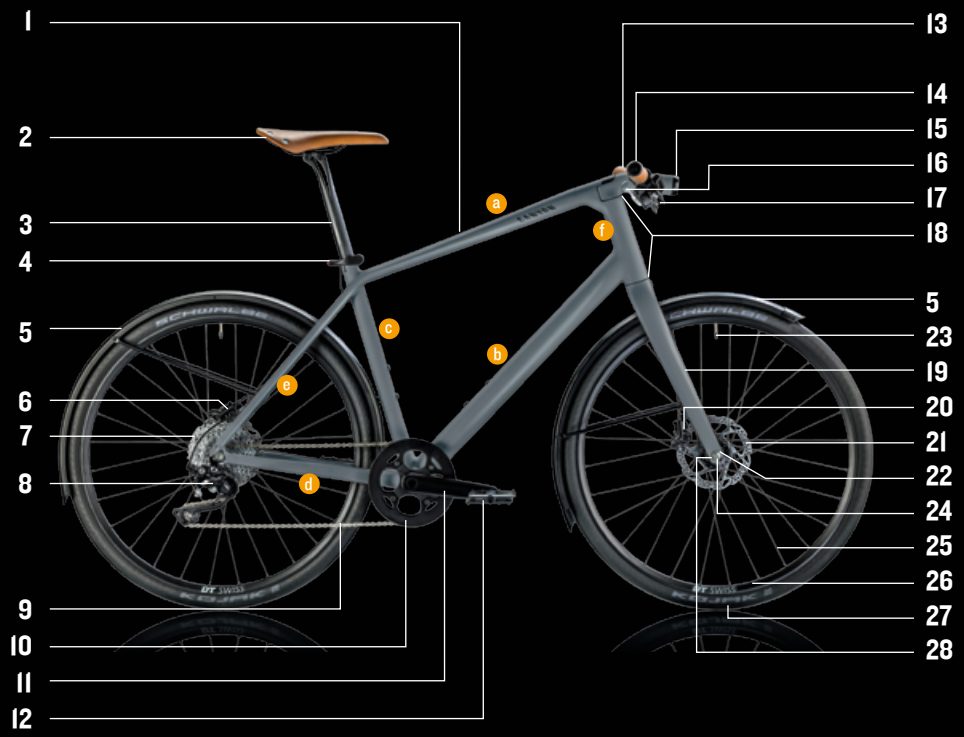
PURE
CYCLING

MANUAL

URBAN BIKE



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

Important: Assembly instructions page 11. Before your first ride read pages 4-10.

CANYON

MANUAL URBAN BIKE

COMPONENTS

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

2 **Saddle**
3 **Seat post**
4 **Seat post clamp/ Wheelguard with rear light**
5 **Mudguard**
6 **Rear brake**
7 **Cassette sprockets**
8 **Rear derailleur**
9 **Chain**
10 **Chainring**
11 **Crank set**
12 **Pedal**
13 **Stem**
14 **Handlebars**
15 **Front lamp**
16 **Shift lever**
17 **Brake lever**
18 **Headset**
19 **Fork**
20 **Front brake**
21 **Rotor**
22 **Drop-out**

Wheel:
23 **Valve**
24 **Wheelguard**
25 **Spoke**
26 **Rim**
27 **Tyre**
28 **Hub**

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

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

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

TABLE OF CONTENTS

Important: Assembly instructions page 11. Before your first ride read pages 4-10.

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. 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 on your Canyon, 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"**,
- see chapter **"Intended use"** to read up on how to use your new bike and on the permitted overall weight (rider, clothing and baggage) 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 to also 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, contact our service hotline +44 208 5496001!

Note: This manual cannot teach you the skills of a bicycle mechanic. Even a manual as big as an encyclopaedia could not describe every possible combination of available bicycles and components. For this reason this manual focuses on your newly purchased 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.

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 the 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.

Observe the road traffic rules in the country where you use your Canyon Urban bike. 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 note: Always ride carefully so as not to endanger yourself or others. 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. Visit www.canyon.com for supplementary manuals.

