PURE Cycling

MANUAL MOUNTAIN BIKE



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



Attention!

Λ

Attention! Assembly instructions page I2. Before your first ride please read pages 4-II.

COMPONENTS

Frame:

- Top tube а
- b Down tube
- Seat tube С
- d Chainstay
- Rear stay е
- Rear shock

2 Saddle

- 3 Seat post
- 4 Seat post clamp
- 5 Rear brake
- 6 **Cassette sprockets**
- 7 **Rear derailleur**
- 8 Chain
- 9 Front derailleur
- 10 Chainring
- 11 **Crank set**
- 12
- Pedal

13 Stem 14 Handlebars

- Brake lever 15
- Shift lever 16
- 17 Headset

18 Suspension fork:

- I Fork crown II Stanchion tube
- III Lower leg
- IV Drop-out
- 19 Front brake
- 20 Rotor

Wheel:

- 21 Quick-release/thru axle
- 22 Rim
- 23 Spoke 24 Tyre
- 25 Hub
- 26 Valve

GENERAL NOTES ON THIS MANUAL

PAY PARTICULAR ATTENTION TO THE FOLLOWING SYMBOLS:

Please 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.

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DEAR CANYON CUSTOMER,

In this manual we have compiled for you lots of tips on how to use your Canyon bike, instructions for maintenance and care, plus a wealth of things worth knowing on bicycle technology. Please read this manual thoroughly. You will find it worth your while; even if you have cycled all your life and feel like a veteran with your new bike. Bicycle technology has developed tremendously over the past few years.

For your enjoyment and safety when cycling, please read the complete first part of this manual thoroughly and

- strictly follow the assembly instructions given in chapter "Assembly from the BikeGuard".
- ▶ read chapter "Before your first ride" and
- see chapter "Intended use" to read up on how to use your new bike and on the permitted overall weight (rider, clothing and luggage) and
- carry out the minimum functional check before every ride. For more details on how to proceed, read chapter "Before every ride" of this manual. Do not ride your bike unless it has passed the functional check one hundred per cent!

On the digital data medium enclosed with this manual 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 bike 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 this reason be sure also to observe the operating instructions of our component suppliers enclosed with 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. If you are in doubt or if you have any questions, please contact our service hotline +44 (0) 208 549600!!

Please note: This manual cannot teach you all mechanical skills. 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 bike and standard components by drawing your attention to important notes and warnings. It does, however, not teach you the basic skills of a bike mechanic or help you assemble a complete bike 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.

Please 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, bicycling involves risk of injury and damage. By choosing to ride a bike, you assume the responsibility for the risk. Always keep in mind that you have no protection technique around you, which could avoid injuries, such as e.g. the bodywork or the airbag of a car. Therefore, always ride carefully and respect the other traffic participants.

Never ride under drugs, 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.

Before you set off please note: Always ride carefully so as not to endanger yourself or others. Please respect nature when touring through forests and meadows. Make it a habit to only ride with appropriate equipment. At least you should wear a properly adjusted bike helmet, sturdy shoes and suitable, bright coloured clothing.

Your Canyon team wishes you lots of fun and enjoyment with your bike!

On delivery of the bike, the manufacturer has to attach additional manuals. Please visit www.canyon.com for supplementary manuals.

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Always with helmet and glasses

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

Please visit our website at www.canyon.com. There you will find the latest news, useful tips as well as the addresses of our distribution partners.

For your own safety, never do any assembly or adjusting work on your bike, unless you feel absolutely sure about it. If you are unsure about anything, please call our service hotline +44 (0) 208 5496001. E-mail: uk@canyon.com

INTENDED USE 5

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 permissible maximum overall weight comprising rider, luggage and bicycle should not exceed I20 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, please contact our service centre.

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 permissible maximum overall weight comprising rider, luggage and bicycle should not exceed I20 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Proven cyclocross bikes with racing handlebars and cantilever or disc brakes are a special case in this category. In addition, these bikes are also suitable for gravel paths and off-road trails where a short loss of tyre contact with the ground due to small stairs or steps at a height of 15 to 20 cm can occur.



Condition 2

Bikes of category 2 are suitable for well-maintained hard-surface roads where the wheels remain in permanent contact to the ground. These bikes are designed for urban mobility and thus mainly for participation in road traffic and use on public and permitted lanes. This category comprises **urban**, **city and trekking bikes**.

The permissible maximum overall weight comprising rider, luggage and bicycle should not exceed I20 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.



Condition 3

Bikes of this category comprise the bicycles of the categories I and 2 and are in addition suitable for rough and unpaved terrains. Sporadic jumps of a maximum height of approx. 60 cm are also included in the field of use of these bicycles. But inexperienced riders doing jumps of this height may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. This category is represented by MTB hardtails and full suspension bicycles with short suspension travel.



This category includes bikes of the categories I to 3. In addition, bicycles of this category are suitable for very rough and partly blocked terrain with steep slopes and higher speeds as a result thereof. Regular, moderate jumps by experienced riders are no problem for these bicycles. The regular and durable use of the bicycles on North Shore trails and in bike parks should, however, be excluded. Due to the higher stresses, these bicycles should be checked for possible damage after every ride. Full suspension bikes with medium suspension travel are typical for this category.





Condition 5

This type of use stands for very challenging, highly blocked and extremely steep terrains, which can only be mastered by well-trained riders with technical skills. Rather high jumps at very high speeds as well as the intensive use of specific, identified bike parks or downhill trails are typical for this category. In the case of these bicycles it must be considered that a thorough check for possible damage is carried out after every ride. Preliminary damage with clearly inferior further stress can result in failure. A regular replacement of safety-relevant components should also be taken into account. Wearing special protectors is strongly recommended. Full suspension bikes with long suspension travel as well as dirt bikes are typical for this category.



BEFORE YOUR FIRST RIDE

- Have you ever ridden a mountain bike? Please note that riding over rough terrain requires concentration, fitness and practice. Make yourself gradually familiar with your new mountain bike in an unfrequented area and only approach the terrain you want to bike on step by step. Attend a riding technique course. For more information visit www.canyon.com
- 2. Are you familiar with the brake system? Canyon bikes are normally delivered with the left brake lever operating the front brake. Check whether the lever of the front brake is in the position you are used to. If it is not, you will need to train to get used to the new configuration, as inadvertent use of the front brake can throw you off your bike! Have the lever-to-brake assignment changed by an expert.

Your new bike is equipped with modern brakes which may be far more powerful than those you are used to! Due to the specific intended use, some dirt bikes are fitted with only one brake.

Be sure to first practise using the brakes off public roads! Do approach the maximum possible deceleration gradually. For more information about the brakes, read chapter **"The brake system"**.

3. Are you familiar with the type and functioning of the gears? If not, make yourself familiar with the gears in a place clear of traffic. Make sure not to shift gears on the front and rear derailleur at the same time and not to pedal with too much force when shifting. For more information about the gears, read chapter "The gears".



Too hard braking with front brake; do not imitate!

Note that the assignment of brake lever to brake caliper 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!



Derailleur gears

If you hold your MTB handlebars by the bar ends, 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.

Canyon bikes are not approved for mounting child carriers.



Bikes with carbon seat posts are not approved for mounting pannier racks. The only way of riding with luggage is by using a special backpack.

Keep yourself informed by visiting our always updated website at www.canyon.com. There you will find an illustration visualising the intended use of all Canyon bikes.

Due to the specific intended use, some dirt bikes are fitted with only one brake.

- 4. Are frame size, saddle and handlebars properly adjusted? Stand over the top tube of your bike and check whether there is enough clearance between the top tube and your crotch (at least one handbreath). If there is not, read the more detailed chapter of the manual further below or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001. Riding with a too big frame may cause injuries, when getting off your bike quickly! With cross-country and marathon bikes the saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle. With all mountain, enduro and freeride bikes the saddle is normally brought to a lower position. A lower saddle position is particularly advisable when riding downhill. For more information about the saddle position, read chapter "Adjusting the Canyon bike to the rider".
- 5. Have you ever tried clipless or step-in pedals and the shoes they go with? Before riding with clipless pedals for the first time, carefully practise locking one shoe onto a pedal and disengaging it while the bike is stationary. Lean against a wall when practising so that you do not topple over. Adjust the locking and release mechanism, if necessary. Be sure to first read the operating instructions that you will find in the BikeGuard. For more information about the pedals, read chapter "The pedal systems".



Checking the clearance between top tube and crotch



Shoes for step-in pedals



Step-in pedal

A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out! **Risk of** an accident! 6. Note that you should only use your Canyon for its intended purpose! Mountain bikes intended for cross-country and marathon use are not suitable for hard downhill rides on blocked terrain or jumps etc. For all mountain or enduro use we recommend our special models. The Torque models are also suitable for freeriding. Please keep in mind that though looking easy the tricks of a professional actually require a lot of training and experience. For your own safety, do not overestimate your riding abilities.

In general, Canyon bikes are designed for a permissible overall weight (rider, luggage and bicycle together) of I20 kg. Make sure not to exceed this limit. For more information about the use, read chapter **"Intended use"**.

- 7. Are parts of your Canyon bike made of carbon? Please note that this material requires special care and particular use. In any case, be sure to read chapter "Special characteristics of carbon".
- 8. If you have bought a suspension bicycle, you should check the air pressure of the suspension fork. If necessary, use the pump included in the BikeGuard for the adjustment. An improperly adjusted suspension fork is liable to malfunction or damage. In any case they will impair the performance of your bicycle as well as your safety whilst riding. For more information read chapters "Suspension fork" and "Full-suspension".



Riding off-road



Carbon



Full-suspension bike

Canyon mountain 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!**

BEFORE EVERY RIDE

CHECK THE FOLLOWING POINTS BEFORE EVERY RIDE:

- Are the quick-release levers of the front and rear wheel, seat post and other components as well as of available thru axles properly closed? For more information, read chapter "How to use quick-releases and thru axles".
- 2. Are the tyres in good condition and do they have sufficient pressure? Spin the wheels to check whether the rims are true. Also look out for tyres with ruptured sides or broken axles or spokes while you do this. For more information, read chapter "The wheels - tyres, inner tubes and air pressure".
- 3. Test the brakes while standing by firmly pulling brake levers towards the handlebars. A pressure point should be reached after the lever has only travelled a short distance; the lever must, however, not touch the handlebars! Make sure no liquid leaks out from hydraulic (disc) brakes. For more information about the brakes, read chapter "The brake system".





Check the tyre pressure



You should not be able to pull the brake lever all the way to the handlebars

Improperly closed quick-releases can cause bicycle components to come loose. Risk of an accident!



- If you intend to ride on public roads or in the dark, check the lighting set, see chapter "Legal requirements".
- Let your Canyon bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings and bolted connections, if necessary.
- 6. Due to their intended use, freeride or downhill bikes, such as the Sender, must withstand particular strains. If you are owner of such a bike, be sure to check it for impairments and material fatigue, such as cracks, dents and bends, before every ride.
- 7. The major accessory for a successful cycling tour is a small tool bag fitted underneath the saddle. The tool kit should include two plastic tyre levers, the most commonly used Allen keys, a spare tube, a tyre repair kit, your mobile phone and a little cash. Do not forget a tyre pump mounted to the frame.
- 8. Take a sturdy lock with you, if you intend to leave your Canyon in a public area. The only way to protect your Canyon against theft in a public area is to lock it to an immovable object!

Never ride without lighting in the dark



Emergency kit

During use your Canyon is undergoing stress resulting from the surface of the road and through the rider's action. Due to these dynamic loads, the different parts of your bike react with wear. Please check your Canyon regularly for wear marks as well as for scratches, dents, bent parts and incipient cracking. Components that have passed their normal service life may suddenly fail. Have your Canyon inspected regularly so that components can be replaced, if necessary. For more information on maintenance and operational safety, read chapters "General notes on care and inspection", "Recommended tightening torques" and "Service and maintenance schedule".

To safe your Canyon from damage, please observe the maximum overall load and the regulations regarding the transport of luggage and children given in chapter "Intended use". Furthermore, we recommend reading chapter "Transport of your Canyon bike" before transporting your Canyon by car or plane.

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.

First we should like to make you familiar with the various components of your Canyon.

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

The illustration shows an arbitrary Canyon mountain bike – this is not what every bike will look like.



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 frameset with the rear wheel mounted and all add-on parts as well as the front wheel that is sometimes packed separately in a wheel bag, the saddle with seat post, which may be connected with a cable to a control unit to be mounted on the handlebars.

In addition, the BikeGuard contains a box with small parts (e.g. quick-release or thru axle, reflectors, possibly pedals) as well as the Canyon torque wrench incl. bits, full suspension pump, Canyon assembly paste and the bicycle manual mountain bike with enclosed CD.

If you have a bike with 29 and 27.5 inch tyres, the box with small parts may be stowed in upright position at one end of the BikeGuard.

Do not work on your Canyon with a box cutter. You may damage the component or hurt yourself. Be sure to use scissors where needed.

GENERAL INFORMATION ON MOUNTAIN BIKE AS-SEMBLY

Your Canyon had been fully assembled at the factory and given a test run. The bicycle is fully functional without any further adjustments being made once the assembly steps explained below have been completed. After carrying out assembly work, always do a test ride in an unfrequented place or on a quiet road.

The following section gives you a concise description of the assembly. In the event that you are neither skilled nor experienced in that kind of work, please read the more detailed chapters in your bicycle manual mountain bike; also observe the instructions of the component manufacturers on the enclosed CD.

Before your first ride, carry out the checks described in chapter "Before every ride".



It is best to use a workstand that holds the frame from inside at three points or else ask someone to help while you assemble your bike.

LIST OF TOOLS REQUIRED



For the assembly of your new Canyon bike you need the following tools supplied in the box with the small parts:

- ► Canyon torque wrench incl. bits (I)
- ► full suspension pump (2)
- Canyon assembly paste (3)

Do not clamp a frame tube or a carbon seat post of your Canyon in the holding jaws of the workstand! Use a suitable aluminium seat post for clamping instead. If you have a height-adjustable seat post, do not clamp the bike on a movable part, but only on the bottom part which is removed far enough. When inserting or pulling out the height-adjustable seat post, make sure to pull in or out the cable where it comes out of the frame to prevent any breaking of the cable.

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

Share the pleasure that your new Canyon brings and ask a helper to assist you in unpacking it from the BikeGuard and in assembling it.

USING THE CANYON TORQUE WRENCH



We regard the use of a torque wrench as essential so as to ensure the two parts can be fixed together securely and safely.



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

Insert the Allen key fully into the screw head.

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 %.



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.



Exceeding the maximum torque at the clamping bolts (e.g. at the stem, seat post or seat post clamp) 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 follow exactly the tightening torque details from Canyon.



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 for the specified torque.

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



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 frequent cracking of the carbon substructure.



Make it a rule to use assembly paste on seat posts of mountain bikes to achieve a firm seat of the seat posts. Lowering the seat post during off-road use scratches the surface a little. This is normal wear and no reason for complaint.

A If you want to adjust the seat post frequently, Canyon recommends that you mount a height-adjustable seat post.



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.

UNPACKING



Take out the box with the small parts and put it aside. Remove the protective cardboard at one end.

Remove the bicycle manual mountain bike and the tools from the box with small parts.

HOW TO MOUNT HEIGHT-ADJUSTABLE SEAT POSTS



If your Canyon has a height-adjustable seat post, mount the height-adjustable seat post before lifting the Canyon out of the BikeGuard. The height-adjustable seat post is ready-for-use connected by means of a cable running through the seat tube with the control lever mounted at the handlebars.



Undo the band with Velcro fastener fixing the saddle and the seat post to the front wheel.



Mount the components, as specified.

Use the Canyon torque wrench and never exceed the prescribed maximum tightening torque! Remove excessive Canyon assembly paste and re-seal the small sachet after use.



Remove the protective cap from the top end of the seat tube.

Remove the protective cardboard at the other end.

If you have a bike with 29 and 27.5 inch tyres, the box with small parts may be stowed in upright position at one end of the BikeGuard.



In the BikeGuard the control lever of the height-adjustable seat post is not necessarily mounted to the handlebars.

Open the quick-release or the seat post binder bolt at the seat tube. Read the chapter **"How to use quick-releases and thru axles"** in your bicycle manual mountain bike beforehand.



Carefully place the seat post on the rear wheel. Take out the cardboard box with the front wheel and put it aside. Carefully remove the protective film from the seat post.



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



You should be able to insert the seat post easily into the frame without pressing or turning. If you are not, loosen the seat post binder bolt a little more.



Bring the saddle into alignment and close the quick-release or the seat post binder bolt. Take care not to overtighten the seat post binder bolt or quick-release. Remove the protective film from the saddle, if available.

HOW TO MOUNT CONVENTIONAL SEAT POSTS



Remove the saddle and the seat post with the front wheel packed in the cardboard box and put these parts carefully aside. Undo the band with Velcro fastener fixing the saddle and the seat post to the front wheel and put these parts aside.

Remove the bicycle manual mountain bike and the tools from the box with small parts.

Lift the frame including add-on parts and rear wheel carefully off the BikeGuard and make sure it stands safe. Ask your helper, if necessary, to hold the bike.



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

You should be able to insert the seat post easily into the frame without pressing or turning. If you are not, loosen the seat post binder bolt a little more.





Keep the seat post in one hand and take hold of the seat post cable where it comes out of the frame. While carefully inserting the seat post with one hand into the seat tube, pull out the cable with the other hand.



Be sure to read the notes given in chapter **Adjusting the saddle to the correct height**" as well as the permitted torques in chapter "General notes on care and inspection" of your bicycle manual mountain bike and also follow the operating instructions of the component manufacturer on the enclosed CD.

Slide the seat post into the seat tube to the desired

minimum saddle height. Please note the MIN/MAX

marking on the seat tube.



Lift the frame carefully off the BikeGuard and make sure it stands safe.

Ask your helper, if necessary, to hold the bike.

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.



Slide the seat post into the seat tube to the desired minimum saddle height. Please note the MIN/MAX marking on the seat tube. Bring the saddle into alignment and close the quick-release or the seat post binder bolt. Take care not to overtighten the seat post binder bolt or quick-release.

Be sure to read the notes given in chapter "Adjusting the saddle to the correct height" as well as the permitted torques in chapter "General notes on care and inspection" of your bicycle manual mountain bike and also follow the operating instructions of the component manufacturer on the enclosed CD.

Open the quick-release or the thru axle at the rear axle. Proceed as you would when mounting the front wheel.

For more information read the chapter "How to use quick-releases and thru axles" and "Mounting the front wheel".



Remove the transport lock from the rear wheel brake. If your Canyon has disc brakes, check if the brake pads are snug in the brake calliper body before mounting the wheel. You can see this when the gap between the brake pads is parallel and the wear indicators are in their correct position.

MOUNTING THE REAR WHEEL



Some bike models with larger frame sizes will be delivered with the rear wheel dismounted.



Mount the thread insert into the drop-out by using the Canyon torque wrench.

For more information about mountain bike brakes, read the chapter **"The brake** system".



Switch the right shift lever until the rear derailleur

is in its outermost position. Pull the rear derailleur

slightly backward and position the chain on the out-

ermost sprocket and mount the rear wheel. Make

sure that you carefully guide the rotor between the

brake pads.

Insert the quick-release or thru axle, close it tightly and check if the wheel is tightly secured.

MOUNTING THE HANDLEBARS

The handlebars are not pre-assembled. The stem, however, is accurately assembled. Do not make any changes to the stem.

Undo the Velcro strap in the bottom area of the fork. Keep hold of the handlebars and undo the Velcro strap in the top area on the frame. Hold the handlebars tightly while doing this so that they cannot drop and get damaged.



Turn the stem including fork towards the front, i.e. in the direction of motion. Make sure the cables and lines are not twisted. Let the handlebars carefully hang down or ask someone to help you hold the handlebars if necessary.



Check if the rear wheel is accurately centred between the rear stays. Make sure the thru axle or quick-release lever and the dropout safety-tabs are properly closed.

After mounting the wheel, do a brake test when the bike is standing. Squeezing the brake lever should generate a clear-cut braking response before the lever touches the handlebars.



Take the Canyon torque wrench and put the bit that matches the faceplate bolts into the socket. Completely loosen the clamping bolts from the stem faceplate and remove the faceplate.

