clamp bolt on the rear side of the faceplate and remove the faceplate

Apply some thread lock (medium strength) on the threads of the clamp bolts and tighten the bolts in cross pattern to the indicated torque values (front M4 bolts: 4 Nm; rear M8 bolts: 6 Nm).

Position the handlebars so that they are centred on the stem and that the four holes for the clamping bolts line up. Ensure that the Bowden cables and shifter cables do not get twisted or kinked, that they have smooth radii and are not pinched between the handlebars and the stem.

Store the Di2 junction box, the cables and cable casings in the stem without any kinks.

Position the faceplate and screw in the clamp bolt a few turns by hand. Tighten the clamp bolt then to the indicated torque value of 2 Nm.

Assemble your Canyon using the Canyon torque wrench enclosed with the BikeGuard.

Check the correct seat of the clamp bolt by turning the handlebars carefully over the entire steering range. Make sure the clamp bolt does not get in contact with the frame!

Check the correct seat of the extensions in their clamps: The plastic cover with the outlet opening for the Bowden cable should be flush in the rear. You can also slide the extensions further to the rear, but only within the indicated adjustment range. Make sure the shifters are in proper alignment.

MOUNTING THE EXTENTIONS AND THE ARMRESTS

Mount the extensions and the armrests for your first test ride in a very high position. In chapter **“Adjusting the extensions and the armrests“** you’ll find all necessary information for adjusting them to your individual need for training and competitive use at a later date.

Start on the left handlebar side and insert the threaded sleeves from below into the boreholes of the handlebars. Insert one connecting ring per borehole. Insert spacers and further connecting rings alternately.

Make sure the spacers are correctly aligned, i.e. the slot for the Di2-cable should be on the rear.

Position the armrest in centred position on the top spacer, insert the clamp bolts and tighten them to the indicated torque value of 5 Nm.

Check the firm seat of the armrests.

Put the clamping piece of the extensions under the top 5-mm-spacer. Insert the narrow red lock rings between the clamping piece and the armrest.

Mount the extensions on the other side in the same way.

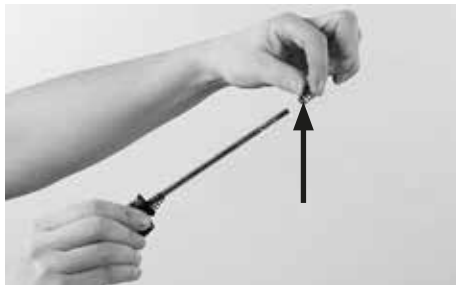
Finish by fixing the pads with the Velcro fastener to the armrests.

FRONT WHEEL MOUNTING

Take the front wheel and take off both protective caps from the front wheel axle.

Insert the quick-release into the hollow front wheel axle. Make sure there is one spring on either side of the hub.

When mounting the springs on either side of the quick-release, make sure their small-diameter ends face the hub.



Take the quick-release for the front wheel out of the small parts box. Release the counternut and remove one of the springs from the quick-release.

The quick-release lever is mounted to the left side, i.e. opposite the chain drive. For more information on quick-releases read the chapter **“How to use quick-releases and thru axles”** in your bicycle manual road bike.

More details on wheel mounting are given in the chapter **“The wheels”** in your bicycle manual road bike.

The brakes are state-of-the-art in aerodynamics and therefore do not have a release lever. They cannot be opened. If necessary, deflate the tyre nearly completely.

Tighten up the counternut of the quick-release until the quick-release lever builds up force when closed.

Close the quick-release. Read the chapter **“How to use quick-releases and thru axles”** in your bicycle manual road bike beforehand. Inflate the tyre to the maximum pressure indicated on the side of the tyre.

Mount the front wheel by carefully pressing the tyre together and pushing the hub together with the quick-release into the drop-outs.

For more information on tyres and inner tubes read the chapter **“The wheels”** in your bicycle manual road bike.

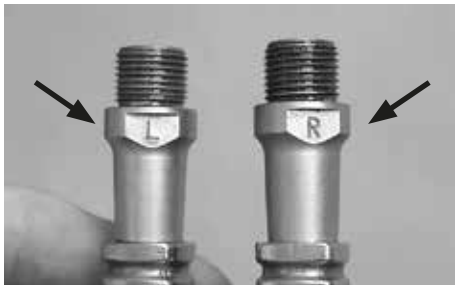
Make sure the front wheel is accurately centred between the fork blades. Make sure the quick-release and the drop-out safety-tab are properly closed and seated. Verify that the brake is accurately centred with regard to the rim.

Spin both wheels to make sure they run true.

Check whether the brake pads hit the braking surfaces of the rims with their entire surface.

For more information read the chapter **“The brake system”.**

MOUNTING THE PEDALS



Before mounting the pedals, check the marking on the pedal axles first. “R” stands for right pedal and “L” for left pedal. Note that the left pedal has a left-handed thread that has to be tightened contrary to the direction you are accustomed to, i.e. anticlockwise.

Apply a little grease on the pedal threads before screwing in the pedals.

Screw each pedal manually into the thread of its crank by two to three full turns. Continue by using a pedal spanner to tighten the pedals firmly.

Some types of pedal have to be tightened with an Allen key.

Check the reliable fit of the pedals after about 100 km (60 miles). The pedals can come loose, and this can destroy the thread and throw the rider off the bike. Also check the reliable fit of the other bolts according to the prescribed torque values.

Fix the white reflector to the handlebars and the red reflector to the seat post as well as the spoke reflectors to the spokes.

Observe the road traffic regulations in the country where you use the road bike.

DI2 RECHARGEABLE BATTERY AND CHARGER

On the Canyon Speedmax CF SLX the Di2 battery is located in the frame, more precisely in the area of the bottom bracket. The battery must be removed by Canyon. Contact our service hotline at +44 208 549 6001 for assistance.

The Di2 battery is charged via a USB-port on the junction box located under the stem faceplate.

Only charge the rechargeable battery with the battery charger that is supplied. Do not use the charger from another manufacturer, even if the plugs of the battery charger fit into your rechargeable battery.