Always with helmet and glasses

Editor:
Canyon Bicycles GmbH
Karl-Tesche-Straße 12
D-56073 Koblenz

Service hotline: +44 208 5496001
Order fax: +49 261 40400-50
E-mail: uk@canyon.com

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

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, call our service hotline +44 208 5496001. E-mail: uk@canyon.com

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 120 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

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

Condition 1
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 120 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 120 kg. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Mounting a pannier rack to the carbon seat post of your Urban bike is not permitted. The only way of riding with baggage is by using a special bicycle backpack.

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

Canyon bikes are not approved for towing (kids) trailers.

Keep yourself informed by visiting our constantly updated website at www.canyon.com. There you will find an illustration showing in graphic form the intended use of all Canyon bikes.

BEFORE YOUR FIRST RIDE

1. **Have you ever ridden an Urban bike?** Observe that riding on field and forest tracks as well as in the city requires a special amount of concentration, fitness and practice. Make yourself gradually familiar with your new Urban bike in an unfrequented area and slowly get used to the road conditions where you are riding on. 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, if necessary.

   Your new bike is equipped with modern brakes which may be far more powerful than those you are used to!

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

Belt drive with gear hub

Derailleur gears

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 handbreadth). If there is not, you will find more information under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

   Riding with a too big frame may cause injuries, when getting off your bike quickly! The saddle of your Urban bike 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. For more information about the saddle position, read chapter **"Adjusting the Urban bike to the rider"**.

5. **Have you ever tried clipless or step-in pedals and the shoes they go with?** Before setting off 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. For more information on the pedal systems read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

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 a fall!**

6. **Note that you should only use your Canyon for its intended purpose!** Urban bikes are not suitable for off-road use, hard downhill rides over blocked terrain or for jumps etc. 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 120 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?** Note that this material requires special care and careful use. In any case, be sure to read chapter "**Special characteristics of carbon**".

8. **Is your Urban bike equipped with a belt drive?** Make sure the belt is always correctly tightened and runs properly over the front and rear belt wheels. Be sure to read chapter "**The gears**" in any case.

Riding in the city

Carbon

Canyon Commuter with belt drive

Canyon Urban bikes are high-end bikes, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient maintenance can render the Urban bike unsafe. **Risk of an accident!**

BEFORE EVERY RIDE

CHECK THE FOLLOWING POINTS BEFORE EVERY RIDE:

1. Are the Wheelguards or axle nuts of the front and rear wheel or at the seat post properly closed? For more information, read chapter "**How to use the Wheelguard**".

2. Are the tyres in good condition and do both tyres have sufficient pressure? A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side. For more information on tyres, tubes and air pressure read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

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 on the **brakes** read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

Wheelguard

Check the tyre pressure

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

Improperly closed Wheelguards or axle nuts can cause bicycle components to come loose. **Risk of a fall!**

Do not use your Urban bike, if it fails on one of these points!

4. If you want to ride on public roads or in the dark, check the lighting set, see chapters **“Lighting”** and **“Legal requirements for riding on public roads”**.

5. Let your Urban bike 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. 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.

7. Take a sturdy lock with you, if you intend to leave your Urban bike in a public area. The only way to protect your Urban bike as much as possible against theft in a public area is to lock it to an immovable object.

Never ride without lighting in the dark

Emergency kit

Always wear suitable, bright clothing; as a minimum you should wear straight-cut trousers or use leg bands or the like. This is to make sure your trousers do not get caught in the chain or the chainrings. Risk of a fall! In addition, wear shoes fitting the pedal system of your bike.

To safe your Urban bike from damage, observe the maximum overall load and the regulations regarding the transport of baggage and children given in chapter **“Intended use”**. Furthermore, before transporting the bike by car or plane you should read the information under “Service” at our website www.canyon.com

During use your Urban bike 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. 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 torque values”** and **“Service and maintenance schedule”**.