Squeeze out some Canyon assembly paste and apply a thin layer of carbon assembly paste on the inner side of the faceplate as well as in the clamping area of the stem body.



Position the handlebars according to the marking so that they are accurately centred to the stem clamp. Make sure the bowden cables and lines are not twisted or bent, and that they curve smoothly toward the cable stops or the brake.

Alternative I: Screwing in the conventional Aheadset®stem with faceplate



Position the faceplate on the handlebars.

 Evenly retighten the clamping bolts on the faceplate in a cross pattern until they lightly hold the handlebars in place.

At this stage, the mountain bike is not yet ready to use. Make the final adjustment and fix the handlebars, as described further below in the section "Adjusting and mounting the handlebars".



Make sure the upper and lower clamping slots between faceplate and stem body are parallel and identical in width. Release the clamping bolts once again if necessary, and slightly retighten them evenly.

Alternative 2: Screwing in Canyon Aheadset®stems with faceplate



Position the faceplate on the handlebars. Bring the handlebars roughly into the adequate position so that the brake levers slightly point downwards.

Screw in both upper bolts (pos. I+2) without tightening them (I Nm). The slot should be fully closed at the end and the faceplate should be flush with the body. To do this, you may have to release both lower bolts (pos. 3+4).



- Continue by tightening both lower bolts (pos. 3+4) according to the specified torque values on the stem (5 or 8 Nm).
- Finish by re-tightening both upper bolts (pos. I+2) according to the specified torque values on the stem.



Make sure the stem including handlebars shows in direction of motion. Position the IPU on the top tube with the rounded side pointing in direction of motion and the bevelled part to the rear levelling off with the top tube.

MOUNTING THE IMPACT PROTECTION UNIT (IPU)

Some Canyon models with carbon frame are fitted with an Impact Protection Unit or IPU, which is an end stop. This IPU prevents the handlebars or its fittings from touching the top tube.

Whether or not your Canyon has an IPU can be found out by the two thread holes on the top tube directly behind the headset.

If your Canyon shows these holes, take out the Impact Protection Unit with the two Allen bolts from the box with the small parts.



Insert both bolts into the holes and turn them with your finger by two to three turns. You should be able to turn the bolts nearly without resistance.

Once you have turned both bolts so far, take the Canyon torque wrench including matching bit. Tighten both bolts until the bolt heads are flush in the countersunk surface of the IPU. Finish by tightening both bolts to a torque value of 3 Nm.

Riding without IPU can make the handlebars or the handlebar fittings collide with the top tube. The frame can sustain damage.

ASSEMBLY FROM THE BIKEGUARD 24

ADDITIONAL STEPS IN CASE OF A HEIGHT-ADJUSTA-**BLE SEAT POST**

The control lever of the height-adjustable seat post is already mounted to the handlebars or not mounted.

If it is not yet mounted, remove the protective film from this unit.



OPTION I: SRAM brake and Shimano shift lever

The shift lever is mounted to the handlebars, the brake lever however not.

Remove the protective film from the right brake lever. Tighten the control lever together with the right brake lever to the handlebars.

OPTION 2: SRAM brake and SRAM shift lever



Neither the shift lever nor the brake lever is mounted to the handlebars. The control lever clamp is additionally fitted with a connecting piece named Matchmaker.

The bolt for the assembly of the shift lever to the Matchmaker is either in the Matchmaker itself or loosely screwed into the shift lever.



Tighten the bolt to the tightening torque of 5-6 Nm specified by SRAM.

Remove the protective film from the right shift lever. Undo the fixing bolt from the shift lever.



Take the matching bit from the box with the small parts and release the Torx screw from the control lever.



Bring the brake lever into the same position as the left brake lever assembled by the manufacturer. Tighten the bolt to the tightening torque of 5-6 Nm specified by SRAM.



Remove the protective film from the right brake lever.

Tighten the control lever together with the right brake lever to the handlebars.

Bring the brake lever into the same position as the left brake lever.



Assemble the shift lever to the Matchmaker. Tighten the bolt to the tightening torque of 2.8-3.4 Nm specified by SRAM.



Use the Canyon torque wrench and do not exceed the maximum tightening torque!

Do not use brute force when changing the position of the brake lever and the control lever of the adjustable seat post. There is only one position which allows easy reach of the bolt.

OPTION 3: Shimano brake and Shimano shift lever



The brake lever and the shift lever are mounted to the handlebars. Mount the control lever to the handlebars on the inner side of the brake and shift lever clamps. Screw the bolt without tightening it, so that the control lever can still be turned and shifted.



Release the bolt of the adjacent brake lever clamp and turn the brake lever downwards.

MOUNTING THE FRONT WHEEL

Remove the front wheel from the protective cardboard and from the wheel bag, if available.



Remove the protective film from the fork, if available. It is recommended that you remove the protective material in general by hand. If that is not possible, it is best to use scissors. Do not use a box cutter.

Remove the transport locks from the front wheel brake. For more information about brakes, read chapter "The brake system" in your bicycle manual mountain bike; also observe the instructions of the component manufacturer on the enclosed CD.





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.



Position the lever within easy reach.



Now you can tighten the bolt of the control lever with the Canyon torque wrench.

Tighten the bolt to the tightening torque of 5-6 Nm specified by SRAM. Turn the brake lever upwards and bring it into the same position as the other one. Tighten the bolt to the tightening torque of 6-8 Nm specified by Shimano.



If your Canyon has disc brakes, check before mounting the wheel, whether the brake pads rest snugly in their seats into the brake calliper body. This is the case, when the gap between the brake pads is parallel.



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. The quick-release lever is mounted to the left side, i.e. opposite the chain drive.



Tighten the counternut of the quick-release by no more than two full turns. Read up on quick-releases in chapter **"How to use the quick-releases and thru axles"** in your bicycle manual mountain bike; also observe the instructions of the component manufacturer on the enclosed CD.



Make sure the front wheel is accurately centred between the fork blades. Make sure the quick-release lever and the drop-out safety-tabs are properly closed.

After mounting the wheel and tightening the quick-release pull the brake lever several times and spin the wheel subsequently.

The rotor must not drag on the brake calliper and normally not on the brake pads. Front wheel with thru axle



Take the thru axle for the front wheel out of the small parts box.



Make sure the quick-release lever is completely open and lies in the axle recess. As soon as the axle thread engages with the thread of the left fork leg, close the axle by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance.

RockShox Maxle and Maxle Lite thru-axle system 15 or 20 mm (e.g. Revelation, Reba, SID, Lyrik)



If your bike is equipped with a Maxle thru-axle system with quick-release lever, put the front wheel into the fork and mount the rotor into the brake calliper.

Bring the front wheel into the right position between the drop-outs and slide the axle with open Maxle quick-release lever from the right side through the drop-out and the hub.



Now turn the lever forcefully clockwise until the axle is hand-tight. Make sure the quick-release lever does not slip out of the axle recess during tightening.

Finish by closing the Maxle thru-axle quick-release lever like a usual quick-release lever. The quick-release lever should not stand out to the front and should fit snugly against the lower leg.



Mount the front wheel and make sure you guide the rotor between the brake pads carefully. Close the quick-release and verify that the wheel is securely fixed. Read the chapter "How to use quick-releases and thru axles" in your bicycle manual mountain bike beforehand.

New brake pads of disc brakes have to be bedded in, before they reach their optimum braking performance. For more information read chapter **"The brake system"** in your bicycle manual mountain bike.

Fox E-Thru 15 mm



Put the front wheel into the fork and mount the rotor at the same time into the brake calliper. Bring the front wheel into the right position between the dropouts and slide the axle with open E-Thru quick-release lever from the left side through the drop-out and the hub.



Close the E-Thru quick-release lever like a usual quick-release lever.

From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force needed to move it should increase considerably. Towards the end of its travel the lever should be very hard to move.



As soon as the axle thread engages with the thread of the right fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance. Tighten the axle a little and then release it by about a third of a turn.



If the lever cannot be closed completely, re-open it and turn the axle a little anticlockwise. Try closing the quick-release lever once again.

Use the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but not on a spoke or the rotor.



In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg.

RockShox Maxle Lite thru-axle system 15 mm (on various RockShox forks)

The new Maxle Lite system differs from the more known Maxle system in its handling. The handling is nearly identic to that of the Fox E-Thru system.

Put the front wheel into the fork and mount the rotor at the same time into the brake calliper. Bring the front wheel into the right position between the dropouts and slide the axle with open Maxle Lite quick-release lever from the right side through the drop-out and the hub.

As soon as the axle thread engages with the thread of the left fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance. Tighten the axle a little and then release it by about a third of a turn.

Close the Maxle thru-axle quick-release lever like a usual quick-release lever.

From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force needed to move it should increase considerably. Towards the end of its travel the lever should be very hard to move.

If the lever cannot be closed completely, re-open it and turn the axle a little anticlockwise. Try closing the lever once again.

Use the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but never on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg.

In the case of some models you can replace the thru axle with a quick-release by means of an adapter. If you have any questions in this regard, please contact our service hotline +44 (0) 208 5496001.

Fox 20 mm (Fox 40)



The 20-mm thru-axle system provides several devices to fix the front wheel. To mount the front wheel release the two bolts in the bottom area of both fork legs by two to three turns. Put the front wheel into the fork and mount the rotor at the same time into the brake calliper.



When the axle thread engages with the thread of the left fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance. Tighten the axle by using a Canyon torque wrench to a torque wrench of 2.2 Nm.

ADJUSTING AND MOUNTING THE SADDLE AND THE SEAT POST



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.

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



Bring the saddle into alignment and do not overtighten the quick-release or the seat post binder bolt, i.e. do not exceed the permissible maximum torque. Use the Canyon torque wrench.

Remove the protective film from the saddle, if available.



Bring the front wheel into the right position between the drop-outs and slide the axle from the right side through the drop-out and the hub. Mount a suitable Allen key to the axle.

Check the tight fit of whatever wheel fastening system after a few kilometres (miles) or hours of use, at the latest however after 4 hours or 80 km (50 miles). A loose wheel fastening can throw the rider off his bike with unforeseeable consequences for life and limb.



Evenly screw the four bolts and tighten them by using a Canyon torque wrench to a torque wrench of 2.2 Nm.

Be sure to read the notes given in chapter "Adjusting the saddle to the correct height" as well as the permitted torques in chapter "General notes on care and inspection" of your bicycle manual mountain bike and on the enclosed CD and also follow the operating instructions of the component manufacturer.

A Do not insert the seat post further than necessary into the seat tube. Due to the assembly paste the seat post is easily affected by scratches. This is not a reason for complaint. Never apply any grease or oil to clamping areas made of carbon!





ADJUSTING AND MOUNTING THE HANDLEBARS



Make the adjustments of the handlebars with the front wheel mounted and the tyre inflated to the suitable pressure. The brake levers of a ready-for-use mountain bike point slightly downwards. When you sit in the saddle with your fingers on the brake levers the back of your hands should form a straight line with your forearms.



Use the Canyon torque wrench and finish by tightening the clamping bolts in cross pattern. Do not exceed the maximum tightening torques mostly printed on the stem!

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.



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.



Bar ends on mountain bikes are usually fitted slightly angled. Your hands should rest on them with your wrists relaxed and not turned outward too far.



Canyon mountain bikes can be fitted with standard pedals of the major brands.



Apply a thin layer of standard assembly grease on the pedal threads before screwing in the pedals.



Some pedal types 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 his bike. Also check the reliable fit of the other bolts according to the prescribed tightening torques.



HOW TO INFLATE THE SUSPENSION FORK



Before transport the suspension fork was completely deflated. The suspension fork has to be filled with the proper air pressure.

Remove the cap of your suspension fork.

For more information about suspension forks, read chapter **"The suspension fork"** in your bicycle manual mountain bike; also observe the instructions of the component manufacturer on the enclosed CD.



Inflate the suspension fork with the special pump enclosed with the BikeGuard according to the recommendations on the spring rate of the fork manufacturer. You will find the operating instructions of the suspension fork manufacturer on the enclosed CD.

HOW TO INFLATE THE REAR SHOCK



If you have a full suspension mountain bike you have to check the air pressure.

Open the cap of your rear shock.

Improperly adjusted suspension forks are liable to malfunction or damage to the suspension fork.

You will find the operating instructions of the fork manufacturer on the enclosed CD. Read them thoroughly before inflating the suspension fork and before your first ride! The rear shock absorbers of some models were completely deflated before transport. Inflate your rear shock absorber with the proper air pressure.

Minproperly adjusted rear shocks are liable to malfunction or damage to the rear shock.



Inflate the rear shock with the special pump enclosed with the BikeGuard according to the recommendations of the rear shock manufacturer. You will find the operating instructions of the rear shock manufacturer on the enclosed CD.

ADD-ON PARTS MAKING YOUR CANYON FIT FOR PUB-LIC ROADS



Fix the white reflector to the handlebars and the red reflector to the seat post and mount a bell.



For more information about rear shocks, read chapter "Full-Suspension" in your bicycle manual mountain bike; also observe the instructions of the component manufacturer on the enclosed CD.



Finish by mounting the spoke reflectors. Make sure you mount two reflectors opposite of each other to the spokes of the front wheel and two reflectors opposite of each other to the spokes of the rear wheel.



Read up on the road traffic regulations in the country where you use the bike. You can find further information in chapter "Legal requirements for riding on public roads" in your bicycle manual mountain bike on the enclosed CD.

CHECKING AND ADJUSTING



After mounting the wheel and tightening the quick-release or the thru axle pull the brake lever several times and spin the wheel subsequently.



After the wheel mounting do a brake test when stationary. Actuating the brake lever should generate a clear-cut braking response before the lever touches the handlebars. You can find further information in chapter "The brake system" in your bicycle manual mountain bike on the enclosed CD.



Adjust the position of the saddle and the handlebars and check that the handlebars, grips and seat post are securely fastened, as described in chapter "Adjusting the Canyon bike to the rider" of your bicycle manual mountain bike.



Inflate both tyres to the maximum pressure indicated on the side of the tyres. You can find more information on tyres and inner tubes in chapter "The wheels - tyres, inner tubes and air pressure" in your bicycle manual mountain bike on the enclosed CD.

Finish the assembly by carrying out thoroughly the tests described in chapter "Before your first ride".



The rotor must not drag heavily on the brake calliper and normally not on the brake pads. Spin both wheels to make sure they run true.



Check the proper functioning of the gears. Ask somebody to lift the bicycle by the saddle and gently 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. Apply pressure on the rear derailleur in order to exclude a collision and gently spin the wheel.

You can find further information on adjusting the gears in chapter "The gears" in your bicycle manual mountain bike on the enclosed CD.



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

After the assembly and the checking, al-4 ways do a test ride in an unfrequented place or on a quiet road. Wrong assembly or improper adjustments that become apparent in road traffic or during off-road use can make you lose control of your Canyon!

Check the reliable fit of all bolts once again 4 according to the prescribed tightening torques after 100 to 300 km (60 to 180 miles). For more information, read chapters "General notes on care and inspection", "Recommended tightening torques" and "Service and maintenance schedule" in your bicycle manual mountain bike on the enclosed CD.





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

PACKING YOUR CANYON BIKE

If you pack your Canyon, e.g. to send it in for servicing to our workshop, or if you want to take it with you on holidays, you must bear in mind a few things to bring your bike safe and sound to destination.

Your BikeGuard contains the packing instructions **"How to pack your mountain bike**". Strictly follow these instructions, whenever you pack your bike.

Our packing instructions that will help you pack your Canyon step-by-step are also posted at our website www.canyon.com.

For travelling with your bike by plane pack your bike either into the Canyon BikeGuard or use a suitable bike case, e.g. the Canyon BikeShuttle.

For a transport by car be sure to secure your bike appropriately in order to avoid any shifting inside the car. If you are in doubt or if you have any questions, read the more detailed chapter of the manual further below or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.



In the event your Canyon has not been packed for dispatch according to the enclosed packing instructions, you have no right to claim refund of repair costs for possibly occurring transport damage from Canyon Bicycles GmbH.



The Canyon BikeShuttle

Mountain bikes with big wheels (27.5 and 29 inches) do possibly not fit into the BikeShuttle. If you want to pack them, use the Canyon BikeGuard.

To pack mountain bikes, size XL, into the BikeShuttle you have to dismount the fork in addition.

Most clamps of bike carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames may fail abruptly during use, aluminium frames are susceptible to dents. Suitable, special-purpose models are, however, available in the car accessory trade.

When taking your bike by car, make sure to remove all parts from your bike (tools, pannier bags, child carriers etc.) which might come loose during transport and cause an accident.

HOW TO USE QUICK-RELEASES AND THRU AXLES

Although the use of quick-releases is very easy, they have repeatedly been the cause of accidents as a result of a wrong handling.

Quick-release retention mechanisms essentially consist of two manipulable parts:

- ► The hand lever on one side of the hub which creates a clamping force via a cam when you close it.
- ► The tightening nut on the other side of the hub with which to set the initial tension on the threaded rod.

HOW TO SECURELY MOUNT THE WHEEL

- ► Open the quick-release. You should now be able to read "OPEN" on the lever.
- Move the lever back, as if to close it. Now you should be able to read "CLOSE" on the outside of the lever. From the start of the closing movement up to about the first half of its travel the lever should move very easily, i.e. without clamping the wheel.
- Over the second half of its travel, the force you need to move it, should increase considerably. Towards the end of its travel the lever should be very hard to move. Use the ball of your thumb while your fingers pull on an immovable part such as the fork or frame, but not on a rotor or spoke, to push it in all the way.
- In its end position the lever should be parallel to the bike, i.e. it should not stick out to the side. The lever must lie close to the frame so that it cannot be opened accidentally.
- ► To check whether the lever is securely locked try to turn it while it is closed.



Open the quick-release lever



Close the quick-release lever

Improperly mounted wheels may throw you off your bicycle or result in serious accidents!

Never ride a bicycle without having first checked whether the wheels are securely fastened! A wheel that comes loose whilst riding will throw you off your bicycle!

If your bicycle is equipped with quickreleases, be sure to lock the frame to an immovable object together with the wheels when you leave it outside.

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- If you can turn the lever around, the wheel is not securely fastened. Open the lever again and screw the tightening nut clockwise by half a turn to increase the initial tension.
- Close the lever again and check it again for tightness. If the lever can no longer be turned, it is properly fastened.
- Finally lift the bike a few centimetres from the ground so that the wheel is suspended and hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame.



Closing the quick-release with the ball of your thumb



Try twisting the saddle relative to the frame

HOW TO MOUNT THRU-AXLE WHEELS

Thru axles are mounted when the bicycle has to withstand high stress occurring e.g. during freeriding, downhill riding etc. or jumps. They provide suspension forks with a suitable stiffness.

There is a wide range of thru-axle systems available now. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

If you are in doubt or if you have any questions, please contact our service hotline +44 (0) 208 5496001.

For more details on the different thru-axle systems

- RockShox Maxle and Maxle Lite thru-axle system 15 or 20 mm
- ► Fox E-Thru 15 mm
- RockShox Maxle and Maxle Lite thru-axle system 15 mm
- ► Fox 20 mm

see chapter "Assembly from the BikeGuard" further above in this manual.



RockShox Maxle and Maxle Lite thru-axle system 15 or 20 mm



Fox E-Thru 15 mm



Fox 20 mm

With insufficiently closed quick-releases the wheels can come loose, thus creating a serious risk of accident!

Make sure the levers of both quickreleases are always on the left side of your Canyon (opposite the chain side). This will help you to avoid mounting the front wheel the wrong way round.

With RockShox Maxle thru axle systems the Maxle quick-release lever is always on the right side.

If your bike has disc brakes, you should on no account replace the standard quick-release with a lightweight substitute.

As an anti-theft measure you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, please contact our service hotline +44 (0) 208 549600!! To mount the axle use only the tools recommended by the manufacturer. Make it a rule to use a torque wrench. Tighten carefully by approaching the prescribed maximum torque in small steps (0.5 Nm increments) whilst constantly checking the proper fit of the component. Never exceed the maximum tightening torque indicated by the manufacturer! A too tight fixing of the axle can damage the axle or the fork leg.

Manufacturers of thru-axle systems deliver their products usually with detailed operating instructions. Read them carefully before removing the wheel or doing any maintenance work.