For more information read the chapter **“Shimano Di2”** in your bicycle manual road bike or on www.shimano.com

CHECKING AND ADJUSTING

Check the proper functioning of the gears. Shift through all the gears. Make sure that the rear derailleur does not collide with the spokes when the chain runs on the largest sprocket.

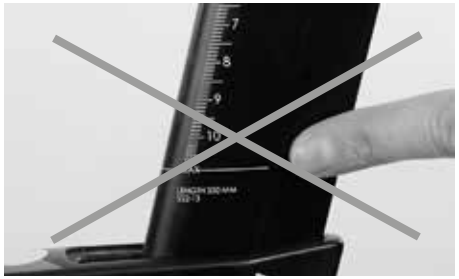
For more information on how to adjust the gears read the chapter **“The gears“** in your bicycle manual road bike.

After the wheel mounting do a brake test at standstill. Actuating the brake lever should generate a clear-cut braking response before the lever touches the handlebars.

Adjusting the gears of a bike with disc wheels requires a certain amount of experience and should, therefore, be left to a skilled mechanic. If in doubt, ask an expert to adjust your Canyon Speedmax CF SLX. However, if you want to do this adjustment on your own, restrict yourself to work for which you have the necessary expert knowledge and the suitable tools.

Adjust the position of the saddle and the hands on the handlebars and check the firm seat of the handlebars, grips and seat post, as described in the chapter **“Adjusting the Canyon Speedmax CF SLX to the rider”**.

In particular, make sure there is enough clearance between crotch and top tube to so you cannot hurt yourself when you have to get off quickly.



Never ride your Canyon if the MAX marking of the seat post is visible.

After completing the assembly and checks it is essential to give your Canyon a test ride in a level, unfrequented area (e.g. in a parking lot)! Wrong assembly or improper adjustments that become apparent in road traffic can make you lose control of your Canyon with unforeseeable consequences!

SPECIAL FEATURES OF TRIATHLON BIKES AND TIME TRIAL MACHINES

Your Canyon Speedmax CF SLX is equipped with special aerobars for triathlon and time trial races, which must be performed in a particularly aerodynamic seating position.

As a rule, the seating position is set to be somewhat more upright on a triathlon bike than for a time trial machine.

For more information on the seating position read the chapter **“Adjusting the Canyon Speedmax CF SLX to the rider”**.

TIME TRIAL BAR END SHIFTERS

With these aerobar models the shift levers are positioned at the extensions’ ends, and the brake levers at the ends of the basic (bullhorn) handlebars. When you ride with your back in a horizontal position, the brake levers are out of reach for your hands and the reaction time is longer, which makes your stopping distance longer. For this reason it is very important to anticipate problems when riding.

The position of the basic handlebars and also the extensions under the armrests can be set to suit your personal requirements.

Make sure your forearms are always comfortably rested, i.e. your elbows should project beyond the armrests a little towards the rear.

Triathlon bikes and time trial machines have specific riding characteristics. Make yourself gradually familiar with your new bike in an unfrequented area and approach the riding characteristics step by step.

Practise riding a triathlon or time trial bike with the help of an experienced trainer.

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In the case of the shift levers with Di2 at the ends of the extensions for triathlon and time trial use you only need to gently touch the control buttons to shift through the gears. Shift to the bigger sprockets with the upper control button. Press the lower control button to shift to the smaller sprockets.

There is also the option to have the control button function changed. This can be done with a special test device from Shimano which is also used for troubleshooting. If necessary, contact our service hotline at +44 208 549 6001.

The control buttons transmit the shifting command to the rear derailleur via the cable (Di2). Then the rear derailleur swivels, causing the chain to climb onto the next sprocket. It is therefore important when changing gears to continue pedalling smoothly without force as long as the chain is moving between sprockets or chainwheels! There are, however, special guides in the chainrings of today's bikes which allow for switching gears under load. Changing gears under load shortens, however, the service life of your chain considerably.

Furthermore, this can make the chain stuck between the chainstay and the chainrings (also referred to as "chain-suck"). Therefore, avoid changing gears while pedalling with force, in particular when changing gears with the front derailleur.

Be sure to read the enclosed operating instructions of the gear manufacturer.

Note that the distance you need to stop your bicycle increases if you are riding with your hands on aerobars. The brake levers are not within easy reach.

SPECIAL FEATURES OF CARBON WHEELS

As carbon wheels are made of carbon fibre reinforced plastic they come with particular aerodynamic properties and low weight.

As the braking surfaces are made of carbon, there are some things to keep in mind. Only use brake pads that are suitable for carbon wheels. Our recommendation is to always use those from the wheel manufacturer, the same as those that Canyon supplied as original brake pads with the specific wheel.

In addition, only use pad holders from Canyon!

Carbon brake pads usually wear down faster than conventional brake pads. For that reason, check their adjustment regularly and replace the pads before long journeys or competitions as a precautionary measure. In particular, if it will be wet.

Keep in mind that the braking response of the rims needs getting used to, in particular in wet conditions. Therefore, test your brakes in a place free of traffic until you have full control of your bicycle.

Also observe the particulars given in the chapter **"Special characteristics of carbon"** in your bicycle manual road bike.

If you have standard wheels, make it a rule to use the original brake pads of your Canyon Speedmax CF SLX.

Shimano and Campagnolo offer carbon brake pads, as well. These are, however, designed to match Shimano and Campagnolo rims.

The brake surfaces of the carbon rims are sensitive to heat. Therefore, when you are riding in the mountains, avoid any drag braking.

Riding downhill e.g. with a permanently activated rear wheel brake may heat up the material and result in a deformation. The rim could sustain damage and the inner tube could burst or a glued tubular tyre could come undone, thus causing an accident.

Always use both brakes simultaneously and release them intermittently to allow the material to cool off.

Check the condition of the brake pads at short intervals, as they might wear down faster than with aluminium rims.

Keep in mind that wet weather reduces your braking power considerably. Do not go for a ride, when it is about to rain or in wet conditions. Nevertheless, if you will find yourself with your Canyon on a wet or moist road, ride particularly carefully and at clearly reduced speed.

Check the condition of the brakes and make sure you only ride with brake pads that are suitable for the respective (carbon) rims!