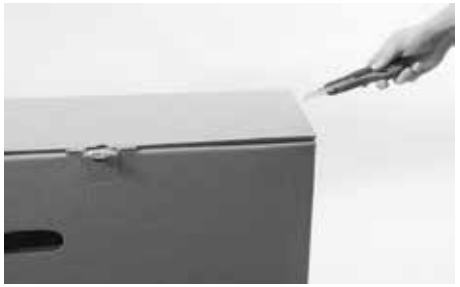
ASSEMBLY FROM THE BIKEGUARD

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 would like to make you familiar with the various components of your Canyon.

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

The illustration shows an arbitrary Canyon Urban 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.

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.

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 which is sometimes packed separately in a wheel bag and the saddle with seat post.

In addition, the BikeGuard contains a box with small parts (e.g. Wheelguard, reflectors, possibly pedals) as well as the Canyon torque wrench incl. bits, Canyon assembly paste and the bicycle manual Urban.

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

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.

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.

GENERAL INFORMATION ON URBAN BIKE ASSEMBLY

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. If you are not skilled in bike assembly or have no experience in this field, you will find more information under “Service” at our website www.canyon.com. Also read the manuals of the component manufacturers.

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 to ask a helper to hold your Canyon while you assemble it.

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 **(1)**
- pedal spanner **(2)**
- Canyon assembly paste **(3)**

USING THE CANYON TORQUE WRENCH

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

Exceeding the maximum torque value 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 observe strictly the torque values indicated by Canyon.

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

Insert the Allen key fully into the screw head.

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

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

USING THE CANYON ASSEMBLY PASTE

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

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

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

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

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

Mount the components, as specified.

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

Make it a rule to use assembly paste on seat posts of Urban bikes to achieve a firm seat of the seat posts. If the height of the seat post is often changed, the surface is at risk of being scratched. This is normal wear and no reason for complaint.

UNPACKING

Take out the box with the small parts and put it aside. Remove the protective cardboard, if available.

Carefully lift the frame to which the front wheel as well as the saddle and the seat post are fastened together with the components and the mounted rear wheel out of the BikeGuard.

Remove the Urban bike manual and the tools from the small parts box.

Safely place down the partly assembled Urban bike with the triangular wheel support cardboard. Ask your helper, if necessary, to hold the bike.

Make sure the saddle and the seat post are fastened to the frame.

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.

When lifting out the frame, hold tight the front wheel as well as the saddle and the seat post to make sure they do not fall down and get damaged.

MOUNTING THE SADDLE AND THE SEAT POST

Carefully undo the band with Velcro fastener fixing the saddle and the seat post to the frame and put these parts aside.

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 Urban bike.

Release the seat post binder bolt at the seat tube. Read beforehand chapter **“How to use the Wheelguard“** and **„Adjusting the Urban bike to the rider“**.

Carefully undo the band with Velcro fastener fixing the front wheel to the frame and put the front wheel carefully aside.

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.

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

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

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

Remove the protective film from the saddle, if available.

Bring the saddle into alignment and do not overtighten the seat post binder bolt or the Wheelguard, i.e. do not exceed the permissible maximum torque value of 8 Nm. Use the Canyon torque wrench.

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

Do not exceed the maximum torque values! You will find the prescribed values in chapter **“Recommended torque values”**, directly on the components and/or in the manuals of the component manufacturers.

Observe the instructions in chapter **“Adjusting the saddle to the correct height“** as well as the permissible torque values in chapter **“General notes on care and inspection“**. Also observe the instructions of the component manufacturer.

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

MOUNTING THE HANDLEBARS

Mounting the handlebars to the Canyon Commuter (Canyon HI8 Flat Extensions)

Hold both fixed handlebar extensions tight. Start by undoing the band with Velcro fastener fastening the right-hand handlebar extension to the fork.

Slide the right-hand handlebar extension on the handlebar/stem combination.

Undo the band with Velcro fastener fastening the left-hand handlebar extension to the top tube.

The fork is fixed by means of the headset itself and cannot slip out.

Slide the left-hand handlebar extension on the handlebar/stem combination.

If you want to change your stem, have the replacement done by our workshop. Contact us at our service hotline at +44 208 5496001.

Make sure the bowden cables and the lines are not twisted or bent, but run in a smooth curve to the cable stops or brakes.