WHAT TO BEAR IN MIND WHEN ADDING COMPONENTS OR MAKING CHANGES?

Canyon bikes are sport machines which are fitted according to the respective usage. Please note that the mounting of mudguards or such like may impair the functioning and hence the safety whilst riding. Before buying and mounting any accessory, please check whether this particular accessory part matches with your Canyon. With additional bells, horns or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Battery/accumulator-operated lights have to be marked with the wavy line and the letter "K" (see chapter "Legal requirements").

If you want to mount a pannier rack or a child seat or trailer, please read chapter **"Intended use**" beforehand to make sure whether it is permitted. If a mounting is permitted, in general, please contact our service hotline at +44 (0) 208 5496001 and ask for suitable models.

Only perform jobs you are absolutely sure of.

Handlebars, stems and forks should only be replaced by a skilled mechanic. Be sure to follow the operating of the accessory manufacturer in any case. When mounting other components and accessories, it is your responsibility to mount the components appropriately. Bring your Canyon to our service workshop, if you have the slightest doubt.



Canyon with mudguards



Pannier rack

Retrofitted accessories, such as mudguards, pannier racks etc., can impair the functioning of your Canyon. We therefore advise you to use accessories from our product range. This will ensure you use matching components.

Components that come loose or break off as a result of improper mounting can cause serious accidents. Safety relevant bolts must be tightened to their specified torques.

In case of any questions regarding component assembly, compatibility or if you want to make any changes, read the more detailed chapter of the manual further below or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

SPECIAL CHARACTERISTICS OF CARBON

Carbon fibre reinforced plastic, also referred to as carbon (or CRP), has a number of special characteristics compared to conventional lightweight materials. Having some knowledge of these characteristics is important so that you can enjoy your high-quality Canyon for many years and have full confidence in its material.

Carbon fibre reinforced plastic has proved its value in road racing with numerous wins. Components made of this material are extremely lightweight and - presupposing proper design, processing and treatment - of outstanding strength and stress resistance.

However, there is one particular drawback of this material - its brittleness. Therefore, when subjected to stress it does not undergo permanent deformation, even though its inner structure may have sustained damage. In the extreme case, the fibres may separate, thus resulting in the so-called delamination and reducing the strength properties of the component. In contrast to steel or aluminium, carbon components that have sustained damage to their inner fibres as a result of excessive stress will show no outwardly visible deformation. Carbon components that have been subjected to overstress are therefore liable to fail during use, possibly causing an accident with unforeseeable consequences. If you have had a critical incident with your bike, we advise you to have the relevant component inspected by our service workshop, or better still, the whole Canvon.

Always park your Canyon carefully and make sure it does not topple over. Carbon frames and parts may already sustain damage by simply toppling over.



Carbon

Be attentive during riding. If your carbon component produces any creaking, this may indicate a material defect. Stop using your bike and contact our service hotline to discuss the steps to be taken. For your own safety, never ask for CRP components to be repaired! Damaged carbon components should be replaced immediately and prevented from being used by anyone else.

Carbon components should never be exposed to high temperatures, as occurring during powder coating or enamelling. The heat generated by these processes may destroy the component. Do not leave carbon items in a car in direct sunlight for prolonged periods or near sources of heat.

Most clamps of bike carrier systems are potential sources of damage to large-diameter frame tubes! As a result thereof carbon frames may suddenly fail during use. Suitable, special-purpose models are available in the car accessory trade.

Make sure the maximum overall weight of rider, luggage (rucksack) and bicycle does not exceed 100 kg. Carbon wheels are generally not approved for trailer towing!

CARE INSTRUCTIONS

Components made of carbon reinforced fibre should be cleaned with a soft rag and clear water, to which a little dish liquid may be added, if necessary. Tough stains of oil or grease can be removed with a petroleum-based cleaning agent. Never use degreasing agents containing acetone, trichloroethlyene, methyl chloride etc., solvents or non-neutral, chemical or solvent-containing cleaning agents that could attack the surface!

You can use car wax to protect the surface and make it shine. Polishing agents or varnish cleaner contain solid constituents that might attack the surface.

Do not combine carbon handlebars with

bar ends, unless they have been specifi-

cally approved. Do not shorten carbon handlebars

or clamp the brake levers and shifters further in

the middle than indicated or needed. Risk of

breakage!



Cleansing with water and a soft rag



Special pads protect carbon from damage

Protect the exposed areas of your carbon frame (e.g. the underside of the down tube) with special pads against rubbing cables or stone chips.

Avoid greasing Grease would p the carbon material, reafriction and hence impaclamping joint when tighsible torque range. One frame at three points inside the frame triangle or that clamps the fork and bottom bracket shell.

Depending on the respective usage, lightweight components made of carbon may wear down faster. We therefore strongly recommend that you follow the service intervals and have lightweight components checked and possibly replaced regularly by our service workshop and/or other specialist workshops. Avoid greasing carbon components. Grease would penetrate the surface of the carbon material, reducing the coefficient of friction and hence impairing the stability of the clamping joint when tightened within the permissible torque range. Once greased carbon fibre may never ever be fixed in a secure and safe way again!

Check your carbon component regularly, e.g. when cleaning your bike, for external damage, such as notches, cracks, dents, discolourations etc. If the rag gets caught on something, this area must be examined. Stop using your Canyon. Contact immediately our service hotline at +44 (0) 208 549600I.

SPECIAL FEATURES OF FREERIDE BIKES

Freeriding, fourcross, dual slalom and downhill riding are among the most challenging sports that you can perform. Jumps, riding the stairs, downhill races and sharp bends in difficult or extremely rough terrain etc. are an undue stress for rider and material and require a highly durable bicycle with full-suspension. A cross-country, touring or marathon mountain bike would fail under such undue stress and cause a serious accident.

Even though the above-mentioned specialized types of bicycles are built for sport cycling and hard use, their resistance to stress is limited. In particular the following actions may cause an undue stress for the material and result in a failure:

- Incorrect jumps on sharp edges, jumps with a landing on the front wheel, too short jumps or tricks that are not completed before the landing
- Landing on the counter slope or between two slopes; on flat terrain jumps with rotation crossways to the track or with hands not on the handlebars/feet off the pedals

Be sure to also avoid the following, as this would put too much stress on the material resulting in premature wear or failure:

- Undue stress for the chain by riding with too low chain tension
- Grinding (sliding on chain or chainring)
- Undue stress for the wheels by riding with too low air pressure
- Undue stress for the frame and bicycle parts by riding with a too soft suspension or sliding on frame and drop-outs

The components of freeride bikes are exposed to high stress. Check the components of your freeride bike annually and replace the components, if necessary.

Dirt, fourcross, dual slalom, downhill and freeride bicycles are true-bred sports bicycles. For your own safety, do not overestimate your cycling skills. Please note that though looking easy the tricks of a professional are hazardous to your life and limb. Always protect yourself with appropriate and suitable clothing.



Always protect yourself with suitable clothing

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

Dirt, freeride, dual slalom and downhill bicycles etc. require different saddle adjustments, according to the specific use. The seating position cannot be capared to that on other bicycles; it is maximum control and movability that counts when riding one of the aforementioned bicycles.

When you set off for a **long cycling tour**, the saddle should be set to a height which gives maximum pedalling comfort and efficiency. 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 straight at the lowest point, otherwise your pedalling will become awkward.

You can check the height of your saddle in the following, simple way. This is best done wearing flat-soled shoes. Sit on the saddle and put one of your heels on the pedal at its lowest point. In this position your leg should be fully stretched and your hips should remain horizontal.

For **freeriding, downhill racing** etc. the saddle is set to a very low height with a rearward tilt. Ask your trainer, a competent person in your club or contact our service hotline at +44 (0) 208 5496001 for the correct seating position.

For detailed instructions on how to adjust the saddle, read chapter "Adjusting the Canyon bike to the rider".

In the case of height adjustable seat posts, such as the Reverb from RockShox, the height is adjusted by pressing a button on the handlebars. Read the operating instructions on the enclosed CD.

A lower saddle is advisable in particular for steep downhill riding by mountain bike. Prolonged riding with a low saddle may cause knee trouble.





For freeriding etc. the saddle is normally adjusted with a rearward tilt



Height adjustable seat post

After only one season these types of mountain bike may be so worn that essential and/or supporting parts will already need replacing. Have bicycles of this type thoroughly checked at least every 3 to 4 months.

AFTER AN ACCIDENT

- Check whether the wheels are still firmly fixed in the drop-outs and whether the rims are still centred with respect to the frame or fork. Spin the wheels to make sure they run true. If the wheel visibly wobbles, it must be centred. For more information, read chapters "The brake system" and "The wheels".
- 2. Check whether the handlebars and stem are neither bent nor ruptured and whether they are level and upright. Check whether the stem is firmly fixed in the fork by trying to twist the handlebars relative to the front wheel. Also, briefly lean on the brake levers to make sure the handlebars are firmly fixed in the stem. For more information, see chapters "Adapting the Canyon bike to the rider" and "The headset".
- 3. See whether the chain still runs on the chainring and sprockets. If your bike fell over to the chain side, check that the gears still function properly. Ask somebody to lift the bike by the saddle, then gently switch through all the gears. Pay particular attention when switching to the small gears, making sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets. If the derailleur or the drop-outs have been bent, this can cause the rear derailleur to collide with the spokes – **risk of accident!**



Check the reliable attachment of the wheels



Try twisting the handlebars relative to the front wheel



Look from the rear at the rear gear cluster and check whether the pulleys are perfectly aligned with the teeth of the adequate sprocket



This in turn can destroy the rear derailleur, the rear wheel or the frame. Check the front derailleur, as a damaged front derailleur can throw off the chain, thus interrupting the power train of the bicycle (see chapter **"The gears"**).

- 4. Make sure the saddle is not twisted using the top tube or the bottom bracket shell as a reference.
- Lift your bike up a few centimetres and let it bounce onto the ground. If this causes any sort of noise, search for loosened bolts.
- 6. Finally, take a good look at the whole bike to detect any deformation, discolouration or cracks.

Only ride back very carefully by taking the shortest possible way, if your bike went through this check without any doubt. Do not accelerate or brake hard and do not ride your bike out of the saddle.

If you are in doubt about the performance of your bike, have yourself picked up by car, instead of risking anything. Back home the bike must be examined thoroughly. Damaged parts must be repaired or replaced. Please read the more detailed chapters of the manual further below or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.





Check that the rear derailleur keeps clear of the spokes



Make sure the saddle is not twisted using the top tube as a reference



Replace lightweight components after an accident for your own safety

FRAMESETS – ASSEMBLY TECHNICAL DATA

Canyon offers the high-quality carbon and aluminium frames as bare frames for individual fitting with components.

Forks for Canyon mountain bike frames must be selected with due consideration to spring travel. If you are in doubt, please call our service hotline at +44 (0) 208 5496001.

The person completing and mounting the add-on parts must therefore ensure that all components are compatible and properly mounted. There is a vast variety of available add-on parts, making it impossible for Canyon to cover every conceivable option in this manual. Canyon cannot be held responsible for any component combination possible.

We strongly advise you to carefully read the component manufacturers' operating instructions, as well. Failures in selecting bike components can, in principle, result in your Canyon being unsafe. We therefore advise you to have your bike assembled by a skilled mechanic or by our service centre. For your own safety, never do any work unless you feel absolutely sure about it.



Canyon frameset

Have your Canyon assembled at our workshop!

This manual may require further explanation, depending on the experience and/or skills of the person doing the work, and some jobs may require additional (special) tools, such as special dismantling tools or additional operating instructions.

Do not clamp the frame onto an assembly stand by its tubes! This could cause damage to the thin-walled tubes. First mount a sturdy aluminium seat post and use this to clamp the frame, or use an assembly stand which holds the frame at three points from inside or which holds the fork and bottom bracket shell.

52 FRAMESETS – ASSEMBLY

Frames are delivered ready for assembly, i.e. with threads cut and bearing seats and seat tube faced. There is no need for any machining on the frame. Do not modify the frame or any of its attachments, e.g. the adjustable cable guides etc., by filing, boring or the like.

Mount all components onto the frame by using highgrade assembly grease (except for carbon seat posts, stems on forks with a carbon steerer tube and all seat posts on carbon frames). This helps to avoid corrosion. If you omit the grease, you may find it impossible to disassemble your Canyon at a later date.

Canyon bikes are delivered with the headset and the fork already mounted.

Tighten the bolts carefully by approaching the maximum permissible torque in small steps. Check the secure seat of the component, as described in the relevant chapters.

For parts with no torque range given, tighten the bolts gradually to the maximum torque and check in between regularly the reliable fit of the component.



Always observe the tightening torques indicated



Make it a rule to use a torque wrench

Do not mount any other than the delivered stem.

Whoever assembles a Canyon bike frame from a bare frame carries the responsibility for ensuring that the components are selected and mounted in accordance with the manufacturers' guidelines, generally accepted standards and the state of the art in science and technology. In case there are any questions regarding compatibility of individual parts, please contact our service hotline at +44 (0) 208 5496001. All carbon fibres of the Canyon Lux und Ultimate CF-frame were arranged in a way to meet the strength specifications for those directions of force to which they will normally be subjected. For this reason the riveted cable stops must only be subjected to forces as they are exerted by the gear or brake cable. Do not pull on them at an oblique angle or against the direction of the cable, i.e. away from the frame, e.g. in an attempt to alter the effective cable length. This could otherwise cause damage to the frame.



HEADSET

All frames are delivered with fully mounted bearing cups and an integrated headset.

SUSPENSION FORKS

Canyon mountain bike frames can be fitted with a suspension fork of your choice.

Note that the effective length of the fork must match the overall geometry of your frame. For the effective length of your suspension fork and for the size of the nominal diameter of the fork steerer tube please visit our website at www.canyon.com.

Mounting another fork leads at least to a reduced riding quality. In the worst case however you could lose control of your Canyon bike, possibly causing an accident! Make sure the fork crown can turn freely, passing below the frame.



The fork crown must be freely rotatable without touching the frame



Please observe the effective length of the suspension fork

A wrongly dimensioned fork can change your bike's riding behaviour to the point of you losing control of the fork.

BOTTOM BRACKET BEARINGS

All frames: BSA/BSC I.370x24T, (Right cup left hand threading!) Width of bottom bracket shell: Mountain bikes 68 mm Model Torque and Grand Canyon AL (M44) 73 mm Pressfit 92 mm (or 89.5 mm with 2.5 mm spacer)

Common cartridge bearings can be mounted directly into the bottom bracket shell of all models with highgrade grease. Observe the torque specifications of the bottom bracket manufacturer.

REAR FRAME WIDTH

All mountain bike frames:135 mm12x142 rear frames:142 mm

REPLACEABLE DERAILLEUR HANGER

All frame models have a sufficiently fastened replaceable derailleur hanger. Observe a tightening torque of 1.5 Nm. Do not exceed the maximum torque of 1.5 Nm.

6 Nm

Expect: Strive

BOTTLE CAGE

Use a maximum torque of 5 Nm. Do not exceed the maximum torque of 5 Nm.

CABLE STOPS

The load acting on the cable stops riveted on the Canyon carbon mountain bike frame must be directed in direction of the gear or brake cable routing. Forces acting at an oblique angle or against the direction of the cable can cause damage to the frame.



Do not exceed the tightening torque of the bearing manufacturer



Do not exceed the maximum torque of I.5 Nm when replacing the replaceable derailleur hanger



Do not exceed the maximum torque of 5 Nm when tightening the bottle cage

When replacing the derailleur hanger, make sure to apply a little grease between derailleur hanger and frame!

SEAT POST

When selecting a new seat post make sure it has the same nominal diameter as the frame's seat tube. You should be able to slide it in easily without pressing or turning. A mismatch between frame and seat post can cause failure of the seat post.

Before mounting the seat post on the frame make sure the seat tube is absolutely free of sharp edges and burrs. If either the seat post or the frame is made of carbon, then both parts have to be free of oil and grease. Clean and deburr the seat tube, if necessary.

Take care not to overtighten the seat post binder bolt or quick-release. Be sure to read the notes given in chapter "Adjusting the saddle to the correct height" as well as the permitted torques in chapter "General notes on care and inspection" and follow the operating instructions of the component manufacturers, as well. Overtightening may cause a seat post failure, resulting in a crash and/or injury of the rider.



Make sure the seat post matches accurately the frame



Do not overtighten the quick-release lever

Even a slight mismatch between seat post and seat tube diameter can lead to a rupture of frame or carbon seat post. This can result in an accident or injury to the rider.



A Use Canyon carbon assembly paste to achieve a firm seat of the seat post.

Observe the information on seat post diameters given under www.canyon.com/ service Never grease a carbon seat post or the seat tube of a carbon frame.



ADJUSTING THE CANYON BIKE TO THE RIDER

No matter whether you want to ride in streamlined position on a Canyon cross-country racer or relaxed on a Canyon All-Mountain bike. The (seating) position is crucial for your well-being and the development of your riding performance on your Canyon. Therefore, be sure to adjust both saddle and handlebars of your Canyon as accurately as possible to your needs.

In principle, a mountain bike is sports equipment. For this reason alone riding a mountain bike requires certain basic preconditions of the trunk, shoulder and neck muscles.

Your body height is the decisive criterion when choosing the frame size of your Canyon. By choosing a specific type of bike you already roughly determine the posture you will be riding in. However, some components of your Canyon are designed in a way that you can adjust them to your proportions up to a certain degree. These include the seat post, the stem and the brake levers.

Never ride a bike with a too high frame, resulting in a low crotch clearance when you stand over the bike.

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



Be sure there is enough clearance between crotch and top tube



Typical position of a marathon cyclist



Typical position of a freerider riding downhill

All the tasks described in the following require some experience, appropriate tools and manual skills. 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 unsure about how to do something, it will be better just to check your seating position. If in doubt, ask an expert to adjust your Canyon.

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

The correct saddle height for cross-country, marathon and tour riders is the height which gives maximum pedalling comfort and efficiency.

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.

Sit on the saddle and put one heel on the pedal at its lowest point. In this position your leg should be fully stretched and your hips should not be tilted to either side.

To adjust the saddle height loosen the binder bolt or quick-release lever (read chapter "How to use quick-releases and thru axles" beforehand). Use a suitable tool to release the seat post binder bolt by turning it anticlockwise.

Do not pull the seat post out as far as to let the mark on the shaft come into view. In the case of frames with long seat tubes which continue beyond the top tube, the seat post should at least reach below the height of the top tube! This can mean a minimum insertion length of IO centimetres (4.5 in.) or more.



To adjust the saddle height loosen the quick-release lever



The leg must be fully stretched with the heel on the pedal at its lowest point

The minimum insertion depths marked on seat post and frame may differ. Be sure to insert the seat post to the deepest insertion depth.

With children who are still growing it is advisable to check the seating position every two to three months.

Never apply grease or oil into a seat tube of a frame made of carbon, unless an aluminium sleeve is inside the frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased carbon fibre components may never again ensure reliable clamping!

- Now you can adjust the saddle height to the desired position. Make sure the part of the seat post inside the seat tube is always well greased. (Except: frames and seat posts made of carbon). 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 (0) 208 5496001.
- Align the saddle with the frame using the saddle nose and the bottom bracket or top tube as references.
- Clamp the seat post tight again by turning the seat post binder bolt clockwise. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post may be the wrong size for the frame. If you are in doubt, please call our service hotline at +44 (0) 208 5496001.
- Verify that the seat clamp is sufficiently tight by taking hold of the saddle at both ends and trying to turn the seat post inside the seat tube. If it does not move, the seat post is firmly seated.
- 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.
- Check whether you can balance safely on your bike while sitting on the saddle by stretching your feet to the floor. If not, you should lower the saddle a little.

For dirt biking, freeriding, downhill racing etc. the saddle is set to a very low height with a rearward tilt. Ask your trainer, a competent person in your club or contact our service hotline at +44 (0) 208 5496001 for the correct seating position or read up on this issue in chapter "Special features of freeride bikes"!

In the case of height adjustable seat posts, such as the Reverb from RockShox, the height is adjusted by pressing a button on the handlebars. Read the operating instructions on the enclosed CD.