ADJUSTING THE CANYON SPEEDMAX CF SLX TO THE RIDER

The (seating) position is crucial for your well-being and the development of your riding performance on your Canyon. Therefore, adjust both saddle and handlebars of your Canyon Speedmax CF SLX to your needs as accurately as possible.

In triathlons and time trials the seating position is set to produce the minimum air resistance. However, depending on the length and duration of the sections to be covered, this aero position with low handlebars placed well forward can lead to problems that reduce the performance that can be achieved.

For that reason ensure when adjusting the fore-to-aft position, the height of the handlebars and the position of extensions and armrests that the resulting seating position can be maintained over the entire distance of your training or competition sections without causing tension, restricted mobility and/or breathing or even a painful posture that would affect your performance. Typically a more upright position is chosen for triathlons than for time trials, which are mostly over shorter distances.

All the tasks described in the following require some experience, and the appropriate tools and manual skills. If you are not sure, it is recommended that you only check your seating position. If in doubt, ask an expert to adjust your Canyon Speedmax CF SLX.

After carrying out assembly work, always make a short check (see chapter “**Before every ride**”) and do a test ride in an unfrequented place or on a quiet road. This will allow you to safely check whether everything is in good order.

If you are taking part in time trial competitions you should bear in mind that the international sport cycling association UCI has set stipulations regarding the horizontal position of the saddle and the extensions. Ensure when adjusting the seating position that these stipulations are complied with, otherwise, in the worst case, you could be disqualified from the competition.

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Align the handlebars such that you still have your Canyon Speedmax CF SLX fully under control even in critical riding situations and can operate the steering and the brakes at all times without any restrictions. Check this by carrying out an extensive test ride in a place free of traffic or on a quiet road.

Bear in mind that any changes to the position of the saddle, handlebars, extensions and armrests also affect the other parameters of the seating position as a result. Correct them as required so that the final result is a seating position on your triathlon or time trial bike that is safe, comfortable enough and nonetheless aerodynamically optimal.

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

The correct saddle height is all a matter of how it allows you to pedal.

Attention: When pedalling, the ball of your big toe should be positioned above the centre of the pedal spindle. With your feet in this position you should not be able to stretch your legs completely at the lowest point. If the saddle is too high, you will have trouble passing through the lowest point and your pedalling will become awkward. If the saddle is too low, you may soon find your knees aching. You can check the height of your saddle in the following simple way. This is best done wearing flat-soled shoes.

For the adjustment and the check it can be helpful to mount your Speedmax CF SLX on a roller-type home trainer and to set the front wheel to the same height. In this way you can try out the seating position with no risk. A mirror makes it easier to check this.

Sit on the saddle and put one heel on the pedal at its lowest point. Your leg must be fully stretched in this position. Ensure that your hips remain straight when doing this.

In order to adjust the saddle height, undo the Allen bolt at the seat post clamp on the upper side of the top tube.

Now you can adjust the saddle height to the desired position. Do not use brute force, if the seat post does not move easily inside the seat tube. Contact, if necessary, our service hotline at +44 208 549 6001.

Do not pull the seat post out as far as to let the mark on the shaft come into view.

Re-tighten the seat post. Do this by tightening the Allen bolt at the seat post clamp on the upper side of the top tube to the indicated torque value of 6 Nm.

Does the leg stretch test now produce the right result? Check by moving your foot and pedal to the lowest point. If the ball of your big toe is exactly above the pedal centre (ideal pedalling position) your knee should be slightly bent. If this is the case, the saddle height is adjusted to the correct height.

Do not ride if the seat post has been pulled out beyond the line with the MAX marking! The seat post might break or cause severe damage to the frame.

Under no circumstances grease the seat tube of a carbon frame. Once greased carbon fibre may never ever be fixed in a secure and safe way again!

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) whilst constantly checking the proper fit of the component. Never exceed the maximum torque value indicated by Canyon!

Do not overtighten the binder bolt of the seat post clamp. Otherwise the seat post or the frame can be damaged. **Risk of an accident!**

FORE-TO-AFT-POSITION AND SADDLE TILT

The fore-and-aft position of the saddle can be adjusted individually over a wide range. Four adjustment options are available for this:

- Shifting the saddle rails in the saddle clamping device
- Clamping the saddle rails in the front or rear clamping slide holes
- Shifting the saddle slide horizontally in the slotted hole of the seat post
- Turning the saddle slide on the seat post by 180°

However, this also influences your pedalling.

Depending on whether the saddle is positioned more to the front or more rearwards, your legs will reach the pedals to a greater or lesser extent from behind.

Slide the seat post in the seat tube to the desired saddle height and tighten the Allen bolt at the seat post clamp to the indicated torque value of 6 Nm.

In addition, the saddle slide can be turned by 180° on the seat post. This produces a wide adjustment range of 0 mm to 85 mm distance from the middle of the bottom bracket.

Undo the two Allen bolts which clamp the saddle slide to the seat post by two or three turns. If necessary, hold the bolts in place on the other side with another Allen wrench.

If the range is not enough, you can undo the two almost vertical bolts. Shift the saddle rails in the saddle clamping device.

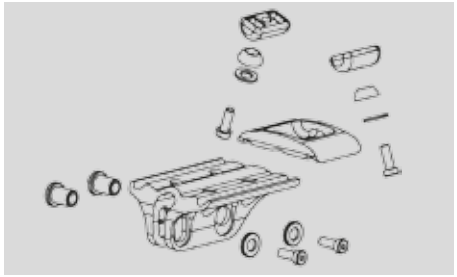
If the saddle slide cannot yet be shifted, also loosen the two nearly vertical bolts a little without shifting the saddle in the saddle clamping device.

You can now move the saddle horizontally in the seat post and adjust the tilt to your needs.

Ensure when doing this that the saddle rails have been positioned in such a way that the clamp of the seat post is within the prescribed range. If there is no marking at the saddle rails, the clamping must be done on the straight portion of the rails and on no account on the front or rear bend. **Risk of breakage!**

If the adjustment range is still not sufficient, fully unscrew the Allen bolts. Remove the saddle slide from the seat post, turn it round by 180° and put it back in again.

As a further option, the saddle clamping bolts can optionally be tightened in the front or rear clamping slide holes at the saddle clamping device. When fixing the saddle, make sure the saddle clamping head lies close around the saddle rails and do up both Allen bolts to the indicated torque value of 4 Nm.



Re-assemble the saddle, saddle clamping device and saddle slide in the new positions. When mounting the Allen bolts pay attention to the order of nuts, spacers and bolts and tighten them only to the point where the saddle clamping device can still be moved.

Now set the desired amount of tilt of the saddle. Tighten the lower Allen bolts evenly so the saddle remains at the desired angle. Use a torque wrench. If the clamping your seat post is not tight with a torque value of 8 Nm, tighten it further in small steps (0.5 Nm increments) up to a maximum torque value of 10 Nm. Do not exceed the maximum tightening torque!

Set the saddle so that it is horizontal or inclined slightly forward. If the saddle is inclined too far forward you cannot pedal without stress. You will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.

After fastening the saddle check whether it resists tilting by bringing your weight to bear on it once with your hands on the tip and once at the rear end. Use a torque wrench with bits and never exceed the maximum tightening torque!

Use a torque wrench with bits and never exceed the maximum tightening torque!

Never ride if the seat post has been pulled out beyond the MAX marking or if the saddle has been clamped outside the clamping area! The seat post might break or sustain damage. Risk of a fall!

Check the screwed and bolted connections once a month with a torque wrench in accordance with the values given in the chapter **“Recommended tightening torques”**.

ADJUSTING THE HEIGHT OF THE HANDLEBARS

The handlebar height and the stem length determine the forward inclination of your upper body. The lower the handlebars position and/or the bigger the distance between saddle and handlebars, the more inclined the upper body.

This means a more streamlined position for the rider and more weight to bear on the front wheel, but the extremely inclined position proves less comfortable, as the strain on wrists, arms, upper body and neck will increase.

Wind tunnel tests have proved that the lowest position is not always the fastest position. If you need help with the setting/finding the best seating position, contact a bike fitting provider, if necessary.

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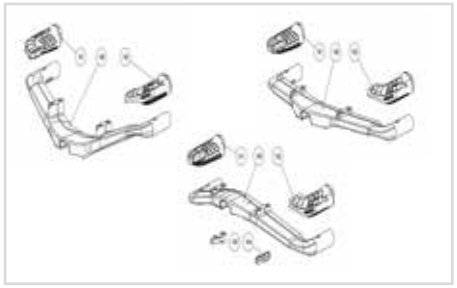

The Canyon Speedmax CF SLX is available with two stems of different lengths, three handlebar versions and five different extensions:

- Stem length: 65 or 85 cm.
- Handlebar: “Rise” (grip position 50 mm higher), “Flat” (0 mm) or “Drop” (40 mm lower). Handlebar width of all three versions: 410 mm.
- Extensions: ”L-Bend“, ”S-Bend“ and ”Straight“ (all made of carbon) as well as ”J-Bend“ and ”Lazy S-Bend“ (made of aluminium).

Handlebars and stems must be replaced by Canyon only. If you are not happy with your handlebar and/or seating position, contact our service hotline at +44 208 5496001.

For more information on the respective forms see our website at **www.canyon.com**

ADJUSTING EXTENSIONS AND ARMRESTS

The height of the extensions and the armrests can be adjusted by various arrangements of the clamps for the extensions and the supplied spacers in 5 mm steps.

Do not stack more than three spacers on top of one another on each side, they should not be higher than 80 mm.

In choosing the threaded sleeves and clamp bolts make sure in any case that the clamp bolts have to be screwed in by 20 full turns into the threaded sleeves at least. **Risk of breakage!**

In case you want to mount the extensions at a lower height, you can use the respectively shorter threaded sleeves and clamp bolts.

Special spacer kits are also available as accessory (“Switch Plate”, “Team Switch Plate” and “Angled Spacer”); these are intended to adjust the position of the extensions and armrests to the individual needs. For more detailed information read the chapter **“Additional accessories”**.

If you want to change the height of the extensions or use one of the specific spacer kits, remove the foam paddings from the armrests first. Unscrew the clamp bolts of the extensions on the left side of the handlebars entirely and remove the armrest, the spacers and the extensions including connecting rings, except from the two bottom connecting rings which remain on the handlebars.

If necessary, also replace the threaded sleeves by shorter or longer ones, according to the desired overall height of the spacers.

Then insert spacers and connecting rings alternately until you reach the desired height. Make sure the spacers are correctly aligned, i.e. the slot for the Di2-cable should be on the rear.

Use the narrow red terminating rings between the top spacer and the armrest.

The armrests can be mounted lengthways in three different positions and sideways in two different positions.

In the case of the handlebar model “Drop”, the extension clamp can also be mounted underneath the handlebars. Do not forget to insert the connecting rings.

Insert the suitable clamp bolt and tighten it to the indicated torque value of 5 Nm.

Check the firm seat of the armrest and change the height of the extension on the right handlebar side in the same way.

Finish by fixing the pads with the Velcro fastener to the armrests.

Make a test ride to check the seating position.

Check again that the extensions sit correctly in their clamps: The plastic cover with the outlet opening for the Bowden cable should be flush in the rear or project within the indicated adjustment range from the clamp to the rear.

Make sure the shifters are in proper alignment.

Once you have determined the final seating position, loosen the clamp bolts once again. Apply some thread lock (medium strength) on the threads of the clamp bolts and tighten them to the indicated torque value of 5 Nm.

Make sure that you only clamp the extensions within the marked area (“End of clamping area”).

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REPLACING EXTENSIONS

If you wish to swap the extensions for another model, you must first of all undo the cable plug of the shifter cable that runs through the extensions. Only then can you unscrew the installed extensions.

Take the new extension in your hand and guide the cable into the extension and through the opening to the outside. If necessary, use a loop (e.g. made from a cable binder) to make it easier to thread the cable through the opening.

Now hold the unscrewed extensions firmly at the rear and pull off the extension clamping piece in the direction of the cable.

If you wish to replace the standard extensions with another version, the shift levers must be removed and installed again afterwards. Note the corresponding information in the operating instructions of the gear manufacturer.

Now push the extension clamping piece back on and mount the extensions on the handlebars.

You can find further information in the chapter **“Adjusting extensions and armrests”**.