Check alignment of saddle along top tube to make sure it is not twisted



Try twisting the saddle relative to the frame

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

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!**

Never ride your bicycle with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. If your bicycle has a long seat tube continuing beyond the top tube, the seat post should at least reach below the level of the top tube and the tip of the rear stays!

ADJUSTING THE HEIGHT OF THE HANDLEBARS

The height of the handlebars determines the inclination of the upper body. The deeper the 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.

AHEADSET®-STEMS OR THREADLESS SYSTEM

(Aheadset $^{\scriptscriptstyle (\!\!\!\!)}$ is a registered trademark of the Dia-Compe company)

On bikes with an Aheadset[®], the stem also serves to adjust the headset bearing pressure. If you change the position of the stem, you have to readjust the bearings (see chapter **"The Headset"**). The vertical setting range is determined by the intermediate rings, also referred to as spacers. With flip-flop stem models it is also possible to mount the stem the other way round to alter the handlebar height.



Aheadset[®]-stem



The height of the handlebars determines the inclination of the upper body.

Make sure the handlebar-stem-combination is approved by the handlebar and/or stem manufacturer.

The stem is one of the load bearing parts of your bike and changes to it can impair your safety. Note that the bolted connections of the stem and the handlebars have to be tightened to specified torques. For the prescribed values, see chapter "**Recommended tightening torques**". If you intend to make any changes, contact our service hotline at +44 (0) 208 5496001.

Also follow the component manufacturers' operating instructions enclosed with the delivery.

- Release the bolt at the top of the fork steerer tube which serves to adjust the initial bearing pressure and remove the Ahead cap.
- Release the stem clamping bolts on either side of the stem and pull the stem off the fork.
- Now you can remove the spacers.
- Apply a litte Canyon carbon assembly paste in the stem clamping area.
- Remount the stem entirely on the fork steerer tube and slip the spacers you have removed above the stem.



Release the bolts on the side of the stem



Remove the spacers under the stem and place them above the stem $% \left({{{\mathbf{F}}_{\mathbf{r}}}^{\mathbf{r}}} \right)$

When removing the spacers you will have to shorten the steerer tube. This adjustment is irreversible. For this reason, a shortening should not be carried out until you are absolutely sure about the seating position. Have this job carried out by an experienced mechanic. Wrong handling or using a wrong tool when shortening the steerer tube leads to irreparable material damage which may be dangerous under certain circumstances. Canyon does not assume any liability for damage to the steerer tube caused by inappropriate handling. This shall render the warranty null and void. We recommend that you contact our Canyon workshop through our service hotline at +44 (0) 208 5496001.

Make sure the handlebar clamping area is free of sharp edges. If you intend to make any changes, contact our service hotline at +44 (0) 208 5496001.



Readjust the bearing and retighten the stem

Stems come in very different lengths and shaft and binder tube diameters. A stem of inappropriate dimensions can become a source of danger: Handlebars and stem may break, causing an accident in the process. When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. If you want to turn around the stem, you have to additionally remove the handlebars.

- To do so release the bolts of the stem front plate clamping the handlebars and remove them carefully.
- Apply a little Canyon carbon assembly paste in this clamping area and retighten the handlebars after having turned around the stem.
- Centre the handlebars accurately in the stem clamp.
- Retighten all bolts of the stem clamp with a torque wrench by observing the correct tightening torques. Please note that when using carbon assembly paste you normally need not use the maximum tightening torque. It will do already to tighten the bolts with tightening torques that are 20 to 25 % below the maximum tightening torques, i.e. 6 Nm instead of 8 Nm. That will prevent the material from damage.
- Readjust the bearing.
- Realign the stem by making sure it is in alignment with the front wheel and at right angle relative to the handlebars and the direction of motion. After realignment of the stem retighten it and check whether the handlebars resist twisting and turning (see chapter "The headset").



Release the bolts of the front plate of the stem



Retighten the bolts

Verify that the handlebar clamping area is free of sharp edges. If you intend to make any changes, contact our service hotline at +44 (0) 208 5496001.

If you have a Canyon mountain bike with a carbon steerer tube (which you can tell by the black or black shining colour in the stem slit), you have to be extremely careful when tightening the stem. This is a job for experts only! Note that the bolted connections of stem and handlebars have to be tightened to the specified tightening torques. You will find the prescribed values in chapter **"Recommended tightening torques"** or in the enclosed manuals of the component manufacturers. Contact, if necessary, our service hotline at +44 (0) 208 5496001. If you disregard the prescribed values, the handlebars or stem may come loose or break. This can lead to a severe crash.

FORE-TO-AFT POSITION AND SADDLE TILT

The inclination of your upper body, and hence your riding comfort and pedalling power, are partially influenced by the distance between the grips of the handlebars and the saddle as well as by the tilt of the saddle.

This distance can be altered slightly by changing the position of the saddle rails on the seat post. 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.

You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.



The inclination of your upper body is influenced by the distance between the grips of the handlebars and the saddle



Do avoid a rearward tilt of the saddle

ADJUSTING SADDLE POSITION AND TILT

Patent clamping with two parallel bolts

With so called patent seat posts two bolts fix the clamping mechanism, which ensures the tilt and the vertical position of the saddle. Release both seat clamp bolts at the top of the seat post. Turn the bolts anticlockwise no more than two to three turns to begin with, otherwise the whole assembly can come apart.

Move the saddle forth or back, as desired. You may have to give it a light blow to move it. Observe the marking on the saddle rail and do not go beyond.

Make sure the seat of the saddle remains horizontal as you tighten the bolt evenly and alternately. The bike should stand on level ground while you adjust 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.



Tighten both bolts evenly and alternately without exceeding the permissible maximum torque



Check the firm seat of the retightened saddle

Note that the bolted connections of the seat post have to be tightened to the specified tightening torques. Use a torque wrench and never exceed the maximum tightening torque! You will find the prescribed values in chapter **"Recommended tightening torques**", directly on the components and/or in the manuals of the component manufacturers. Never clamp the saddle in the curved sections of the saddle rail, but always in the straight section.

The setting range of the saddle is very small. Replacing the stem allows you to make far larger changes to the fore-to-aft position, because stems come in lengths differing by more than ten centimetres. In most of the cases the length of the cables must be adjusted. Be sure to have this job done by a specialist workshop. If you have any questions or in case you want to make an appointment, please call our service hotline at +44 (0) 208 5496001.

Check the bolts by using a torque wrench once a month according to the values indiated in chapter **"Recommended tightening torques**", in the enclosed manuals or directly on the components.

Clamping with two bolts in line

Release both bolts by two to three turns at the most, otherwise the whole assembly can come apart. Move the saddle forth or back to adjust the horizontal position. Tighten both bolts evenly so the saddle remains at the same angle.

If you wish to lower a little the nose of the saddle, turn the front bolt. It might be that you have to loosen the rear bolt a little. To lower the rear part of the saddle, the rear bolt has to be turned. Having found your preferred position make sure both clamps are correctly aligned with the saddle rails before tightening the bolts to the correct torque setting as prescribed by the seat post manufacturer.

Please observe the recommended tightening torques in chapter "General notes on care and inspection". 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.



Release both bolts by two to three turns at the most



Retighten the bolts evenly and alternately to the prescribed torque



Stems come in very different lengths and shaft and binder tube diameters. A stem of inappropriate dimensions can become a serious source of danger: Handlebars and stem may break, causing an accident in the process.

Bring the saddle rail in a position that the seat post clamping is within the marked area. If there is no marking, the clamping must be effected on the straight portion of the rail and on no account on the front or rear bend – risk of rupture!

Be sure the saddle rail is clamped within the marked area

When replacing the saddle, bear in mind that seat posts are normally designed for a saddle rail diameter of seven millimetres. Saddle rails of other dimensions may result in seat post failure, possibly throwing the rider off his bike.

HANDLEBARS AND BRAKE LEVER ADJUSTMENT

Bar ends on mountain bikes are usually fitted slightly angled. Adjust the handlebars so that you can rest your hands on it with your wrists relaxed and not turned outward too far.

ADJUSTING THE HANDLEBAR POSITION BY TURNING THE HANDLEBAR

- ► Release the Allen bolt(s) at the front side of the stem.
- ► Turn the handlebars to the desired position.
- Make sure the handlebars are accurately centred in the stem.
- Retighten the bolts carefully by using a torque wrench. Observe the prescribed tightening torque (see chapter "General notes on care and inspection"). After adjusting the handlebars you have to readjust the brake and shift levers, as well.
- ▶ Release the Allen bolt at either grip binder.
- Turn the brake and shift lever on the handlebars. Sit on the saddle and place your fingers on the brake levers. Check whether the back of your hand forms a straight line with your lower arm.
- Retighten the levers.
- Check the firm seat of the handlebar by standing in front of your Canyon and seizing the handlebars at both brake levers. The handlebars must be tight and withstand any jerk. Gently retighten the clamping bolt(s), if necessary.



Release the Allen bolt(s) at the front side of the stem



Retighten the bolts to the prescribed torque



With your fingers on the brake levers the back of your hands should form a straight line with your forearms



Tighten the brake and shift levers to the prescribed torques

Bar ends give you additional ways of gripping the handlebar. They are usually fixed in a position that gives the rider a comfortable grip when pedalling out of the saddle, i.e. almost parallel to the ground or tilted upwards at an angle of about 25 degrees.

- Release the bolts, which are usually located on the under or upper side of the bar ends, by one to two complete turns.
- ► Turn the bar ends to the desired position and make sure the angle is the same on both sides.
- ▶ Retighten the bolts to the required torque.
- Check the firm seat of the bar ends by trying to twist them out of position.
- Carbon handlebars with bar ends require special end caps for sealing the handlebar ends. If you have carbon handlebars, be sure to read the manual, as the usage of bar ends is only allowed to a limited extent by some handlebar manufacturers.



Bar ends give you additional ways of gripping the handlebar



Retighten the bolts to the required torque

Note that the bolted connections of stem, handlebars, bar ends and brakes have to be tightened to their specified torques. You will find the prescribed values in chapter "General notes on care and inspection" or in the enclosed manuals of the component manufacturers. If you disregard the prescribed values, the components may come loose or break. This can lead to a severe crash. Never fix bar ends in a vertical position or with their ends pointing towards the rear as this would increase the risk of injury in the event of an accident.

Note that the distance you need to stop your bicycle increases, while riding with your hands on bar ends. The brake levers are not in all positions within easy reach. ADJUSTING THE BRAKE LEVER REACH

With many brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives riders with small hands the convenience of being able to bring the brake levers closer to the handlebar. The length of the rider's fingers also determines how the lever position for first brake contact should be set.

- Check the point, when the brake pads touch the braking surfaces. If this point is reached after the lever has only travelled a short distance, you have to readjust the brakes. For more information on the adjustment of the brake lever reach, see chapter "The brake system". Otherwise the brake might drag after the adjustment. If this point is, however, reached after the lever has travelled half of its way, there is a little play to reduce the gripping distance of the levers.
- On most bikes there is a small (headless) bolt near the point where the brake cable or brake line enters the brake lever mount. Screw in the bolt and watch how the lever moves as you do so.
- ► Hydraulic brakes are normally equipped with an adjusting bolt at the lever, by means of which the position can be altered.
- When you have set the levers to the desired gripping distance, be sure to check whether there is still enough slack for the brake levers to move a little before the brake pads hit the brake surfaces.

Note that the distance you need to stop your bicycle increases, while riding with your hands on bar ends. The brake levers are not in all positions within easy reach.



Gripping distance of the brake



Adjusting the gripping distance of the brake lever

Note that the bolted connections of stem, handlebars, bar ends and brakes have to be tightened to their specified torques. You will find the prescribed values in chapter "General notes on care and inspection" or in the enclosed manuals of the component manufacturers. If you disregard the prescribed values, the components may come loose or break. This can lead to a severe crash.

You should not be able to pull the brake levers all the way to the handlebars. Your maximum brake force must be reached short of this point!



THE PEDAL SYSTEMS

Not all shoes are suited for cycling. Shoes used for cycling should have a stiff sole and provide a firm support for your feet. If the soles are too soft, the pedals can press through and cause foot pain. The sole should be not too broad near the heels, as the rear stays will otherwise get in the way of your pedalling. This will prevent your feet from assuming a natural position and may cause knee pain in the long run.

DIFFERENT SYSTEMS AT A GLANCE - HOW THEY WORK

Pedals to be recommended are pedals which provide a lock and release mechanism for your shoe, known as clipless or step-in pedals. The firm connection between shoe and pedal prevents your feet from slipping off when pedalling fast or when riding over rough ground. Besides this, it enables you not only to push but also to pull the pedals, which makes your pedalling more fluent. A further advantage is that the ball of your big toe comes to rest just at the right place on the pedal spindle and that you do not block inadvertently the front wheel with the tips of your feet during steering.



Step-in pedal



Shoes for step-in pedals

Clipless of step-in pedals come with a special type of cycling shoe which locks onto the pedal similarly to a ski binding. To engage with the pedal is to turn it to the horizontal using the tip of the cleat (the plate on the sole of the shoe) and then rest your foot on it. Most mountain bikes are equipped with a double-sided lock-in mechanism, so that you can step on the pedal with either face up. The shoe engages with the pedal with a click which you will hear and feel clearly.

With all commercially available systems the shoe is disengaged from the pedal by twisting the heel outward. Lean against a wall or ask someone to hold you when you try to engage and disengage the shoe from the pedal.

Functional differences between the pedal systems concern the shape of the cleat, the release angle and the rigidity of the connection. Cyclists predisposed to knee trouble should choose a pedal system that has some "float", so that the heel can move sideways a little while the shoe is engaged with the pedal.

Some clipless pedals have cleats embedded into the sole which is a great advantage, as it ensures stable walking.



The clipless pedal disengages by an outward twisting of the heel



Cleats are recessed in cycling shoe soles

For clipless or step-in pedals you always need special cycling shoes.

Read the operating instructions of the pedal manufacturers or call our service hotline at +44 (0) 208 5496001.

Taking up the pedals, engaging the shoes and disengaging them by turning the heel outward should first be practised while stationary. Later you can refine your technique in a place clear of traffic. Read the operating instructions of the pedal and shoe manufacturers carefully. If you have any questions, call our service hotline at +44 (0) 208 5496001.

ADJUSTMENT AND MAINTENANCE

Current pedal systems can show considerable differences in design. Nevertheless, there are some general rules for adjustment which apply to all of them:

- The cleat has to be fastened to the shoe in such a position that the ball of the foot comes to rest on the pedal spindle.
- Your feet should assume a natural position when pedalling. For most people this means that the heels will point inward a little.
- Make sure the fastening bolts are properly tightened, as you will find it almost impossible to disengage your shoe from a loose plate! Risk of an accident!
- Adjust the required releasing force according to your needs. It is advisable to adopt a low releasing force setting to begin with. Turn the small Allen bolt and examine the change in releasing force when you engage and disengage the shoe from the pedal.
- Exposed springs and other components that attract dirt have to be cleaned and regreased regularly.
- Squeaking or creaking cleats can often be silenced by applying a little grease to the point of contact between cleat and pedal.
- Regularly check the cleats for wear. If your shoe wobbles on the pedal, the cleat or the sole of your shoes might be worn.



Your feet should assume a natural position when pedalling



Adjust the required releasing force according to your needs

Make sure pedals and shoe soles are always clear of mud and other impurities and grease the lock-in mechanism with lubricant at regular intervals.

Only use clipless pedals that allow you to engage and disengage smoothly. A defective pedal or a badly worn cleat can lead to an accident by causing the shoe to come off by itself or making it harder to release.

THE BRAKE SYSTEM

In general the brakes of your Canyon are necessary to adjust your speed to the traffic situation. However, in an emergency the brakes must be able to bring your Canyon to a halt as quickly as possible. Such emergency stops are also a study in physics. In the process of braking, the rider's weight shifts forward, thus reducing the load on the rear wheel. The rate of deceleration on a dry and grippy ground is primarily limited by the danger of overturning and only in the second place by the road grip of the tyres. This problem becomes particularly acute when riding downhill. In the event of an emergency stop you have to try to put your weight back as far as possible.

Actuate both brakes simultaneously and bear in mind that, due to the weight transfer, the front brakes can generate a far better braking effect on a surface with good grip.

The assignment of brake lever to brake pad, e.g. left lever acts on front brake, can vary. Have the brakes changed, as you want them, before your first ride.

With **disc brakes** too, prolonged braking or permanent dragging of brake pads can overheat the brake system. This can result in a loss of braking power, even to the point of total brake failure, provoking serious accidents.

Therefore, check your riding manners and make it a habit to brake hard and then to open the brake again, whenever the road surface and the situation allows it. It is better to stop for a moment and let the rotor or rim cool down rather than to risk anything.



Brake lever



Disc brake



Braking leads to a forward shifting of the rider's weight

Be careful while getting used to the brakes. Practise emergency stops in a place clear of traffic until you have perfect command of your Canyon. This can save you from having accidents.

Wet weather reduces your braking power. Be aware of longer stopping distances when riding in the rain!

BRAKES - HOW THEY WORK AND WHAT TO DO ABOUT WEAR

Actuating the hand lever on the handlebar causes a stationary brake pad to be pressed against a rotating braking surface, and the resulting friction slows down the wheel. The rate of deceleration is not only determined by the force with which the brake pad is pressed against the braking surface, but also to a decisive degree by the coefficient of friction, which depends on the two materials that are rubbed against each other.



Disc brake

When water, dirt or oil gets in contact with one of the engaging surfaces, this changes the coefficient of friction. This is why disc brakes respond at a slight delay and less powerfully in wet weather. The friction generated by braking causes wear to the brake pads as well as to the rotors! Frequent rides in the rain hasten wear on both engaging surfaces.

> Make sure that the rotors and brake pads remain absolutely free of grease, lubricant and wax. Brake pads, once contaminated with oil cannot be cleaned, but have to be replaced!

> Wet conditions and/or a heavily clogged brake can lead to squeaking noises during braking.

> When replacing brake pads, be sure to only use marked original spare parts matching vour brake.

> Leakages in the lines of hydraulic brakes 4 may render them ineffective. Remove such leakages immediately, otherwise risk of accident!

CHECKING AND BEADJUSTING DISC BRAKES

In the wet disc brakes respond much faster than rim brakes. They also require fairly little maintenance and do not wear down the rims as rim brakes do. One drawback of disc brakes is that they tend to be noisy when they are wet. With disc brakes the brake levers can be adjusted to the size of your hands, too, allowing you to operate them with optimal effectiveness. In most cases this is done by means of a small Allen bolt located directly at the hand lever.

FUNCTIONAL CHECK

Regularly check the lines and connections for leaks while pulling on the lever. If hydraulic oil or brake fluid leaks out, you should take appropriate measures immediately, as a leak can render your brakes ineffective. Contact, if necessary, our service hotline at +44 (0) 208 5496001.

Check the pads for wear by inspecting the thickness of the braking material attached to the backing plate within the brake calliper or view through the window on the upper side of the calliper. If there is approximately Imm of material left on each brake pad, remove the pads according to the manufacturer's operating instructions, check them thoroughly and replace them, if necessary.

Manufacturers of disc brakes deliver their products with detailed operating instructions. Be sure to read these operating instructions carefully before you dismount a wheel or do any maintenance work.





Disc brake



Adjusting the gripping distance of the brake lever



Worn down disc brake pads must be replaced

Dirty brake pads and rotors can lead to drastically reduced braking power. Therefore, make sure the brake remains free of oil and other fluids, especially when you clean your bicycle or grease the chain. Dirty brake pads can under no circumstances be cleaned, they must be replaced! Rotors can be cleaned with warm water and mild soap. There are also special brake cleaners available.

DISC BRAKES

These brake models are equipped with a mechanism which automatically compensates for the wear. Before every ride, check whether you get a clear-cut braking response before the lever touches the handlebars. Check at regular intervals, whether the brake pads are still sufficiently thick.

The brake models of some manufacturers include transport locks with cut-outs. The brake pads of these brakes must be replaced as soon as they fit into these cut-outs.

Only use original replacement pads and follow the operating instructions of the brake manufacturers. If you have the slightest doubt, leave this job to a skilled mechanic.



Brake pad check of a SRAM brake - the carrier plate must not touch the disc



Brake pad check of a Shimano brake – the carrier plate must not touch the disc

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.