Five different versions of extensions are available. You can choose between the options L-Bend, S-Bend and Straight (all made of carbon) as well as J-Bend and Lazy S-Bend (made of aluminium).

SHORTENING THE EXTENSIONS

Once you have found your final seating position, it may be necessary to shorten the extensions. Mark the area where you intend to saw off the extensions. Orient yourself towards the printed scale. Do not saw beyond the **“End of cutting area”** line.

Do not blow away the chips and dust produced by sawing. Pick up the chips and dust with a damp rag and dispose of the rag immediately afterwards!

Do not clamp the extensions in a vice for sawing, they could be destroyed. Clamp the extensions in a suitable device, e.g. a special bracket.

Saw the extensions with a metal saw with a sharp, fine-toothed blade (24t) and with light pressure along the marking. Make sure that you do not inhale or ingest the chips and the dust.

Carefully deburr the cut end with a fine-toothed file. Run the file along the tube towards the sawn end and not in the other direction, otherwise there is a risk that the fibrous material (in the case of carbon extensions) could fan out.

After sawing carbon extensions seal the cut end with two-component adhesive (epoxy resin), clear lacquer or superglue.

Immediately wipe off to the side of the extensions any residues of adhesive after the sealing. Let the adhesive harden fully before you mount the extensions again.

Extensions must only be sawn off within the marked area (“**End of cutting area**”).

Do not saw off extensions without a printed scale (“End of clamping area”). Risk of an accident!

Shortening the extensions requires a certain amount of experience and should, therefore, be left to a skilled mechanic. If in doubt, ask an expert to adjust your Canyon Speedmax CF SLX. However, if you want to do this adjustment on your own, restrict yourself to work for which you have the necessary expert knowledge and the suitable tools.

ADJUSTING THE TRAIL OF THE FORK

Due to the innovative Rake Shift inserts in the forks the trail and hence also the riding behaviour can be modified to suit the wishes of the rider.

All in all, you can choose between three positions by replacing and turning around the asymmetric rake shift inserts from left to right.

Open the bolt of the Rake Shift with a TX 10 L-wrench (Torx). Now you can remove the Rake Shift insert.

Ensure that the Rake Shift inserts are aligned at both ends of the drop-outs so that the drop-out safety tabs (projections) point outwards.

The middle position is obtained by mounting the symmetrical inserts.

The trail is thus changed by 2.5 mm in each case. A long trail (= axle position further back) makes for somewhat steadier running, a short trail (= axle position further forward) makes for a somewhat more agile geometry.

Then insert the bolts and do them up to a torque of 0.9 Nm.

The symmetrical inserts can be obtained from Canyon as accessories. Contact our service hotline at +44 208 549 6001.

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THE BRAKE SYSTEM

Canyon has developed for the Speedmax CF SLX a special aero brake system that is integrated into the fork and the frame. Its special design requires that you carefully note the following information regarding operation, adjustment and checking.

Always use the original brake pad holders. Using brake pad holders or pads of other manufacturers may render the brake ineffective. **Risk of an accident!**

CHECKING AND READJUSTING THE INTEGRATED AERO BRAKES

Due to its special construction, the Speedmax brake has two systems to adjust. One for the cable length and another to take up wear in the brake pads.

Check the adjustment of the front and rear wheel brake at least every 500 kilometres and/or after every longer ride in the rain.

Before you use any wheels other than the ones supplied as standard, contact our service hotline at +44 208 549 6001.

Do not use rims which do not allow a suitable adjustment of the brake due to their width. **Risk of an accident!**

FRONT BRAKE

Remove the front wheel to check the brake. Unscrew the clamp bolts of the brake cover and remove the brake cover.

Check whether the triangular cable holder is positioned correctly: its guide must run in the rail and the lasered line must be positioned within the range marked on the brake arms.

It is imperative to do a brake test after the assembly; also do a test ride in an unfrequented place or on a lonely road. This will allow you to safely check whether everything is in good order. If you are not sure, it is recommended that you only check your seating position. If necessary, ask an expert to adjust your Canyon.

Correct the position of the cable holder, if necessary by means of the respective cable adjuster through which the brake cable comes out of the fork steerer. If the cable adjuster is too tight, you may use a small Allen key.

If its adjustment range is not sufficient, undo the two clamping bolts at the cable holder and correct the cable adjustment. Then tighten the two clamping bolts to the indicated torque value of 2.5 Nm.

New brake pads have to be bedded in before they reach their optimal braking performance. Accelerate your Canyon 30 to 50 times to around 30 km/h (18 mph) and bring it to a halt each time.

This is how the triangle must be adjusted.

Re-mount the front wheel.

If this is not the case, release the silver lock nut on the outside of the brake arms a little. This allows you to adjust the brake arms by tightening or unscrewing the respective set screw with a 2-mm-Allen key until there is a gap of approx. 1 to 1.5 mm on both sides between brake pads and rim sides.

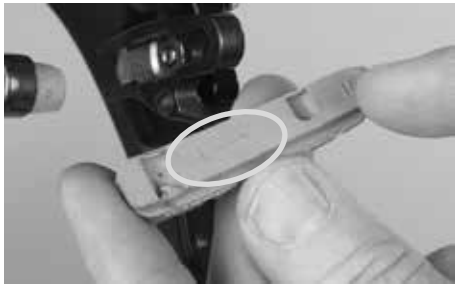
Once the position of the cable holder is correct, check whether the gap between the brake pads and the rim sides is approx. 1 to 1.5 mm on each side.

If the pads still cannot be adjusted correctly, they are worn down and must be replaced by new brake pads (from Canyon!).

Remove the front wheel again.

Completely unscrew the small Allen bolt at the brake pad holder. Remove the worn brake pads from the brake pad holder.

If you want to change the brake pads including brake pad holders, hold pad and holder tight and unscrew the bolt. Disassemble them completely and pay attention to their orientation.



Insert the new original brake pads matching the rim into the brake pad holder. Pay attention to the correct orientation. Tighten the Allen bolt to a torque value of 2 Nm.

Check the adjustment of the brakes as described above.

The brake system must be fitted with the supplied original brake pads only or, if another wheel type was mounted, with brake pads matching this wheel type. Otherwise there is a risk of brake failure!

Always use the original Canyon brake pad holders.

Mount the new brake pad together with the brake pad holder as well as the spacers and bolt in the same order and orientation as you dismounted them previously.

Re-mount the front wheel.

Always tighten the clamp bolts of the brake pad holders to the indicated torque value of 5 to 7 Nm.

Check the adjustment of the brakes as described above.

Make sure that the brake pads are oriented correctly to the braking surface of the rim. For more information read the chapter **"Checking and readjusting road bike brakes"** in your bicycle manual road bike.

Re-mount the brake cover. Tighten the clamp bolts to the indicated torque value of 2 Nm. Make sure that the clamp bolts are provided with thread lock ("Loctite", medium strength).

REAR BRAKE

Unscrew the clamp bolts of the brake cover and remove the brake cover.

Correct the position of the cable holder, if necessary by means of the respective cable adjuster through which the brake cable comes out of the frame. If the cable adjuster is too tight, you may use a small Allen key.

Check whether the triangular cable holder is positioned correctly: its guide must run in the rail and the lasered line must be positioned within the range marked on the brake arms.

If its adjustment range is not sufficient, undo the two clamping bolts at the cable holder and correct the cable adjustment. Then tighten the two clamping bolts to the indicated torque value of 2.5 Nm.

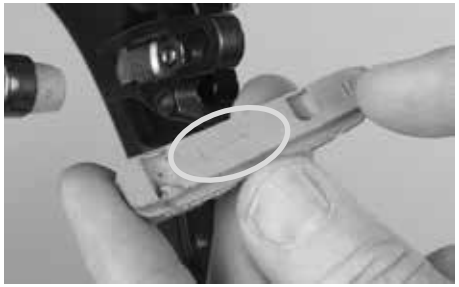
This is how the triangle must be adjusted.

Once the position of the cable holder is correct, check whether the gap between the brake pads and the rim sides is approx. 1 to 1.5 mm on each side.

If the pads still cannot be adjusted correctly, they are worn down and must be replaced by new brake pads (from Canyon!).

Remove for this purpose the rear wheel.

If this is not the case, release the silver lock nut on the inside of the brake arms a little. This allows you to adjust the brake arms by tightening or unscrewing the respective set screw with a 2-mm-Allen key until there is a gap of approx. 1 to 1.5 mm on both sides between brake pads and rim sides.



Completely unscrew the small Allen bolt at the brake pad holder. Remove the worn brake pad from the brake pad holder. Pay attention to the correct orientation.

Insert the new original brake pad matching the rim into the brake pad holder. Tighten the Allen bolt to a torque value of 2 Nm.

Check the adjustment of the brakes as described above.

Mount the new brake pad together with the holder as well as the spacers and the bolt in the same order and orientation as removed previously.

Re-mount the rear wheel.

If you want to change the brake pads including brake pad holders, hold pad and holder tight and unscrew the bolt. Disassemble them completely and pay attention to their orientation.

The brake system must be fitted with the supplied original brake pads only or, if another wheel type was mounted, with brake pads matching this wheel type. Otherwise there is a risk of brake failure!

Make sure that the brake pads are oriented correctly to the braking surface of the rim. For more information read the chapter **“Checking and readjusting road bike brakes”** in your bicycle manual road bike.

Always tighten the clamp bolts of the brake pads to the indicated torque value of 5 to 7 Nm.

Check the adjustment of the brakes as described above.

Re-mount the brake cover. Tighten the clamp bolts to the indicated torque value of 3 Nm. Make sure that the clamp bolts are provided with thread lock (“Loctite”, medium strength).

Brake pads which do not match the wheel or which are adjusted incorrectly may render the brake ineffective. **Risk of an accident!**

NOTES ON REPLACING THE WHEELS

If you want to mount wheels of different rim widths, you have to check the correct adjustment of the brake system.

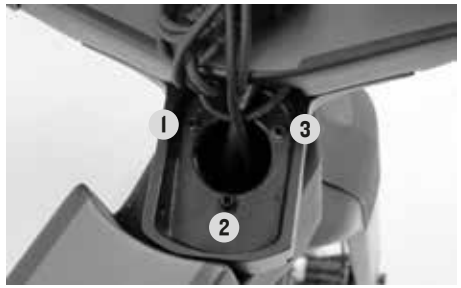
If you change from aluminium to carbon or vice versa, you must also change the pads and use the original brake pads. Adjust the brake as described above.

If you are in doubt, contact our service hotline at +44 208 549 6001.

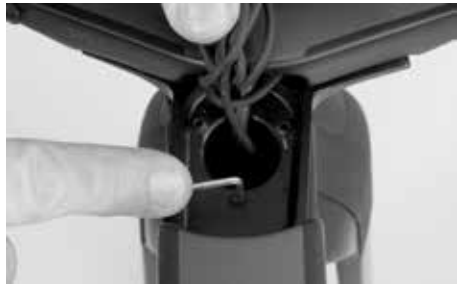
THE HEADSET

If your Speedmax CF SLX makes knocking noises when you are riding or braking, you should check the headset. Perform the check of the headset which is invisible from outside as described in the chapter **“The headset”** in your bicycle manual road bike.

If you can feel any play in the bearings, unscrew the clamp bolt of the stem faceplate and remove the faceplate.



In the case of the integrated headset of the Canyon Speedmax CF SLX the bearing play is adjusted by means of three threaded pins (1-3) at the pressure plate in the stem.



Tighten the three threaded pins carefully in clockwise direction by using a 2-mm-Allen key. Start with half a turn on each pin and make sure that all three threaded pins are tightened evenly.

Do not tighten these adjusting bolts, they are intended to be used for a fine adjustment of the play!

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Check again for bearing play. Tighten by another half turn, if necessary, and check again. Do not tighten the bearing too much.

Re-position the stem faceplate and tighten its clamp bolt to the indicated torque value of 2 Nm.

Check the bearing for ease of running, by lifting the front wheel and by moving it.

Adjusting the headset requires a certain amount of experience and should, therefore, be left to a skilled mechanic. If in doubt, ask an expert to adjust your Canyon Speedmax CF SLX.