Disc brakes are susceptible to overheating during braking. Therefore, do not touch the disc or brake caliper after extensive usage of your brake, e.g. after riding downhill.

For more information visit the following websites: www.formulabrakeusa.com www.formula-brake.it www.magura.com www.paul-lange.com www.sram.com Loose connections and leaky brake lines drastically impair braking power. If there are any leakages in the system or lines bent, contact an expert or call our service hotline at +44 (0) 208 5496001. **Risk of a crash!**

With the wheels dismounted, do not actuate the brake levers. This would cause the brake pads to come closer, making it difficult to remount the wheel. Mount the enclosed transport locks after dismounting of the wheels.

Do not transport your Canyon with saddle and handlebars upside down - risk of brake failure.

THE GEARS

The gears on your Canyon serve to adjust your pedalling power to the slope of the road, wind conditions, and the desired speed. The gears do not reduce the physical work to be performed which remains the same with the identical distance to be performed at identical speed, but the pedalling force per crank rotation. In other words: A low gear allows you to climb steep hills with moderate pedalling force. You have to pedal, however, relatively fast.



Derailleur gears

Downhill you switch to a high gear. Every turn of the pedals takes you many metres forward at correspondingly high speed. To ride economically you frequently have to switch gears. As with a motor vehicle, your "engine" wants to be kept within a certain speed range, if it is to give its best performance.

On level ground your pedalling speed, also referred to as cadence, should be higher than 60 strokes a minute. Racing cyclists pedal at a rate between 90 and IIO strokes a minute on level ground. When climbing uphill, your cadence will naturally fall off somewhat. Your pedalling should always remain fluent however. Finely graduated adjustments as well as an easy operability of modern bike gears are the best preconditions for an efficient riding. In addition, it reduces chain and sprocket wear as well as the strain on your knee joints.



Rear derailleur



Front derailleur

Always wear straight-cut trousers or use trouser clips or the like to make sure your trousers do not get caught in the chain or chainwheels, throwing you off your bike. Derailleur gears are the most effective type of transmission on bikes. About 97 to 98 percent of the pedalling force performed is transmitted to the rear wheel with well-maintained and greased derailleur gears. The control of the gear system as well as the braking performance leave nothing to be desired.

With specially designed sprocket teeth, flexible chains and clearcut lever positions, shifting gears has become very easy. Most systems have an indicator on the handlebars showing the currently used gear.

THE GEARS - HOW THEY WORK AND HOW TO USE THEM

Shifters in form of gear levers work in two different ways. With most of them pressing the large shifter moves the chain to the larger chainrings. The small shifter located in front of the handlebars, from the rider's viewpoint, moves the chain towards the smaller chainrings. This means that any gear shift made by pushing the large thumb shifter on the right produces a lower gear, while pressing the large thumb shifter on the left moves the chain to the larger chainwheel, thus producing a higher gear.



Press shifter from SRAM



Press shifter from Shimano

Shimano gear shifters are operated with thumb and index finger, while **SRAM** gear shifters are exclusively thumb-operated, i.e. in this case the bigger shifter shifts to a bigger chainring, as well.

The principle of **twist grips** is different. Twisting the right-hand grip towards you moves the chain to a larger sprocket giving you a lower gear, while the same movement on the left produces a higher gear by moving the chain to the larger chainrings. The shift-ing direction may vary in this case, as well.



Shift levers from Shimano

The shifting of a gear lever is communicated to the rear derailleur via bowden cable. 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 which allow for changing gears under force.



Twist grip shifter

Keep on pedalling without force while you shift. This will lead to a smooth and quiet gear change and reduce the wear.

Practise changing gears in a place free of traffic until you are familiar with the functioning of the different levers or twist grips. If you do so in road traffic, your attention might be drawn off from possible risks.

Changing gears under load shortens, however, the service life of your chain considerably. Therefore, avoid changing gears while pedalling with force, in particular when changing gears with the front derailleur.

Canyon mountain bikes are always equipped with a very small chainring in the front. Canyon bikes can have up to 27 gears. With derailleur gears the bikes are equipped with one, two or three chainrings at the front crank and have up to twelve sprockets at the rear hub. Some gears with particular chain run should be avoided. Gears with an extremely oblique run of the chain enhance a higher inner friction, which reduces the power transmission efficiency and hastens wear of the chain.

An unfavorable run of the chain is when the smallest chainring (front derailleur) is used with one of the two or three outermost (smallest) sprockets (rear derailleur) or when the largest chainring is used with one of the inmost (largest) sprockets.



Unfavourable run of the chain – chain on the smallest chainring and the outmost sprocket



Unfavourable run of the chain – chain on the biggest chainring and the inmost sprocket

Avoid gears which involve an extremely oblique run of the chain.

Adjusting the front and rear derailleur accurately is a job for an experienced mechanic.

If you want to try adjusting it yourself, be sure to read the operating instructions of the manufacturer. In case you face any problem with the gears, please contact our service hotline at +44 (0) 208 5496001.

CHECKING AND READJUSTING THE GEARS

The derailleur gears were thoroughly adjusted by the Canyon team before delivery of your Canyon. The bowden cables may, however, give way on the first kilometres making gear changing imprecise. This will result in the chain not wanting to climb onto the next larger sprocket.

REAR DERAILLEUR

- Increase the tension of the bowden cable by turning the adjusting bolt through which it passes at the entry to the shift lever or rear derailleur.
- After tensioning the bowden cable check whether the chain readily climbs onto the next larger sprocket. To do this you either have to turn by hand the cranks or ride your Canyon.
- If the chain readily climbs onto the next larger sprocket, check whether it also readily shifts to the small sprockets when you change to a higher gear. You may need several tries to get the derailleur system properly adjusted.

ADJUSTMENT OF LIMIT STOPS

The rear derailleur is equipped with limit screws which limit the swivel range of the rear derailleur, thus preventing the rear derailleur and chain from colliding with the spokes or the chain from dropping off the smallest sprocket. The limit screws do not change their position during normal use:

If your Canyon topples over, the rear derailleur or its attachment might get bent. You should therefore check the swivel range after any incident or when mounting other wheels onto your Canyon.

Shift the gear lever to the highest gear (smallest sprocket). The inner cable is then totally relaxed and the chain will automatically run on the smallest sprocket. Look from the rear at the rear gear cluster and check, whether the pulleys are perfectly aligned with the teeth of this sprocket.



Retightening of the bowden cable at the adjusting bolt of the rear derailleur



Look from the rear at the rear gear cluster and check whether the pulleys are perfectly aligned with the teeth of the adequate sprocket



Limit screws

Ask a helper to lift the rear wheel. By turning the cranks and shifting through you can easily check the function.

Do not shift under load, as this will shorten the durability of the chain considerably. Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainrings. Avoid shifting gears while pedalling with force, in particular when shifting with the front derailleur.

- If this is not the case, you have to adjust the position by means of the limit screw. The limit screws on rear derailleurs are often marked "H" for high gear and "L" for low gear. In this case high gear stands for high transmission ratio, i.e. with the chain running on the smallest sprocket.
- If the screws are not marked, you will have to find out by trial and error. Turn one of the screws counting the number of turns and watch the rear derailleur. If it does not move, turn the screw back to its original position.
- Turn the screw clockwise to shift the rear derailleur towards the wheel and anticlockwise to shift it away from the wheel.
- Change gears to the biggest sprocket. Be careful as you do so, as not to let the rear derailleur collide with the spokes. When the chain runs on the biggest sprocket, see whether you can take the rear derailleur even further by moving the shift lever to the end of its travel. Then press the rear derailleur further towards the spokes by hand. Spin the wheel.
- If the pulley cage touches the spokes or if the chain begins to move beyond the largest sprocket, you should reduce the swivel range. Turn the screw marked "L", until you are absolutely sure the rear derailleur does not collide with the spokes.
- Check the position of the pulley cage towards the sprocket. The gap between pulley and the largest sprocket should leave a clearance of one to two links at least.
- The rear derailleur is equipped with a bolt located at the drop-out front which serves the purpose of adjusting this clearance. Screw in this bolt until the clearance is as desired. Turn the cranks backwards for checking purposes. The pulley should not touch the sprocket during this movement, as well.



Reduce the swivel range of the rear derailleur with the limit screws



Check whether the rear derailleur remains clear of the spokes



To adjust the clearance between pulley cage and sprocket, turn the bolt located at the front side of the drop-out

In case the clearance still does not suffice, changing gears being thus impeded, you have to shorten the chain by one link. This means an increased tension on the rear derailleur. It must, however, be ensured that the chain can run on the largest chainring as well as on the largest sprocket. Due to the extremely oblique run of the chain, this gear should however be avoided.

FRONT DERAILLEUR

Adjusting the front derailleur requires a great deal of experience. The range within which the front derailleur keeps the chain on the chainring without itself touching the chain is very small. It is often better to let the chain drag slightly on the derailleur than to risk having the chain fall off the chainwheel, which would interrupt the power train of your Canyon.

As with the rear derailleur, the cable of the front derailleur is subject to lengthening and hence to reduced precision in gear changing.

- Increase the tension of the gear cable by turning the adjusting bolt through which it passes at the entry to the shift lever. This works mainly, as described in section "Checking and readjusting the gears".
- Reduce the swivel range of the front derailleur with the limit screws.

Adjusting the front derailleur is a delicate job. Improper adjustment can cause the chain to jump off, thus interrupting the power train. **Risk of an accident!** Adjusting the front derailleur is a job for professionals.

The initial adjustment of the front and rear derailleur is a job for an experienced mechanic. Maldadjustments may cause severe mechanical damage. For more information be sure to read the operating instructions of the gear manufacturer. In case you face any problem with the gears, please contact our service hotline at +44 (0) 208 5496001.



Increase the tension of the bowden cable by turning the adjusting bolt



Adjusting the front derailleur

If the bicycle toppled over or the rear derailleur was hit by an impact there is the risk that the rear derailleur or the derailleur hanger is bent and consequently reaching into the spokes. Check the position of the derailleur hanger after such incidents. If another rear wheel was mounted, you should also check the swivel range and readjust the limit screws, if necessary.

After having adjusted the gears and the chain it is essential to take your Canyon for a test ride in a level, unfrequented area (e.g. in a parking lot)! If the adjustments turn out to be improper when riding in road traffic, you may lose control over your Canyon.

Always check after an accident whether the guide plates of the front derailleur are still parallel to the chainrings!



Improperly adjusted limit stops or a bent rear derailleur mount can result in a severe damage to the bicycle and a rear wheel blocking. **Risk of an accident!**

82 GEARS CHECK AND READJUSTMENT

SHIMANO Di2

The Di2 is the electronic version of the high-quality shifting groupsets from Shimano. Instead of cables the signal is transmitted by wires. The rear and the front derailleurs are moved by small electrical motors. In case the chain runs too oblique, the Di2 front derailleur is even readjusted automatically to avoid grinding noises and unnecessary wear.

As rider you can choose among three modes of operation. Two modes are the semi-automatic Synchro Shift option. This means that the rear derailleur is shifted with the right shifting unit whereas the front derailleur shifts automatically in the given combinations between the two or three chainrings. In the third mode shifting of the front and rear derailleur is carried out as usually with the control units.

Another new feature is that the gearset can be reprogrammed with a service tool. This feature allows programming the number of gears that are shifted through as well as the shifting speed. Upon request, you can ask Canyon to reprogram and change the shift switch functions in the system. For this purpose you need a special test device from Shimano which is also used for troubleshooting.

The power supply is provided by a rechargeable battery mounted to the frame or in the seat post.

CONTROL

Instead of the classical Shimano shift levers, the XT and the XTR Di2 have electronic shifting units.

In the manual mode you shift in principle as in the mechanical version. Instead of making a wide swing with the lower or upper shift levers, you only need to tap the shift switches in the case of the Di2. Shift to the larger sprockets by tapping the lower, bigger shift switch.



Di2 rear derailleur



Shifting unit

You can also make the setting via app or the Bluethooth connection: http://e-tubeproject.shimano.com/

Before using your new Di2 shifting system, be sure to do a test ride in an area free of traffic. Change between the shift modes and test the unique shifting performance.

You find more information and videos on Shimano's XTR Di2 Synchro Shift groupset under XTR Di2 at www.shimano.com

Be sure to read the enclosed operating instructions of the gear manufacturer. By tapping the upper, smaller shift switch the chain moves to the smaller sprockets. In the case of the rear derailleur you can shift through several gears with one movement. The number of gears depends on the programming.

On the system display you can change to both Synchro Shift modes by simply pressing a button. These modes differ in the graduation of the gears.

In the Synchro Shift mode you tap on the right shifting unit the big shift switch for a lower gear and the shift switch above for a harder gear. Rear and front derailleur are coupled to one another and shift to the correct sprocket or chainring. The only thing you have to do apart from pressing the switch for the correct shifting direction is to lessen the force on the pedal that the chain can change without slipping through.

BATTERY

A new, fully charged battery allows you to ride approx. 800 to 1,000 km (500 to 620 miles). An about 25 % charged battery still runs approx. 200 to 250 km (120 to 150 miles).

With a weak battery the front derailleur is the first component to stop working, followed by the rear derailleur. In this condition you can still ride some more kilometres and shift with the rear derailleur. The battery should, however, be recharged as soon as possible. When the battery is empty, the rear derailleur remains in the previously chosen gear. Shifting into another gear is impossible from that moment on!

Over time, the capacity of the battery will degrade and so will the distance you will be able to ride. This process is inevitable. When the achievable distance you are able to ride no longer meets your requirements, you must replace the battery.

You can check the battery's state of charge at any time. Push one of the shift switches and hold it 0.5 seconds at least.

The LED on the control unit indicates the state of charge:

- green light is on for about 2 seconds: battery's state of charge IO0 %
- green light blinks 5 times: battery's state of charge about 50 %
- red light is on for about 2 seconds: battery's state of charge about 25 %
- red light blinks 5 times: battery's state of charge empty



System display



Di2 battery

Recharge the battery only with the charger delivered together with the battery!

Keep a nearly charged battery (50 % or more) that is not used for a longer period of time in a dry, cool place and out of the reach of children.

After three months at the latest you should check the state of charge. Mount the protective cover on the battery's contact area prior to storage.



CHAIN MAINTENANCE

It still holds true that proper lubrication makes for enjoyable riding. What counts is, however, not the quantity, but the distribution and regular application of lubricant.

- Clean your chain from dirt and lubricant with an oily rag from time to time. There is no need to use special degreasers.
- Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links.
- ► To lubricate the chain, drip the lubricant onto the rollers while you turn the crank.
- This done, pedal through several chain lengths and then let the chain rest for a few minutes so that the lubricant can disperse.
- Finally rub off excess lubricant with a rag so that it does not spatter around or attract dirt during riding.



Clean the chain from dirt and oil with a rag



Clean the chain as thoroughly as possible and apply lubricant

CHAIN WEAR

Although the chain is one of the wearing components of your Canyon, there are still ways of influencing its service life. Make sure the chain is lubricated regularly, especially after riding in the rain. Try to only use gears which allow a more or less straight run of the chain. Get in the habit of pedalling at a high cadence (more than 60 to 70 strokes/minute).

With mountain bikes, chains running on derailleur gears are often worn out as early as after about 800 km (500 miles). Heavily stretched chains impair the operation of derailleur gears. Cycling with a worn-out chain also accelerates the wear of the sprockets and chainrings. Replacing these components is relatively expensive compared with the costs of a new chain. It is therefore advisable to check the condition of the chain at regular intervals.

For this purpose run the chain on the large chainring. Take the chain between your thumb and index finger and try to lift it off the teeth. If you can lift it off clearly, it is seriously lengthened and in need of replacement.

There are accurate measuring instruments for precise chain inspection. Replacing the chain should be left to an expert, as most of the modern chains are not equipped with a master link. Instead they have a continuous design and require special-purpose tools for mounting. If you need help, ask a dealer to select and mount a chain appropriate to your gear system.



Check condition of chain



Professional wear measurement

For the sake of the environment, only use biodegradable lubricants. Bear in mind that some of the lubricant will always end up on the ground, especially in wet conditions.

Make sure the rotors and the brake pads remain clear of lubricants, as the brakes will fail otherwise! An improperly riveted chain can break, possibly throwing you off your bike. Let your chain be replaced by an experienced mechanic.

THE WHEELS - TYRES, **INNER TUBES AND AIR** PRESSURE

The wheels of your Canvon create the contact to the road or track you are riding on. They are subject to considerable stress through the weight of rider and luggage as well as through bumpy road surfaces or ground. Although wheels are manufactured with great care and delivered accurately trued, this does not prevent the spokes and nipples from losing a little tension on the first kilometres. For this reason it may be that the wheels must be trued up as early as after you have run them in over about 100 to 300 kilometres (60 to 180 miles). Check the wheels regularly after you have run them in. It will rarely be necessary to tighten the spokes.

The wheel consists of hub, spokes and rim. The tyre is mounted onto the rim so that it encases the inner tube. There is a rim tape running around the base of the rim to protect the sensitive inner tube against the spoke nipples and the edges of the rim base, which are often sharp.

If you want to replace a tyre, you need to consider the actual size of the old tyre. It is marked on the side of the tyre. There are two designations, the more precise of which uses millimetres. The number sequence 57-622 means that the tyre is 57 mm wide when fully inflated and that it has an inner diameter of 622 millimetres. The other designation for this tyre reads 29x2.25 which refers to inches. By choosing a bigger tyre you risk that the tyre drags along the fork or the rear frame. Therefore, please mount a tyre of identical dimension.



Wheel



Dimension and air pressure range of the tyre



Rim tape in the rim

If you mount a new tyre with another size 14 than the standard tyre mounted, it might be possible that the clearance between the front of your shoe and the wheel will be reduced when you ride at reduced speed. During compression of the suspension system a wheel can get jammed, as well. Risk of an accident!

Tyres have to be inflated to the correct air pressure in order to work properly. Adequately inflated tyres are also more resistant to flats. An insufficiently inflated inner tube can easily get pinched ("snake-bitten"), when it goes over a sharp kerb.

The air pressure recommended by the manufacturer is given on the side of the tyre or on the type label. The lower of the two pressure specifications makes for better cushioning and is therefore best for off-road cycling. Rolling resistance decreases with increasing pressure, but so does comfort. Whereas a hard tyre pressure is most suitable for riding on tarred roads and smooth paths, a lower tyre pressure when riding off-road tends to provide better rolling resistance and traction.

Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table gives the most common pressure values in terms of three systems.

The tyre and rim alone are not able to hold the air. Except: Tubeless tyres with mountain bikes. Therefore, an inner tube has to be placed inside the tyre to retain the air pressure. The tube is pumped up via a valve. Canyon bikes are equipped with Sclaverand or race valves, which are meanwhile used on nearly all types of bikes. This valve is provided with a plastic cap to protect it from dirt.



Sclaverand valve



Unscrewing the plastic cap

psi	bar	kPa
30	2.1	210
40	2.8	280
50	3.5	350
60	4.1	410
70	4.8	480
80	5.5	550
90	6.2	620

Air pressure in psi, bar and kPa

Never inflate your tyres beyond the maximum permissible pressure, otherwise one of them might burst or come off the rim during the ride. Risk of an accident!

If you mount a tyre which is wider than the A standard tyre mounted, the tyre may drag along the fork crown with a completely compressed suspension fork.



Riding with too low air pressure may make the tyre come off the rim.

Tyres allowing an inflation pressure of five bars or more have to be mounted on hook bead rims, identifiable by the designation "C".

WHEELS TYRES AND INNER TUBES 88

Please note that the valves have different diameters. Only use inner tubes with valves matching the rim. Using a wrong valve may cause a sudden loss of air pressure and hence throw you off your bike.

With this valve type it may happen that the valve body is not screwed in properly and that air leaks out slowly. Check the seat of the valve body in its stem.

Hand pumps are often unsuitable for inflating tyres to high pressure. A better choice is a stand pump equipped with a manometer which enables you to check the pressure at home. There are adapters for all types of valves which allow you to inflate any type of inner tube at the filling station.



With race or Sclaverand valves the valve must be unscrewed



Valve adapter

RIM TRUENESS, SPOKE TENSION

The spokes connect the rim to the hub in the middle of the wheel. An even spoke tension makes for the true running of the wheel. If the tension of individual spokes changes, e.g. as a result of riding too fast over a kerb or due to spoke breakage, the tensile forces acting on the rim become unbalanced and the wheel will no longer run true. The functioning of your Canyon may even be impaired before you notice the untrue wheel by its wobbling.



Check the wheel trueness



Truing stand

With Sclaverand valves you first have to undo the small knurled nut a little and press it in carefully until air starts to escape.

Always ride your bicycle with the pre-24 scribed tyre pressure and check the pressure at regular intervals, at least once a week.

Make sure the valve diameter matches the hole in the rim and the valve is always in upright position!

Replace tyres with a worn tread or brittle 4 or frayed sides. Dampness and dirt penetrating the tyre can cause damage to its inner structure.

Replace spoilt rim tapes immediately. Except: With Mavic system wheels you do not need rim tapes.

In the extreme case damage to the tyre may make the inner tube suddenly burst, throwing you off your bike!

Loose spokes must be tightened at once. Cherwise the load on the other spokes and the rim will increase.



Truing (retruing) wheels is a difficult job A which you should definitely leave to an ex-

Do not ride with untrue wheels. Risk of an accident! It is therefore advisable to check the wheels for trueness from time to time. For this purpose lift the wheel from the ground and spin it with your hand.

WHEEL FASTENING WITH QUICK-RELEASES

The wheels are attached to the frame at the hub axles. Each axle is clamped tight in the drop-outs by means of a quick-release.

Quick-releases require no tools at all. Just release the lever, unscrew it a few turns, if necessary, and take out the wheel (see chapter "How to use quick-releases and thru axles").

However, a thief will find this just as easy to do! As an anti-theft measure you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key.

WHEEL FASTENING WITH THRU AXLE SYSTEMS

There is a wide range of thru axle systems available now. Some systems are tightened with quick-releases. Other systems may require special tools for assembly or disassembly.

Check the fastening after one to two hours in use and then every 20 hours of use.



Open the quick-release lever



Close the quick-release lever



Thru axle fastening

Always observe the enclosed operating instructions of the fork manufacturer.

Never ride a bicycle without having first checked whether the wheels are securely fastened! A wheel that comes loose whilst riding will throw you off your bicycle!

REPAIRING **PUNCTURES**

Tyre punctures can happen to any cyclist. As long as you have the necessary tools for changing tyres and tubes and a spare tube or a tyre repair kit, this need not mean the end of your cycle tour, however. For bikes with guick-releases all you need for changing tubes are two tyre levers and a pump; if your wheels are secured with nuts or anti-theft lock you also need a suitable wrench for removing the wheel.

WHEEL REMOVAL

- ▶ With hydraulic disc brakes make sure not to actuate the brake lever with the wheel belonging to that brake being dismounted. When remounting the wheel, check that the rotor does not drag along the brake caliper. Avoid touching the rotors immediately after braking, as they get very hot and you might hurt yourself.
- ▶ If you have derailleur gears, you should shift the chain to the smallest sprocket before removing the rear wheel. This shifts the rear derailleur right to the outside where it does not interfere with the removal of the wheel.
- ▶ Open the quick-release, as described in chapter "How to use guick-releases and thru axles". If you cannot remove the wheel after releasing the lever or nut, it is probably still being held in place by dropout catches. They come as projections which jut into the droup-outs. In these cases, just release the quick-release adjusting nut by a few turns and slip the wheel past the catch.



Shift to the smallest sprocket before removing the rear wheel



Drop-out catches at the fork

Do not pull the (disc) brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel!



Please read the operating instructions of the brake and the gear manufacturer, enclosed with the BikeGuard.

If your bicycle is equipped with quickreleases, be sure to lock the frame to an immovable object together with the wheels when vou leave it outside.

Canyon mountain bikes are also fitted vith thru axle systems. For more information read chapter "How to use quick-releases and thru axles".

- ► You will find it easier to remove the rear wheel, if you pull the rear derailleur rearwards a little.
- Lift your Canyon a little off the ground and give the wheel a light blow with your hand so that it drops out.

REMOVING CLINCHER AND FOLDING TYRES

- ► Screw the valve cap and the fastening nut off the valve and deflate the tyre completely.
- Press the tyre from the rim side towards the centre of the rim. You will find it easier to remove the tyre, if you do this around its entire circumference.
- Apply the plastic tyre lever to one bead of the tyre about 5 cm left or right from the valve and lever the tyre out of the rim. Hold the tyre lever tight in its position.
- Slip the second tyre lever between rim and tyre at a point about ten centimeters beyond the first one and lever the next portion of the bead over the edge of the rim.
- After levering a part of the tyre bead over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference.
- Now you can pull out the inner tube. Take care the valve does not get caught, as this can damage the inner tube.



Pull the rear derailleur slightly to the rear to remove the rear wheel



Press the tyre towards the centre of the rim



Apply the tyre levers and lift the tyre bead over the rim edge



Remove the inner tube from the tyre

- ► Repair the puncture according to the operating instructions of the repair kit manufacturer.
- After having removed the tyre, you should check the rim tape. The tape should lie squarely in the base of the rim covering all spoke ends and should neither be torn nor brittle. In the case of rims with double base – known as double chamber rims – the tape must cover the entire rim base. For this type of rim only use rim tapes made of fabric or durable plastic. In case you are not sure with regard to your rim tape, please contact our service hotline at +44 (0) 208 5496001.
- If necessary, you can remove the whole tyre by pulling the other tyre bead off the rim.

MOUNTING CLINCHER AND FOLDING TYRES

When mounting a tyre make sure no foreign matter such as dirt or sand gets inside the tyre and you do not damage the inner tube.

- Slip one bead of the tyre onto the rim. Using your thumbs, press the bead over the edge of the rim over the entire circumference. You should be able to do this without any tools, regardless of the type of tyre. Stick the valve of the tube through the hole in the rim.
- Inflate the inner tube slightly so that it becomes round and push it into the tyre all the way round. Make sure not to leave any folds in the tube.
- To finish mounting the tyre start at the point opposite the valve. Using your thumbs, press the second bead of the tyre over the edge of the rim as far as you can.
- Make sure the inner tube does not get pinched and squashed between tyre and rim. This is prevented by pushing the inner tube into the tyre hollow with a finger as you work along.



Rim tape in the rim



Put he valve into the rim hole



Press the tyre with your hand onto the rim

If the fabric of the tyre is destroyed by the perforating object, replace the tyre as a precaution.



Replace spoilt rim tapes immediately.

- Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end you will have to pull the tyre vigorously downwards to make the already mounted portion of the tyre slip towards the deepest part of the rim base. This will ease the job noticeably on the last centimetres.
- Check again the proper seat of the inner tube inside the tyre and press the last stretch of tyre over the edge of the rim by using the balls of your thumb.
- If this does not work, you will have to use tyre levers. Make sure the blunt ends point towards the inner tube and the inner tube does not get damaged.
- Press the valve deep into the tyre so that the inner tube does not get caught between rim and tyre beads. Does the valve stand upright? If not, dismount one bead again and reposition the inner tube.
- To make sure the inner tube does not get pinched between rim and bead, inflate the tyre a little and then move it sideways back and forth between the sides of the rim. While doing this you can also check whether the rim tape has been displaced.
- Inflate the inner tube only to the desired pressure. The maximum pressure is indicated on the side of the tyre.
- Check the proper seat of the tyre by means of the "witness line" on the side of the tyre just above the edge of the rim. Make sure the witness line is even with the rim edge all the way around the tyre.



Press the tyre to both sides to make sure the inner tube does not get caught between rim and tyre beads



Witness line all around the side of the tyre

If you have a puncture en route, you can try to repair the tube without dismounting the wheel and without removing the entire inner tube. Leave the valve sticking in the rim and first look for the hole where the air escapes. Pump up the inner tube. Bring the inner tube close to your ear and watch out for hissing noises. When you have found the hole, look for the corresponding place on the tyre and examine it. Often you will find the foreign body sticking in the tyre. Remove it, if necessary.

REMOVING TUBELESS/UST TYRES

Deflate the tyre completely. Use your hands to press the tyre from the sides towards the centre of the rim, until both beads lie slack in the centre of the rim. Start dismounting the tyre at the point opposite the valve and lift one tyre bead with your fingers over the edge of the rim. Slip the entire tyre bead over the rim. Then pull the other bead off the rim, as well.

REPAIRING TUBELESS/UST TYRES

In the event of a puncture tubeless tyres also work with an inserted inner tube. First remove the perforating object from the tyre. Dismount the valve from the rim, as well. Insert a slightly inflated inner MTB tube into the tyre. Mount the tyre as described above and make sure it is properly seated in the rim and inflated to the specified pressure. Tubeless tyres can be sealed on the inside with a conventional repair patch. Follow the operating instructions of the repair kit manufacturer.



Press the tubeless tyre towards the centre of the rim

Improper mounting may cause malfunction or even brake failure. It is therefore absolutely necessary to follow the manufacturer's operating instructions enclosed with the delivery.

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MOUNTING TUBELESS/UST TYRES

Before mounting a tyre make sure it is free of dirt and lubricant on the inside and around the beads. Wet both beads all around with soapy water or with tyre fitting lubricant before mounting. Do not use tyre levers!

Press the tyre onto the rim with your hands only to avoid damage to the beads. Press one bead over its entire circumference over one edge of the rim. Then press the second tyre bead over the rim edge. Centre the tyre in the rim. Make sure the tyre is properly seated in the rim base and the beads lie symmetrically on either side of the valve. Inflate the tyre to its maximimum air pressure. The pressure is usually specified on the side of the tyre.

In doing so the tyre engages with the rim. Check whether the tyre is properly seated by inspecting the fine witness line all around the tyre just above the side of the rim. This witness line should be even to the rim all around the tyre. Finish by adjusting the air pressure through the valve from the maximum pressure. Please observe the recommended tyre pressure range.



Wet both beads all around with soapy water before the mounting



Air pressure range on the side of the tyre



Witness line to check the correct seat of the tyre

Tubeless tyres must be mounted on UST rims or UST wheels (Mavic and other manufacturers) only.

Before you set off again, make sure the disc brake is not dragging. Make sure the wheel is correctly and firmly fixed in the dropouts. After mounting the wheel make sure the rotor is free of grease or other lubricants. Be sure to do a brake test! Improper mounting may cause malfunction or even brake failure. It is therefore absolutely necessary to follow the manufacturer's operating instructions enclosed with the delivery.

If the fabric of the tyre is, however, destroyed by the perforating object, replace the tyre as a precaution.

MOUNTING WHEELS

Mounting the wheel is done in the reverse of dismounting. Make sure the wheel is correctly seated in the drop-outs and accurately centred between the fork legs or the rear and chainstays. Check the proper seat of the quick-release (see chapter "How to use quick-releases and thru axles") and connect, if necessary, the brake cable immediately!



Drop-out



Make sure the quick-release lever is accurately closed

THE HEADSET

The headset connects fork, stem, handlebars and front wheel to the frame, but allows them to turn freely as a unit. It must afford virtually no resistance to turning, if your Canyon is to go straight, stabilizing itself as it runs. Shocks caused by uneven road surfaces subject the headset to considerable stress. It may therefore happen to become loose and maladjusted.

CHECKING AND READJUSTING

- ► Check the headset for play by placing your fingers around the upper head cup.
- Bring your weight to bear on the saddle, pull the front brakes with your other hand and push your Canyon firmly back and forth with the wheel remaining on the ground.
- ► If there is play in the bearing, the upper head cap will move noticeably relative to the lower cup.
- Another way to check the headset is to lift the front wheel a little off the ground and then let it drop. If there is play in the bearing, you will hear a rattling noise in this area.
- To check the bearing for ease of running, lift the frame until the front wheel no longer touches the ground. Move the handlebars from the left to the right. The front wheel should turn very easily from far left to far right without catching anywhere. A light tap on the handlebars should be enough to turn the wheel to the side.





Check the headset for play by placing your fingers around the upper head cup and by moving your Canyon back and forth with actuated brake lever



To check the bearing for ease of running, lift the front wheel and move it

Adjusting the headset requires a certain amount of experience and should, therefore, be left to a skilled mechanic. If you want to try it by yourself, be sure to carefully read the operating instructions of the headset manufacturer beforehand!



THREADLESS HEADSET: AHEADSET®

The special feature of this system is that the stem is not encased by, but rather clamped onto the fork tube, which in this case is threadless. The stem is an important part of the headset bearings. Its clamping force secures the bearing in its set position.

- Release the clamping bolts located on the sides or rear side of the stem.
- Gently tighten a little the countersunk adjusting bolt on the top by using an Allen key.
- Realign the stem with the frame so that the handlebars are not slanted when the wheel points straight ahead.
- Retighten the clamping bolts located on the side of the stem by using an Allen key. Use a torque wrench and never exceed the maximum tightening torque! You will find the prescribed values in chapter "Recommended tightening torques", directly on the components and/or in the manuals of the component manufacturers.
- Check the headset for play, as described on the picture on the right. Be sure not to adjust the bearing too tight.

To do the check stand in front of your Canyon and take the front wheel between your knees. Take hold of the handlebars and try to turn them relative to the front wheel. If you are able to turn the handlebars, retighten a little the clamping bolt(s) of the stem.



Adjust the bearing play by means of the countersunk adjusting bolt at the top after releasing the clamping bolts on the side



Retighten the clamping bolts located on the side of the stem by using an Allen key



Try twisting the handlebars relative to the front wheel

Check the secure seat of the stem after you have adjusted the bearing! A loose stem may throw you off your bike!

A Do not tighten this bolt, as it is intended for adjusting the play!



SUSPENSION

GLOSSARY - SUSPENSION

Compression damping

In most cases a blue adjusting knob.

Damps and/or slows down the compression motion. Prevents the suspension fork from bottoming out when compensating very fast impacts. Especially high-quality suspension elements distinguish between "high speed" (for hard impacts = rapid spring compression) and "low speed" (for slow compression, e.g. bouncing when riding out of the saddle) compression damping.

Rear shock (colloquially shock absorber, damper)

The rear shock is the element which combines the spring as well as the damping in the rear frame of a full-suspension bike.

Suspension fork

Bicycle fork absorbing and damping shocks through moving components. The most common among these forks are the telescopic suspension forks. What is designated as stanchion tubes are the thinner tubes press fitted or screwed to the fork crown of a telescopic fork. What is designated as lower leg are the lower tubes in which the stanchion tubes slide in. Apart from that there are upside-down forks.

Spring stiffness or rate

The force that is required to compress the spring by a certain suspension travel – measured in Newton per millimetre (N/mm) or pound per inch (lbs/in). A higher spring rate requires more force for the travel. With air spring elements a higher rate means a higher pressure.



Compression damping slows down the compression



Rear-frame suspension



The suspension fork



In the case of the widespread air suspension systems, the air pressure in the fork is crucial for the spring rate and the spring preload. Observe your manufacturer's recommendations.

Within a certain range a preload can be applied to the steel springs. Then the suspension only reacts when a greater load is applied. The spring rate remains, however, unchanged. Heavier riders cannot compensate a too soft spring rate with a higher preload.

Travel adjust

In most case the suspension travel of the suspension fork is reduced by turning a knob. There are some forks where the reduction is only realized after a deep spring compression. In the case of full suspension rear frames this is typically done by screwing off segments on which the rear shock is mounted or by loosing or readjusting screws.

Lockout

In most cases a lever on the suspension element or the handlebars.

A device to block the fork or the rear shock so that the suspension element does not cause bob when riding on tarred roads or smooth surfaces. Not to be used off road.

Negative suspension travel ("sag")

The suspension travel of the rear frame or the fork during compression when the rider takes up his or her usual riding position at a standstill. This is usually specified as a percentage of the overall suspension travel. Must be set individually.

Platform damping

Increases the (low speed) compression damping rate and suppresses bobbing. Compared to the lockout mechanism the suspension is not inactivated entirely.

Rebound damping

In most cases a red adjusting knob. Damps and/or slows down the rebound. Prevents bike bobbing.



Lockout on the handlebars



Sag - suspension fork



Sag – rear shock



Rebound damping slows down the rebound

THE SUSPENSION FORK

There is a clear trend in bicycle technology towards greater riding comfort and safer handling. For this reason Canyon mountain bikes are fitted with suspension forks. The suspension fork gives you better control of your Canyon when riding cross-country or on rough road surfaces. It noticeably reduces the strain on you and your bike caused by mechanical shocks. While there are various designs on the market, most suspension forks belong to the category of telescopic forks, which function similarly to the spring elements commonly used on motorbikes.

Suspension forks differ in their spring elements and in the way the damping is realised. Suspension is provided by steel springs or sealed air compartments or combinations of these. Damping is in general provided by oil.

The damping is in general provided by oil which is enclosed in special chambers. Some models are equipped instead with friction or air damping elements.

For long uphill rides involving hard pedalling out of the saddle it is advisable to activate the lockout mechanism. On the other hand, for downhill rides on uneven ground it may be better to open the compression damping more or less completely.

HOW SUSPENSION FORKS WORK

When the front wheel receives an impulse, the lower fork tubes (also referred to as immersion tubes) are forced upwards. The lower fork tubes travel on thinner upper fork tubes which are fixed to the fork crown by means of a bolted connection or a glued or compression joint. The fork retracts as a spring inside is compressed.

The spring allows for the fork to extend again and assume its original position. An undamped spring would instantly extend again, giving a very uncomfortable ride. The fork is equipped with an oscillation damper which prevents the fork from springing back uncontrolled and provides a smooth return travel. The telescopic forks differ in their spring elements and in the type of damping.



The suspension fork



Lockout on the handlebars

Our Canyon mountain bikes are all designed to be only used with standard version or comparable suspension forks. The use of double bridge forks or of forks of differing effective lengths is not permitted. This could cause serious damage to your Canyon, even to the point of breakage, and in any case voids your guarantee. Risk of an accident!

Almost all fork manufacturers include well-written operating instructions with their deliveries. Be sure to read these carefully before changing any settings or doing any maintenance on your fork.

For more information see the suspension glossary heading this chapter.

Suspension is provided by steel or titanium springs or sealed air compartments or combinations of these.

ADJUSTING THE SPRING RATE

To work perfectly, the suspension fork has to be adjusted to the weight of the rider, the sitting posture and the intended use.

Note in general that the suspension fork must give in a little even when you are just sitting on the bike – this is the so-called negative suspension travel or sag. When the front wheel passes through a depression in the ground, the spring extends and the suspension fork will smooth out the uneven surface. If the air pressure or the spring preload is too high, this effect is lost because the suspension fork is already fully extended. This means that an important comfort and safety factor is lost if the tyre briefly loses contact with the ground.

In general, cross-country and marathon racers prefer a shorter negative suspension travel (sag), whereas freeriders or downhillers riding often in rough terrain prefer a longer one. In the case of cross-country and marathon bikes the suspension fork should yield by 10-25 % of the maximum suspension travel, in the case of all mountain, enduro and freeride bikes by 20-40 %.

To measure the travel you can use the rubber ring mainly located on the thinner, plunging tube of the suspension fork. If there is no rubber ring, tie up a cable tie around one of the stanchion tubes. Make sure it is not too tight, you should still be able to move it, it should however not slip by itself.

With air suspension forks the spring rate is set by the air pressure in the fork. The pressure must be set before the first ride by means of a special high-pressure pump with pressure gauge and modified later as required due to changes in the weight of the rider and/ or load.

Many air suspension forks have a sticker with a table showing a first value. Inflate an air suspension fork with the pressure recommended for your weight.



Slip a cable binder over the stanchion tube



Find out the spring travel used by means of the displaced cable binder



Adjust the spring rate with a damper pump



Suspension fork and rear shock pump

Perform this important setting step-bystep and contact in case of inquiries out service hotline at +44 (0) 208 5496001.

104 SUSPENSION FORK SPRING RATE

Put on your usual riding clothing (including if necessary a packed rucksack), sit on your Canyon and bring yourself into the usual riding position. Lean against a fixed object (railings, wall etc.) and make sure you do not fall over. Ask a helper to move the rubber ring or the cable tie downwards against the dust seal at the lower leg.