ADDITIONAL ACCESSORIES

TRI BOTTLE ADAPTER

This adapter allows the assembly of one to two bottle cages behind/under the saddle. Before mounting remove the rubber cover on the rear side of the seat post. Tighten the clamp bolts to the indicated torque value of 4 Nm.

As an alternative you can also fasten the “Triathlon Bottle Adapter 30degree“ or the “Triathlon Twin Bottle Adapter“, and on top of them one (within easy reach turned by 30 degrees) or two bottle cages (to the side). In doing so also observe the indicated torque value of 4 Nm for the clamp bolts.

Position one bottle cage on the adapter and screw one clamp bolt respectively into the two thread holes of the adapter by tightening them to the indicated torque value of 4 Nm.

CARBON SEATPOST TT

This seat post allows a positioning of the saddle further to the rear. In case you take part in a time trial competition under UCI regulations, this may be necessary to observe the provisions for the horizontal saddle position.

TOOLBAG

Under the tool-free removable top tube cover there is a small bag containing all necessary accessories to repair a puncture.

Toolbag contents: spare tube, tyre lever, CO2 adapter, CO2 cartridge (2)

REPLACING THE SEAT POST

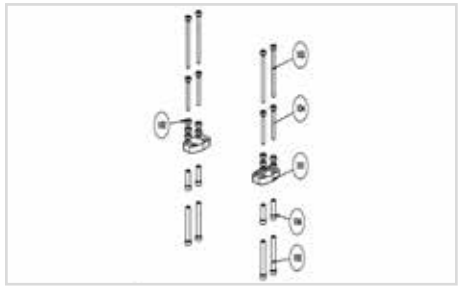
If you want to exchange the standard seat post against the “TT” version, release the Allen bolt at the seat post clamp on the upper side of the top tube.

Now the released seat post can be removed from the frame. Do not use brute force, if the seat post does not move easily inside the seat tube. Contact, if necessary, our service hotline at +44 208 549 6001.

Undo the two Allen bolts which clamp the saddle slide to the seat post and unscrew them completely. Remove the saddle slide from the seat post and position it on the “Carbon Seatpost TT”. Make sure that the pointed end at the top of the seat post is oriented towards the rear contrary to the direction of motion.

Fasten the saddles slide clamp mechanism on the seat post, as described in chapter “**Fore-to-aft-position and saddle tilt**“. In this chapter you also find all further steps to adjust the best seating position.

SWITCH PLATE KIT



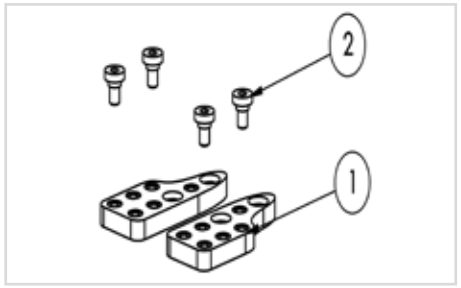
With the “Switch Plate Kit” you can shift the extensions and the armrests by 15 mm inwards or outwards. All necessary working steps and instructions are given in the chapter “**Adjusting extensions and armrests**“.

Replace the standard spacers by the offset spacers in the desired position and fasten them with the supplied shorter threaded sleeves and clamp bolts. Observe the indicated torque values and make sure that the clamp bolts are screwed in by 20 full turns into the threaded sleeves at least.

Insert further threaded sleeves from below into the offset spacers and mount further spacers, the clamping pieces of the extensions and the armrests, as described in the chapter **“Adjusting extensions and armrests”**.

Insert the “Team” spacers directly under the armrests and fasten the spacers with the suitable threaded sleeves and clamp bolts. Observe the indicated torque values.

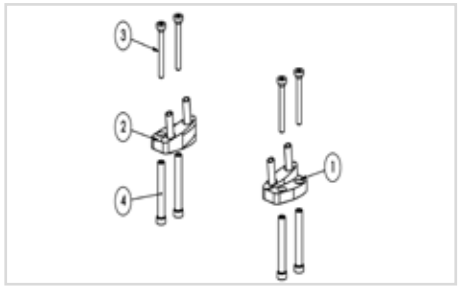
TEAM SWITCH PLATE SET



With the “Team Switch Plate Set” you can shift the armrests in several positions to the side and to the rear. All necessary working steps and instructions are given in the chapter **“Adjusting extensions and armrests“**.

Place the armrests in the desired position on the “Team“ spacers and fasten the armrests, as described in the chapter **“Adjusting extensions and armrests”**. To do so use the special countersunk bolts supplied and tighten them to the indicated torque value of 3 Nm.

ANGLED SPACER KIT



With the “Angled Spacer Kit” you can change the inclination of the extensions and the armrests by 9 degrees upwards. All necessary working steps and instructions are given in the chapter **“Adjusting extensions and armrests“**.

If necessary, use the supplied shorter threaded sleeves and clamp bolts and observe the indicated torque values.

Position the angled spacers directly under the extensions and fasten the spacers and the “Angled Spacer Kit”.

Position the clamping pieces of the extensions on the pressfit threaded sleeves of the angled spacers and mount the armrests, as described in the chapter **“Adjusting extensions and armrests“**.

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GARMIN MOUNT

With the optional “Garmin Mount” Garmin cycle computers or cycle computers using the same attachment standard can be mounted in front of the equally optional “Aero Bottle”. For this purpose the rubber cover of the bottle must be modified first.

Unscrew the clamp bolt out of the “Garmin Mount” and insert it into the “Aero Bottle” from the front. Insert the clamp bolt and tighten it to the indicated torque value of 3 Nm. Finish by re-mounting the rubber cover on the bottle.

Remove the rubber cover and cut the “nose” at the front end by using scissors. Make sure the rubber cover has a clear edge all around.

WARRANTY

Your bike was manufactured with care and delivered to you largely preassembled. We are obliged by law to guarantee that your bike is free of any defects which considerably reduce its value or fitness for use or make it worthless or useless. You have full warranty rights within the first two years after purchase. We are your contact in the event of defects and you can get in touch with us at the indicated address.

In order for your claims to be processed smoothly it is necessary that you present your receipt. Therefore, keep your receipt in a safe place.