Get off your Canyon bike so that the fork does not compress any more. The distance between the rubber ring/cable tie and the wiper is the negative suspension travel, or sag. Compare it with the total suspension travel (as specified by the manufacturer) to determine whether the suspension should be set to be harder or softer.

If your bike has an air suspension fork, adjust the pressure accordingly.Note the appropriate setting values and check them subsequently at regular intervals. Always follow the recommendations of the manufacturer and never exceed the maximum air pressure for the suspension fork. Always make a test ride after each change to the settings.

In the case of most suspension forks with steel springs a preload can be applied to the springs within tight limits by turning a knob at the top of the fork crown. If that is not possible and the desired negative suspension travel ("sag") cannot be set, the steel springs must be replaced by harder or softer models. Contact our service hotline at +44 (0) 208 5496001.

When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts.

Always make a test ride over different types of terrain after each change to the setting.

Check the setting and the air pressure of your suspension fork after your first ride and at regular intervals in the following. An incorrect setting of the suspension fork can lead to malfunction or damage of the suspension fork.



Preload fork with steel spring

Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. If your suspension has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).

The suspension fork should be set and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases. A spring rate which is too soft (or too low an air pressure) can usually be heard or felt as a "clunk" type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will fail over time, and so will the frame.

Observe the respective instructions in the manual of the suspension fork manufacturer or on the enclosed CD or contact in case of inquiries our service hotline at +44 (0) 208 5496001.

If you have found the desired setting, write down the ideal inflation pressure for later checks. Check afterwards the position of the rubber ring/ cable tie. Its distance from the wiper is the maximum suspension travel that you have used. If the rubber o-ring/cable tie has moved a few millimetres only, your suspension fork setting is too hard. Reduce the air pressure of air sprung forks or the preload of steel springs. If that brings no improvement, have the springs replaced.

If the rubber ring/cable tie has shifted over the entire length of the tube or if the fork audibly bottoms out and hits the top repeatedly when riding on bad roads, the setting of the springs is too soft. In the case of air-suspension forks the pressure must be increased. In the case of steel springs have the spring replaced by a bicycle dealer or make an appointment in the Canyon workshop.

SETTING THE DAMPING

The damping is adjusted by valves inside. When the oil is forced through these valves this slows down the speed with which the suspension fork is extended or compressed and prevents the suspension "bouncing" after hitting an obstacle. In this way it is possible to optimise the response of your Canyon to obstacles.

Suspension forks with adjustable rebound damping have an adjusting knob (mostly red) to slow down or accelerate the rebound movement. If a second (mostly blue) knob is available, the compression speed can be set and/or the lockout function can be activated.

Start the setting with a completely open damping (rebound and compression on "-"). Take hold of the handlebars with both hands and pull the front brake. Lean with your entire weight on the fork and remove your weight immediately. The fork will extract at the same speed as you made it compress.



Suspension fork - adjusting the suspension travel



Activation of lockout mechanism



Adjusting device of the compression damping

LOCKOUT AND MAINTENANCE SUSPENSION FORK 107

106 SUSPENSION FORK DAMPING

Turn the red adjusting knob in the direction "+" until you hear a click. Compress the fork once again with the front wheel brake pulled and then remove the weight abruptly once again. You will note that the fork extends more slowly.

Repeat the compression and the release by continuously turning the rebound damping. You will get a feeling for the working of the rebound damping.

The typical setting of the rebound damping is an extension of the suspension components at reduced speed, however not at a sluggish pace. A rebound movement at reduced speed ending up in a sluggish movement is definitely a too high damping.

Ride over an obstacle (e.g. down a kerb) subsequently and turn the rebound damping in small steps towards the "+"-setting. You have found the proper rebound setting when the suspension fork does not cycle more than once. Always check a changed adjustment during a test ride in the terrain.

Some suspension forks also have a compression damping. The typical compression damping, or on some suspension forks the high-speed compression damping, slows down the compression when riding at high speed over an obstacle. A high compression speed would possibly make the fork bottom out.

A weaker damping ensures a good responsive performance, leads however to an excessive compression of the suspension fork when riding at high speed over obstacles, e.g. steps, or to a bouncing when riding out of the saddle under certain conditions. A too strong damping hardens the suspension and thus reduces the riding comfort.

If you have set the sag correctly, as above described, and the fork works properly during a normal test ride, but bottoms out in an extreme situation, you can increase the compression damping.



Adjustable rebound damping



Compress the fork with the front wheel brake pulled

A too strong damping (rebound damping) of the fork can result in the fact that the fork no longer extends when riding over a quick series of obstacles. Risk of a fall!

When mounting a new front tyre, make sure there is enough clearance between tyre and fork crown as the fork compresses entirely. If necessary, deflate the suspension fork completely and press the handlebars forcefully downward to check this. The front wheel can get jammed. Risk of a fall! Proceed click by click as a too strong compression damping prevents the suspension fork from using the complete suspension travel. The setting of the compression damping can be a long process which must be carried out consciously and always in small steps.

Always start at the lowest level, i.e. the adjusting knob must be turned full in direction "-".

Always check a changed adjustment during a test ride in the terrain.

If you don't feel confident about setting the damping or face any problems during the setting, follow the respective instructions in the manual of the suspension fork manufacturer on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

LOCKOUT

When taking long uphill rides involving hard pedalling out of the saddle, a suspension fork is typically bobbing. It is advisable to lock the damping, if the suspension fork has a lockout mechanism. For downhill rides on uneven ground the lockout mechanism must be open stringently.

Many Canyon hardtail bikes have a lockout lever at the handlebars. In the case of Fox suspension elements the "Climb mode" corresponds to a lockout.

MAINTENANCE

Suspension forks are components of sophisticated design that require regular maintenance and care. This has led almost all suspension fork manufacturers to establish service centres where you can have your forks thoroughly checked and overhauled at regular intervals according to use, e.g. once a year.



Keep the upper tubes of the fork legs always clean

Do not turn any screws by using tools in the vague hope of adjusting them somehow. You could be loosening the fastening mechanism, thus provoking an accident. Normally, the adjustment devices are operated with the fingers and are marked by all manufacturers with a scale or with "+" (for stronger damping/harder suspension) and "-" signs. From time to time the speed is indicated by the rabbit or turtle symbol.

Do not ride your bicycle, if the suspension fork bottoms out. This could damage the suspension fork itself as well as the frame. The spring rate should always be adjusted to the weight of the rider and the luggage as well as to the riding conditions.

Do not actuate the lockout function when riding over rough terrain, but only when riding over smooth terrain (roads or field tracks).

Observe the respective instructions in the manual of the suspension fork manufacturer or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

108 SUSPENSION FORK MAINTENANCE

The following routines are essential for maintenance:

- I. Make sure the sliding surfaces of the stanchion tubes and the wiper rings are absolutely clean.
- Clean the suspension fork, if it is soiled, directly after the ride with plenty of water and a soft sponge.
- 3. After washing your bike, spray the stanchion tubes of the suspension fork with a little grease spray approved by the manufacturer or apply a very thin film of hydraulic oil. Compress the fork several times and wipe off excess lubricant with a clean rag before you set off for your next ride.
- 4. Do not use a steam jet or aggressive cleaning agents for cleaning! Observe the respective instructions in the manual of the suspension fork manufacturer or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.
- 5. Forks with air suspension have to be checked regularly for air pressure, as the air escapes over time.
- 6. If your suspension fork has steel springs, you should regularly have the springs cleaned and lubricated with non-corrosive resin-free grease. Some fork manufacturers provide special greases for fork maintenance. Strictly observe the recommendations of the manufacturers. These are routines for the suspension fork service centre. If necessary, contact our service hotline at +44 (0) 208 5496001.

Suspension elements are of sophisticated design. The maintenance routines and above all the disassembly of the suspension elements are jobs best left to the service centre of the fork manufacturer.



Apply some authorized lubricant after cleaning



Check the air pressure of air suspension forks regularly

Suspension forks are constantly being sprayed with water and dirt from the front wheel. Clean them with lots of water and a rag after every ride.

Be sure to have your suspension fork checked by a service centre of the suspension fork manufacturer once a year at least.

More information on adjusting and maintenance is available on the internet at www.manitoumtb.com www.rockshox.com www.sportimport.de www.ridefox.com www.srsuntour-cycling.com

FULL-SUSPENSION

Full-suspension bikes are not only equipped with a suspension fork but also with movable rear frame which are sprung and damped by a rear shock. This feature gives you better control of your bike when riding cross-country or on rough road surfaces and ensures more ground contact for the tyre. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain.



Rear-frame suspension

Rear shocks differ in their types of spring elements and damping. The rear shock normally works with an air spring element or – less frequently – with steel springs. Damping is usually done by oil. Depending on the system the rear shock has one or more bearing axles.

WHAT TO BEAR IN MIND WHEN ADJUSTING THE SADDLE

According to the rear shock adjustment the saddle can tilt a little backwards. Keep this in mind when adjusting the saddle tilt. If you have trouble sitting, try lowering the saddle nose a little relative to the usual position.

For dirt, freeride and downhill use the saddle is often set to a very low position and tilted backwards.

ADJUSTING THE SPRING RATE

To work perfectly, the rear shock has to be adjusted to the weight of the rider, the sitting posture and the intended use.

Perform this important setting step-bystep and contact in case of inquiries our service hotline at +44 (0) 208 5496001.



Rear shock with air spring element



Rear shock with steel spring element

Rear shock manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your rear shock. You find the manuals of the rear shock manufacturer or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

For more information see the suspension glossary heading this chapter.

Note in general that the rear frame must give in a little even when you are just sitting on your bike – this is negative suspension travel, also referred to as sag. If you ride over a pothole the spring is decompressed and the rear frame compensates for the unevenness. If the air pressure or the spring preload is too high, this effect is lost because the rear frame is already fully extended. This means that an important comfort and safety factor is lost if the tyre briefly loses contact with the ground.

In general, cross-country and marathon racers prefer a shorter negative suspension travel (sag), whereas freeriders or downhillers riding often in rough terrain prefer a longer one. In the case of cross-country and marathon bikes the rear frame should yield by 10-25 % of the maximum suspension travel, in the case of all mountain, enduro and freeride bikes by 20-40 %.

To measure the travel you can use the rubber ring mainly located on the thinner, plunging tube of the rear shock. If there is no rubber ring, tie up a cable tie around one of the thin tube. Make sure it is not too tight, you should still be able to move it, it should however not slip by itself.

In the case of air spring rear shocks the spring rate is set by means of the air pressure in the rear shock. The pressure must be set before the first ride by means of a special high-pressure pump with pressure gauge and modified later as required due to changes in the weight of the rider and/or load. Many air spring rear shocks have a sticker with a table showing a first value. Inflate an air spring rear shock with the pressure recommended for your weight.

Put on your usual riding clothing (including if necessary a packed rucksack), sit on your bike and bring yourself into the usual riding position. Lean against a fixed object (railings, wall etc.) and make sure you do not fall over. Ask a helper to move the rubber ring or the cable tie downwards against the dust seal at the lower leg.

Get off your bike so that the rear frame does not compress any more. The distance between the rubber ring/cable tie and the wiper is the negative suspension travel, or sag.



The O-ring on the damper in top position



The O-ring displaced on the damper shows the spring travel used

Full-suspension bikes have a markedly greater ground clearance than bikes without suspension. If the saddle is adjusted to its proper height you will normally not be able to reach the floor with your feet. Set the saddle a little lower to begin with and practise getting on and off the saddle.

Rear frames of full suspension frames are designed to absorb shocks. If the rear shock is too rigid and blocked, the shocks are introduced undamped into the frame, which in these areas is normally not designed to withstand such shocks. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks). Compare it with the total spring travel (manufacturer specifications) of the rear shock, not rear frame, or measure as a reference point the straight and smooth area which compresses to determine whether the suspension needs harder or softer setting.

If your bike has an air spring rear shock, adjust the pressure accordingly.

Note the appropriate setting values and check them subsequently at regular intervals. Always follow the recommendations of the manufacturer and never exceed the maximum air pressure for the rear shock. Always make a test ride after each change to the settings.

In the case of most rear shocks with steel springs a preload can be applied to the springs within tight limits by turning a knob. If that is not possible and the desired negative suspension travel ("sag") cannot be set, the steel spring must be replaced by a harder or softer model. Contact our service hotline at +44 (0) 208 5496001.

When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts.

Make sure the valve is always protected with the valve cap during use. Always make a test ride over different terrains with various surfaces after each change to the setting. Check afterwards the position of the rubber ring/cable tie. Its distance from the wiper is the maximum rear shock travel that you have used.

If the rubber o-ring/cable tie has moved a few millimetres only, the setting of the rear shock is too hard. Reduce the pressure or in the case of rear shocks with steel spring the spring preload. If that brings no improvement, have the springs replaced.

If the rubber ring/cable tie has shifted over the entire length of the tube or if the rear shock audibly bottoms out and hits the top repeatedly when riding in the terrain or on poor roads, the setting of the springs is too soft. In the case of air-spring rear shocks the pressure must be increased. Contact our service hotline at +44 (0) 208 5496001.



Air dampers are adjusted by modifying the air pressure



With steel springs the spring tension is altered with the knurled adjusting ring

Check the setting and the air pressure of your rear shock after your first ride and at regular intervals in the following. An incorrect setting of the rear shock can lead to malfunction or damage of the rear shock.

The rear shock must be designed or set in a way that it bottoms out only in extreme cases. A spring rate which is too soft (or too low an air pressure) can usually be heard or felt as a "clunk" type noise. This noise is caused by the sudden complete compression of the rear shock as it reaches bottom out. If the rear shock fork frequently reaches bottom out, it will fail over time, and so will the frame.

Observe the respective instructions in the manual of rear shock manufacturer or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

CHASSIS ADJUSTMENT

Normally, you use your bike with the maximum suspension travel that your full suspension rear frame allows. This ensures maximum riding fun and best control of your bike.

Some bikes offer the possibility to set the chassis according to the terrain you are riding on.

SETTING THE DAMPING

The damping is adjusted by valves inside. When the oil is forced through these valves this slows down the speed with which the rear shock is extended or compressed and prevents the suspension "bouncing" after hitting an obstacle. In this way it is possible to optimise the response of your Canyon to obstacles.

Rear shocks with adjustable rebound damping have an adjusting knob (mostly red) to slow down or accelerate the rebound movement.

If a second (mostly blue) knob is available, the compression speed can be set and/or the lockout function can be activated.

Start the setting with a completely open damping (rebound and compression on "-"). Hold the saddle with both hands. Lean with your entire weight on the saddle and remove your weight immediately. The rear shock will extract at the same speed as you made it compress.

Turn the red adjusting knob in the direction "+" until you hear a click. Press the saddle down once again and remove your weight abruptly. You will note that the fork extends more slowly.

Repeat the compression and the release by continuously turning the rebound damping. You will get a feeling for the working of the rebound damping.



Chassis adjustment



Rebound damping at the rear shock



Press the saddle down

A Do not reduce the suspension travel when riding over rough terrain or downhill!

A Be sure to read in any case the additional manuals, if you have bought e.g. a Strive.

Observe the respective instructions in the manual of rear shock manufacturer or on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

The typical setting of the rebound damping is an extension of the suspension components at reduced speed, however not at a sluggish pace. A rebound movement at reduced speed ending up in a sluggish movement is definitely a too high damping.

Ride over an obstacle (e.g. down a kerb) subsequently and turn the rebound damping in small steps towards the "+"-setting. You have found the proper rebound setting when the rear frame does not cycle more than once. Always check a changed adjustment during a test ride in the terrain.

Some rear shocks also have a compression damping. The typical compression damping – or in the case of some rear shocks the high-speed compression damping – reduces the rate at which the rear shock compresses when riding at high speed over an obstacle. Otherwise a high compression speed could make the rear shock bottom out.

A week damping ensures good response behaviour, may however lead under certain conditions (when riding too fast over obstacles, e.g. steps) to a too strong compression of the rear frame or to a bouncing when riding out of the saddle. A strong damping hardens the suspension, i.e. reduces the riding comfort.

When you have set the sag correctly, as above described, and when the rear shock works properly during a normal test ride, but if then the rear shock bottoms out nevertheless, you can increase the compression damping a little.

Proceed in this case as well click-by-click, as a too tight compression damping may prevent the rear shock from making use of its full suspension travel.

The setting of the compression damping can be a long process which must be carried out consciously and always in small steps.

Always start at the lowest level, i.e. the adjusting knob must be turned full in direction "-".



Compression damping at the rear shock

A too strong damping of the rear shock (rebound damping) can result in a sluggish rebound movement with a rear frame that will not recover when exposed to a quick series of impacts. **Risk of a fall!**

Do not turn any screws by using tools in the vague hope of adjusting them somehow. You could be loosening the fastening mechanism, thus provoking an accident. Normally, the adjustment devices are operated with the fingers and are marked by all manufacturers with a scale or with "+" (for stronger damping/harder suspension) and "-" signs.

When mounting a new rear tyre, make sure there is enough clearance between tyre and frame as the rear frame compresses entirely. If necessary, deflate the rear shock completely and press the saddle forcefully downward to check this. The rear wheel can get jammed. **Risk** of a fall!

Do not ride your Canyon, if the rear shock bottoms out. The rear shock itself as well as the frame could sustain damage. The spring rate should always be adjusted to the weight of the rider and the luggage as well as to the riding conditions.

II4 FULL-SUSPENSION LOCKOUT AND MAINTENANCE

Always check a changed adjustment during a test ride in the terrain.

If you don't feel confident about setting the damping or face any problems during the setting, follow the respective instructions in the manual of the rear shock manufacturer on the enclosed CD or contact our service hotline at +44 (0) 208 5496001.

LOCKOUT

When taking long uphill rides involving hard pedalling out of the saddle, a rear frame is typically bobbing. It is advisable to lock the damping, if the rear shock has a lockout mechanism. For downhill rides on uneven ground the lockout mechanism must be open stringently.

Many Canyon bikes have a lockout lever at the handlebars. In the case of Fox suspension elements the "Climb mode" corresponds to a lockout. In the "Climb mode" the damper is very tight, but not completely blocked.

MAINTENANCE

Rear shocks and rear frames are components of sophisticated design that require regular maintenance and care. This has led almost all rear shock manufacturers to establish service centres where you can have your rear shocks repaired and checked at regular intervals according to use, e.g. once a year.

The following routines are essential for maintenance:

- Make sure the sliding surfaces of the piston rod are clean.
- 2. Clean the rear shock and the rear frame, in particular the bearings, when they are dirty by using plenty of water and a soft sponge directly after a ride.



Cleaning the rear shock with a sponge and water



Apply some authorized lubricant after cleaning

Do not actuate the lockout function when riding over rough terrain, but only when riding over smooth terrain (roads or field tracks).

Suspension elements are of sophisticated design. The maintenance routines and above all the disassembly of the suspension elements are jobs best left to the service centre of the rear shock manufacturer.

Rear shocks are constantly being sprayed with water and dirt from the rear wheel. Clean them with lots of water and a rag after every ride.

- 3. After having washed your bike, apply a little grease spray approved by the manufacturers on the piston rod of the rear shock and the bearings or apply a very thin layer of hydraulic oil. Compress the rear frame several times and wipe off excess lubricant with a clean rag before you set off for your next ride. Use the lubricant recommended by the manufacturer.
- 4. Do not use a steam jet or aggressive cleaning agents for cleaning!
- 5. In the case of rear shocks with steel suspension you should clean the springs and the piston rod underneath at regular intervals and grease the piston rod with spray approved by the manufacturer. Strictly observe the recommendations of the manufacturers.
- Rear shocks with air suspension must be checked regularly for air pressure, since the pressure escapes over time.
- 7. Check the tight fit of all rear frame screwings by using a torque wrench according to the values on the rear frame. Also check whether the rear frame bearings show lateral or the bearing of the rear shock vertical play.

Lift your bike for checking by the saddle and try to move the rear wheel to both sides. If you need help, ask a helper to hold the front part of the frame tight.

To check whether the rear shock has play, place down the rear wheel gently and lift it again subsequently. Listen for rattling noises. If there is play, remove it immediately or contact our service hotline at +44 (0) 208 5496001.



Check the air pressure of air suspension regularly



Check the tight fit of all rear frame screwings regularly according to the prescribed tightening torques

Be sure to have your rear shock checked by a service centre of the rear shock manufacturer once a year at least.