To ensure a long service life and good durability of your bike only use it for its intended purpose (see chapter **“Intended use”**). Also observe the permissible load specifications and the instructions on transporting baggage and children (see chapter **“Intended use”**). The manufacturers’ assembly instructions (above all the torque settings for bolts) and the prescribed maintenance intervals must be strictly followed, as well. Observe the tests and routines listed in this manual or in any other manual enclosed with this delivery (see chapter **“Service and maintenance schedule”**) as well as any instructions as to the replacement of safety-relevant components, such as handlebars, brakes etc.

Always use your bike for its intended use

We wish you safe and happy cycling wherever your bike takes you. If you have any questions, call our service hotline at +44 208 549 6001.

Enclosed with the delivery you will find the operating instructions of the component manufacturers. Here you will find all details about use, maintenance and care. This manual contains multiple references to these specific and detailed operating instructions. Make sure the individual operating instructions for clipless pedals and gear and brake components are in your possession and keep them in a safe place together with this leaflet and the manual.

Carbon is a composite material which is used for weight-optimised designs. Surface irregularities on carbon components (small boils and pores) are unavoidable for reasons inherent in the manufacturing process. They do not constitute a defect.

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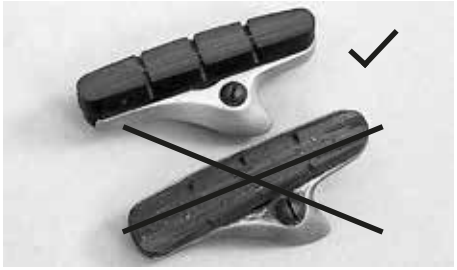
A NOTE ON WEAR

Some components of your bike are subject to wear due to their function. The rate of wear depends on care and maintenance as well as on the way you use your bike (kilometres travelled, rides in the rain, dirt, salt etc.). Bikes that are often left standing in the open may also be subject to increased wear through weathering.

These components require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on conditions and intensity of use.

Parts that have reached their limit of wear must be replaced. This applies to the following parts:
- chain,
- cables,
- grip coverings or bar tape,
- chainrings,
- sprockets,
- pulleys,
- gears cables,
- tyres,
- saddle covering (leather) and
- brake pads.

The brake pads of rim brakes are subject to wear due to their function. If you use your bike for competitive cycling or in hilly terrain, they may have to be replaced quite frequently. Regularly check the condition of the pads and have them replaced by a dealer.



Brake pads with worn down wear indicators, i.e. grooves, (bottom brake pad) must be replaced by original spare parts

Have the thickness of your rims checked at the latest when you are through your second set of brake pads

RIMS WITH RIM BRAKES

Braking causes wear not only to the brake pads but also to the rims. Therefore, check your rims regularly, e.g. when pumping up the tyres. Rims with wear indicators have rings or a gap that come into view when the rim reaches its limit of wear. Take note of the specifications given on the rim. Ask an expert to examine the remaining thickness of the rims at the latest when you are through your second set of brake pads.

Signs of deformation or fine cracks that appear in the sides of a rim when you increase the tyre pressure are an indication that the rim has reached the end of its service life. In this case the rim must be replaced.

GUARANTEE

Over and above the statutory warranty we give a voluntary guarantee of altogether 6 years on frames and forks of racing and triathlon machines.

This guarantee runs from the date of purchase and only applies to claims made by the initial buyer. It does not cover paint damage. We reserve ourselves the right to repair defective frames or forks or to replace them with the relevant successor model. Only these issues can be claimed under guarantee. Additional costs, such as assembly and transport costs etc., shall not be borne by us.

The guarantee does not cover damage caused by improper or other than the intended use, such as neglect (poor care and maintenance), crashes, overloading or resulting from changes made to the frame or fork or from the mounting or remounting of additional components. Damage resulting from jumps or other types of overstress is likewise not covered by the guarantee.

Six-year guarantee

Canyon road, time trial, triathlon or track bikes are high-end sports equipment, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient servicing can render the racing machine unsafe. **Risk of an accident!**

CRASH REPLACEMENT

In the event of an accident or severe crash, the high forces exerted on the frame and the fork can lead to structural failure during subsequent use. With our Crash Replacement (CR) program we offer you the opportunity to replace your damaged Canyon frame at a greatly reduced cost. This offer is valid up to three years after the date of purchase. You'll receive the same or a similar frame from our current product range (without add-on parts, such as seat post, front derailleur or stem).

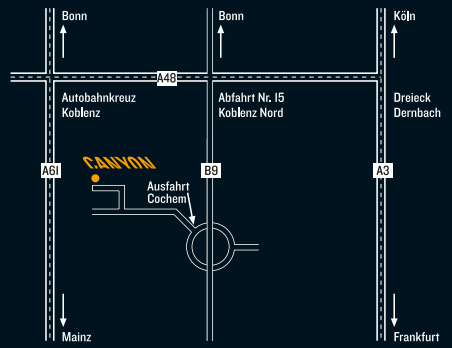
The CR-service is limited to the original owner and to damages that compromise the functionality of the bike. We reserve the right to suspend this service if we detect that the damage has been caused unreasonably.

In order to claim the CR-service, contact our service hotline by phone at +44 208 549 6001 or by email.

For more details visit our website at **www.canyon.com**

Crash Replacement – Damaged Canyon frames are replaced at reduced prices

For more information about the use, read chapter **"Intended use"**.



You will find us easily at Karl-Tesche-Strasse 12, Koblenz. Coming from motorway junction A48, exit Koblenz Nord, follow the road B9 in direction of Koblenz. On the Mosel Bridge filter to the second lane from the right into the city roundabout.
Take the first exit in direction of Cochem. After approx. 1 km (0.6 miles) turn right at the first traffic light.

Canyon Bicycles GmbH / Karl-Tesche-Straße 12/ D-56073 Koblenz
Showroom opening hours: Mon – Fri 10.00am – 7.00pm; Sat 9.00am – 6.00pm

Order and information hotline: +44 (0) 208 5496001 / Order-fax: +49 (0)261 4040050 / E-Mail: uk@canyon.com
Workshop hours: Mon – Fri 9.00am – 6.00pm; Sat 9.00am – 3.00pm