More information on adjusting and maintenance is available on the internet at www.rockshox.com www.sportimport.de www.dtswiss.com www.manitoumtb.com www.ridefox.com

TRANSPORT OF YOUR CANYON BIKE

TAKING YOUR CANYON BY CAR

There are several ways of transporting your Canyon by car. Canyon recommends putting the bike into the boot to take it with you.

Bikes do take away a lot of space inside a boot, but they are also better protected against dirt, theft and damage.

- Take, however, care that the cables, lights and wires and in particular the gears do not get damaged. Protect your Canyon with padding material, such as blankets or the like. This is also a good idea, when your bike is heavily soiled, so that the dirt does not wipe off on the seat upholstery.
- ► Make sure to secure your bike.

Do not pull on the brake lever after dismounting a wheel with a disc brake. This could cause the brake pads to come closer, making it difficult to remount the wheel at a later date. Push the transport fittings into the brake calipers. Finish by actuating the brake levers and securing them with a rubber band or a strap.

If transporting the bicycle inside the boot is impossible, nearly every car accessory dealer and car company offers carrier systems which allow bicycle transport without disassembly. The usual design involves rails fixed to the roof of the car onto which the bicycles are fixed with clamps gripping the down tubes.

Never transport bicycles with disc brakes upside down. This could allow air to enter the system, making the brakes ineffective. **Risk of** an accident!



Transport by car

Secure your Canyon when transporting it inside a car. In the event of an accident unsecured loads inside a car may be an additional risk for the occupants. Often you will find it necessary to dismount one or even both wheels to load the bike into the car. Be sure to read chapter "The wheels", notably section "Repairing punctures", before removing a wheel.

Do not use a carrier system on which the bike has to be mounted upside down, i.e. with the handlebars and saddle fixed face down to the carrier. This way of fastening the bike exposes handlebars, stem, saddle and seat post to extreme stress during transport and can lead to failure of these parts! Do not buy a bike carrier system where the front wheel has to be removed and your Canyon is secured by the fork. Suspension forks are particularly susceptible to breakage when fastened in this manner.

Transporting Canyon mountain bikes on conventional bike carriers with clamps is not permitted. Most clamps are potential sources of damage to large-diameter frame tubes! Carbon frames are particularly susceptible to being damaged irreparably. Unvisible damage occurring on this occasion may lead to severe crashes. Rear carriers are becoming more and more popular. Their big advantage over roof carriers is that you do not have to lift up the bicycles so high to attach them. Make sure the fastenings do not create any damage to the fork or frame. **Risk of breakage!**

Whatever system you opt for, make sure it complies with the relevant safety standards of your country!

TAKING YOUR CANYON BY PLANE

If you intend to take your Canyon with you when you go on a trip by plane, pack it into the BikeGuard or BikeShuttle.

Pack the wheels in special wheel bags to protect them inside the suitcase or cardboard box. Do not forget to take the necessary tools, a torque wrench, bits and this manual with you to be able to assemble the bicycle and to get it ready for use at your destination.



The Canyon BikeGuard



The Canyon BikeShuttle

Read the operating instructions of your bicycle carrier and observe the maximum load capacity and recommended or prescribed driving speed.

In the event your Canyon has not been packed for dispatch according to the enclosed packing instructions, you have no right to claim repair of possibly occurring transport damage from Canyon Bicycles GmbH.

Please make sure the lights and the number plate of your car are not hidden from view. For some carriers a second exterior rear view mirror is required by the road traffic regulations. Check whether your bicycle is properly fastened before and at regular intervals during the ride. A bicycle that detaches from the roof carrier may endanger other road users.

Bear in mind that your car has a greater overall height with the bicycle on it. Measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.

GENERAL NOTES ON CARE AND INSPECTION

Your Canyon is a product of high quality and technology. Nevertheless, as with other types of vehicles, you should still see to it regularly and have an expert do the scheduled maintenance work.

Lightweight bikes need to have their safety-relevant components replaced regularly (see chapter "Service and maintenance schedule"). This is essential to ensure the safe and sustained functioning of all components and for your bike to give you many years of riding enjoyment and safety.

WASHING AND CLEANING YOUR CANYON

Dried sweat, dirt and salt from riding during the winter or in sea air harm your Canyon. You should therefore make a habit of regularly cleaning all the components of your Canyon and protecting them from corrosion.

Do not clean your Canyon with a steam jet. This cleaning method is quick, but it entails serious drawbacks. As the water is ejected at high pressure in a narrowly focussed jet, it may pass through seals and penetrate bearings. This leads to the dilution of lubricants and consequently to greater friction and onset of corrosion. This destroys and impairs the functioning of the bearing races in the long term. Steam jet treatment also tends to abrade stickers.



Cleaning the Canyon with rag and water



Check all lightweight components

When working on your Canyon restrict yourself to jobs for which you are equipped and have the necessary knowledge.

Do not clean your Canyon with a strong water or steam jet from a short distance.

Protect the upward facing part of the chainstay and any places where cables might rub with foil or the like. This will avoid any unpleasant scratches and abrasion marks.

A much more gentle way of cleaning your Canyon is with a soft water jet and/or with a bucket of water and a sponge or large brush. Cleaning your Canyon by hand has another positive side-effect in that it enables you to discover defects in the paint or worn or defective components at an early stage.

After drying your Canyon you should polish its coating and metal surfaces with hard wax (except for the rotors). Apply the hard wax also to spokes, hubs, bolts and nuts etc. Use a hand-held atomizer for parts with small surfaces. Polish waxed surfaces with a soft cloth to give them a nice shine and make them water repellent.

Inspect the chain after you have finished cleaning and grease it, if necessary (see chapter "The gears", notably section "Chain maintenance").



Polishing paint and metal surfaces with hard wax



Finish cleaning your Canyon by lubricating the chain



While cleaning, look for cracks, scratches, dents, as well as bent or discoloured material. If you are in doubt, please call our service hotline at +44 (0) 208 5496001. Have defective components replaced immediately and touch up paint defects. Keep the brake pads and the rotor free of cleaning agents and chain oil, as the brakes could fail otherwise (see chapter "The brake system")! Keep carbon clamping areas, such as handlebars, stem, seat post and seat tube, free of grease and oil.

Remove tough oil or grease stains with a petroleum-based cleaning agent. Never use degreasing agents containing acetone, methyl chloride etc., non-neutral, chemical or solvent-containing cleaning agents that could attack the surface!

SAFEKEEPING AND STORING YOUR CANYON

If you regularly look after your Canyon during the season, you will not need to take any special precautions when storing it for a short time, apart from securing it against theft. It is advisable to store your Canyon in a dry and airy place.

There are some things to bear in mind when putting your Canyon away for the winter:

- Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your Canyon is left standing on flat tyres for an extended period, this can cause damage to the structure of the tyres. It is therefore better to hang the wheels or the entire bike or to check the tyre pressure regularly.
- Clean your Canyon and protect it against corrosion as described above.
- Dismount the saddle and allow for any moisture that may have entered to dry away. Spray a little finely atomized oil into the seat tube (except for carbon frames).
- ▶ Store your Canyon in a dry place.
- Switch the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and springs as much as possible.



Hang your Canyon for an extended storing period



Store the bike with the chain on outmost sprocket and smallest chainring $% \left({{{\rm{ch}}_{\rm{s}}}} \right)$



Check the tyre pressure at regular intervals



SERVICING AND INSPECTION

First service:

A special maintenance schedule has been developed by our experienced technicians. On the first kilometres/miles, for example, the wheels may be subject to a certain bedding in process or bowden and brake cables may stretch, making gear shifting imprecise. Depending on how much you cycle, the repair of worn down parts may be necessary already. In this case you will be contacted by a service technician beforehand.

Regular annual service:

Following a long and challenging season we recommend that you have your bike thoroughly checked. Who could do this better than those who have built your bike?

The annual service will be carried out by our skilled staff according to a maintenance schedule tailored to your bicycle type.

Canyon safety check:

If you ride your Canyon clearly less than 1,000 km (620 miles) a year, it requires correspondingly less servicing. In this case the Canyon safety check is exactly what you need. Our specialists have developed an extra schedule for this demand-oriented maintenance. This schedule includes less routines than an annual service, however all safety-relevant issues. We recommend that you have this check carried out before setting off into the new bike season or before going on a bike trip so that you can take off without a care.

Please make an appointment in advance to ensure that your Canyon runs through this check as quickly as possible. In case you pack your Canyon to send it in to the Canyon workshop, be sure to strictly follow the packing instructions **"How to pack your mountain bike"** enclosed with the BikeGuard.

In particular lightweight components may have a reduced service life. For your own safety make sure to have the components listed in chapter "Service and maintenance schedule" checked at the indicated intervals and replaced, if necessary.

To be able to enjoy your Canyon for many years it needs to be serviced regularly. The schedule given in chapter **"Service and maintenance schedule"** is a rough guide for cyclists who ride their bike between 750 and 1,500 km (460 and 930 miles) a year. If your Canyon does harder service, either because your mileage is consistently greater or because your ride a great deal on poor road surfaces or cross-country, it will require correspondingly shorter maintenance periods. This includes frequent rides in the rain or generally in moist conditions, as well.

If a component needs to be replaced, make it a rule to only use original spare parts. During the first 2 years (and the warranty period respectively) Canyon make available all essential spare parts. In the event of unavailability Canyon will offer spare parts of equal or higher value.

You will find numerous service details on our website www.canyon.com that will help you carry out small repair and maintenance works. Never do work on your bicycle unless you feel absolutely sure about it! If you are in doubt or if you have any questions, contact our service hotline at +44 (0) 208 5496001 or send us an e-mail to uk@canyon.com



SERVICE AND MAINTENANCE SCHEDULE

After the bedding-in period you need to have your bike serviced by an expert at regular intervals. The intervals given in the schedule below are supposed to be guidelines for cyclists who cycle around 750 to I,500 kilometres or 460 to 930 miles a year (around

50 to 100 hours). If your Canyon does harder service, either because your mileage is consistently greater or because you ride a great deal on poor road surfaces, it will require correspondingly shorter service intervals.

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Lighting	Check	•			
Tyre equipment	Check pressure	•			
Tyre equipment	Check tread and side walls		•		
Brakes (disc)	Check wear of brake pads		•		
Brake cables/lines	Visual inspection		х		
Rear shock	Service			х	
Suspension fork	Check bolts		х		
Suspension fork	Change oil, service			х	
Fork (aluminium and carbon)	Check Replace				x At least every 2 years x after fall or after 3 years
Bottom bracket	Check bearing play		х		
Bottom bracket	Regrease			х	
Chain	Check and/or lubricate	•			
Chain	Check and/or replace				x After 750 km (460 miles)
Crank	Check and/or retighten			x	<u> </u>

Jobs marked "•" you should be able to do yourself, provided you have a certain degree of manual skill, a little experience and suitable tools, this including e.g. a torque wrench. If you come across any defects, take appropriate measures without delay. If you have any questions, please call our service hotline at +44 (0) 208 5496001.

Jobs marked "x" should be left to an experienced and skilled bicycle expert (e.g. in an authorized, specialist bicycle workshop). Feel free to call our service hotline at +44 (0) 208 5496001.

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Coating	Polish				• At least every 6 months
Wheels/ spokes	Check wheel trueness and tension		•		
Wheels/ spokes	True and/or retrue				x If necessar
Handlebar and stem carbon and aluminium	Check Replace				x At least every 2 years x after fall or after 3 year
Headset	Check bearing play		•		
Headset	Regrease			х	
Metal surfaces	Polish (except for rotors)				• At least every 6 months
Hubs	Check bearing play		•		
Hubs	Regrease			x	
Pedals	Check bearing play		x		
Pedals	Clean locking mechanism		•		
Rear derailleur/ Front derailleur	Clean, grease		•		
Quick-release	Check seat	•			
Bolts and nuts	Check and/or retighten		x		
Valves	Check seat	•			
Stem/ seat post	Dismount and regrease or reapply carbon assembly paste (Caution: Do not grease carbon part	s)		x	
Gear/ brakes cables	Remove and grease			x	

Jobs marked "•" you should be able to do yourself, provided you have a certain degree of manual skill, a little experience and suitable tools, this including e.g. a torque wrench. If you come across any defects, take appropriate measures without delay. If you have any questions, please call our service hotline at +44 (0) 208 5496001.

Jobs marked "x" should be left to an experienced and skilled bicycle expert (e.g. in an authorized, specialist bicycle workshop). Feel free to call our service hotline at +44 (0) 208 5496001.

RECOMMENDED TIGHTENING TORQUES

Component	Bolted connection	Shimano*	SRAM**
Rear derailleur	Fastening bolt	8-10 Nm	8-10 Nm
	Cable fixing bolt	5-7 Nm	4-5 Nm
	Pulley bolt	3-4 Nm	
Front derailleur	Fastening bolt	5-7 Nm	5-7 Nm
	Cable fixing bolt	5-7 Nm	5 Nm
Shift lever	Fastening bolt for gear shifter pod	5 Nm	2.5-4 Nm
	Hole covering	0.3-0.5 Nm	
	Clamp fixing bolt (Allen bolt)	5 Nm	
	Cable stop on frame	1.5-2 Nm	
Hub	Quick-release lever	5-7.5 Nm	
	Counter nut for bearing adjustment with	10-25 Nm	
	quick-release hubs		
Free-wheel hub	Sprocket cluster lock ring	30-50 Nm	40 Nm
Crank set	Crank fixing bolt (cotterless, grease-free)	35-50 Nm	
	Crank fixing bolt (Shimano Octalink)	35-50 Nm	
	Crank fixing bolt (Shimano Hollowtech II)	12-15 Nm	
	Crank fixing bolt Isis		31-34 Nm
	Crank fixing bolt Gigapipe		48-54 Nm
	Chainring bolt	8-II Nm	I2-I4 Nm (steel)
			8-9 Nm (alu)
Sealed cartridge	Shell Shimano Hollowtech II	35-50 Nm	34-41 Nm
	SRAM Gigapipe		
Bottom bracket	Octalink	50-70 Nm	
Pedal	Pedal axle	35 Nm	31-34 Nm
Shoe	Cleat bolts	5-6 Nm	
	Spike	4 Nm	
Seat post	Fixing bolt of seat clamp	20-29 Nm***	
	at seat post head		

* www.shimano.com

** www.sram.com

*** These are guide values given by the above-mentioned component manufacturers. Observe any values given in the component manufacturers' operating instructions. Some components are directly marked with the necessary tightening torque. Strictly observe the torques given on the labels or imprints.



The Canyon torque wrench



Mounting the handlebars with the Canyon torque wrench

RECOMMENDED TIGHTENING TORQUES 126

RECOMMENDED TIGHTENING TORQUES 127

Canyon Frame:

Bottle cage bolts	5 Nm
Replaceable derailleur hanger	1.5 Nm
Canyon seat post clamp:	3-5 Nm

If your mountain bike is equipped with a quick-release lever, read chapter "How to use quick-releases and thru axles".

Please use the following torques, unless otherwise indicated by the stem or seat post manufacturer on the component itself or in the respective assembly instructions.

Stem:

M5 bolts	4.5-5.5 Nm
M6 bolts	8-9.6 Nm
Adjusting bolt (on top)	0.5-2 Nm
with Ahead stems	

Seat post:

Saddle	clamp	at seat	post head
--------	-------	---------	-----------

- 20-24 Nm Seat posts with single bolt ► Seat post with two bolts 6-9 Nm
- in line

mum torque of 6 Nm.

► Seat post with two bolts side-by-side 12-14 Nm in direction of motion

of your Canyon have to be tightened carefully and checked regularly to ensure the safe operation of your bike. This is best done with a torque wrench that switches off as soon as the desired torque has been reached. Tighten the bolts carefully by approaching the maximum permissible torque in small steps. Check the secure seat of the component, as described in the relevant chapters. For parts without torque specifications, tighten the bolts gradually and check in between whether the component is already fastened sufficiently, as described in the relevant chapters.

All bolted connections on the components

Some components are directly marked **Zi** with the necessary tightening torque. Strictly observe the torques given on the labels or imprints.

Do not exceed the maximum torque.

With steerer tubes made of carbon (black-Also read the enclosed manuals of the component manufacturers, if necessary, coloured) tighten the stem with a maxior visit the Canyon website at www.canyon.com

DISC BRAKES

	Shimano	Magura	SRAM	Formula
Brake caliper bolt at frame/fork	6-8 Nm	6 Nm	5-7 Nm (RW) 9-10 Nm (FW)	9 Nm
Brake lever clamp bolt	6-8 Nm	4 Nm		
Single-bolt clamping			4-5 Nm	
			(Juicy 5)	
Double-bolt clamping			2.8-3.4 Nm	2.5 Nm
			(Juicy 7/carbon)	
Sleeve nuts on brake lines near lever	5-7 Nm	4 Nm	5 Nm	5 Nm
and normal brake line on caliper			alu clamping	
			7.8 Nm	
			steel clamping	
Barbed fittings for brake lines at	5-7 Nm	6 Nm		
brake caliper (disc tube)				
Cap bolt	0.3-0.5 Nm	0.6 Nm		
Setscrew for bleeder hole	4-6 Nm	2.5 Nm		
Rotor bolts on hub	4 Nm	4 Nm	6.2 Nm	5.75 Nm
Brake cable connection to brake lever				8 Nm





Disc brake



Tightening torque

LEGAL REQUIREMENTS FOR RIDING ON PUBLIC ROADS

In Great Britain

(as of April 2017)

According to the **Highway Code** in Great Britain your bicycle must be fitted as follows:

- I. Lighting, rear lights, reflectors:
- At night your bicycle must have:
- a white front light
- a red rear light
- a red rear reflector
- four amber pedal reflectors (if manufactured after October I, 1985)

In addition, it should be fitted with:

- a white front reflector
- spoke reflectors
- flashing lights are permitted, a steady front lamp is however recommended.

[Law RVLR regs 13, 18 & 24)]

It is not required that the prescribed lighting is mounted upon sale of the bicycle. If it is, however, it must comply with these regulations.

Bicycles that are only used with good daylight visibility, such as e.g. road racing bicycles, are exempt from the lighting regulations.

2. Signalling devices It is recommended that a bell be fitted.

- 3. Cycle helmets Wearing a cycle helmet is not compulsory.
- Taking Children with you There are no rules as to the transport of children with bicycles.
- 5. Trailers There are no rules as to the usage of trailers.
- 6. Other issues Using cycle lanes is not compulsory.



Front light with test symbol



Rear light with test symbol

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 stated address.

In order for your claims to be processed smoothly it is necessary that you present your receipt. Therefore, please 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 luggage 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. Please 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.

We wish you safe and happy cycling wherever your bike takes you. If you have any questions, please call our service hotline at +44 (0) 208 5496001.



Always use your bike for its intended use

The rear shock mountings of fullsuspension frames are designed in a way to absorb shocks, what is absolutely necessary. If the rear shock is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. Please note that shock absorbers with lockout function must not be used in rough terrain, but only on smooth surfaces (roads, smooth trails) when the lockout function is activated.

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. Please 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. This does not constitute a defect.

For further information see: www.direct.gov.uk www.dft.gov.uk www.ctc.org.uk

130 WARRANTY AND GUARANTEE

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 disc 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.

BEARINGS AND REAR SHOCKS OF FULL-SUSPENSION FRAMES

Rear shocks and full-suspension frames are to some extent subject to wear due to their function. This applies in particular to the seals of the rear shock and the bearings of the rear frame. Overtightened rear shock fastening bolts subject the frame to extreme stress and can lead to consequential damage. Therefore, observe the assembly instructions and use a torque wrench.



Brake pads with a width of less than a millimetre must be replaced with original spare parts



Bearings are subject to wear

GUARANTEE

Over and above the statutory warranty we give a voluntary guarantee of altogether 6 years on mountain bike frames (except for bearings and rear shocks).

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. These issues can be claimed under guarantee only. 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 are likewise not covered by the guarantee.



Six-year guarantee

Canyon mountain 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 (without add-on parts such as seat post, front derailleur, rear shock or stem) from our current product range.



Crash Replacement – Damaged Canyon frames are replaced at reduced prices

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, please contact our service hotline at +44 (0) 208 5496001.

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



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