In packed condition the handlebars are not assembled, the stem is however assembled accurately. Do not make any changes to the stem.

Mounting the handlebars to the Canyon Urban (Canyon H27 Flat AL)

Take the bag with the four handlebar bolts out of the small parts box.

Take the Canyon torque wrench and put the bit matching the handlebar bolts into the holder.

Hold the flat handlebars which are fastened to the fork tight and undo the band with Velcro fastener which is fastened to the top tube.

Slightly tighten the two handlebar bolts evenly on each bottom side of the handlebar by using the Canyon torque wrench to a maximum torque of 4 Nm. Do not exceed the maximum torque values!

Undo the band with Velcro fastener in the bottom area of the fork. Hold the handlebars tight while doing this so that they cannot drop and get damaged.

Take the Canyon torque wrench and put the bit matching the faceplate bolts into the holder.

At this stage the Urban bike is not yet ready-for-use. Carry out the final adjustment and check of the handlebars.

Position the fork and the stem in direction of motion. Unscrew the clamping bolts of the faceplate completely.

Position the stem clamp in the middle of your new Canyon handlebars so that the handlebars extend the same distance from the stem on each side. The centre position is indicated with the marks on the handlebars.

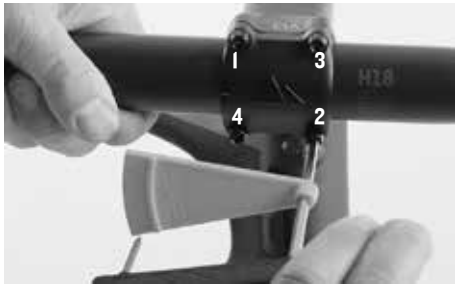
Make sure the bowden cables and the lines are not twisted or bent, but run in a smooth curve to the cable stops or brakes.

Remove the faceplate.

If the handlebars do not slide easily into the stem clamp or if there is play between the two components, contact the Canyon service hotline at +44 208 5496001 and ask whether both components are compatible.

Tighten the greased bolts of the stem faceplate with your fingers by a few turns. Do not apply grease on the clamping surfaces.

Turn in the individual bolts of Canyon stems with a precisely fitting Allen key by a few turns. Then turn in only the two upper bolts until the upper clamping slot is completely closed.

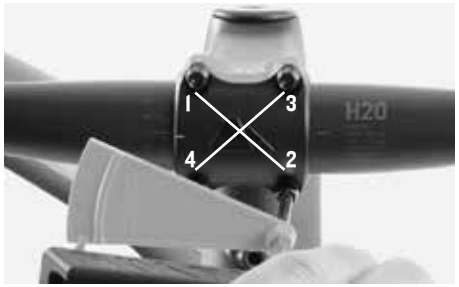


- Continue by tightening both lower bolts (pos. 4+2) according to the torque values on the stem (5 or 8 Nm).
- Finish by re-tightening both upper bolts (pos. 1+3) according to the torque values on the stem.

- Screw in both upper bolts (pos. 1+3) without tightening them (1 Nm). The slot should be fully closed in the end, the faceplate should be flush with the body. To do so, you may have to release both lower bolts (pos. 4+2) a little.

- Check whether the clamping slots between faceplate and stem body are parallel. The upper slot must be closed, the lower slot is then a little opened. Release the clamping bolts once again, if necessary, and re-tighten them slightly and evenly according to the indicated values.

At this stage the Urban bike is not yet ready-for-use. Carry out the final adjustment and check of the handlebars.



▸ Finish by tightening the bolts evenly and in a cross pattern to the marked torque value.

MOUNTING THE FRONT WHEEL

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 the brakes, read chapter **"The brake system"**. Also observe the manual of the component manufacturer.

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.

The wheels of your Canyon Urban bike do not have quick-releases, but a so-called Wheelguard. These are anti-theft lock devices for your wheels, i.e. when the Wheelguard is closed, it cannot be re-opened as long as your bike is in upright position.

For more information read chapter **"How to use the Wheelguard"**. Also observe the manuals of the component manufacturers.

Turn off the locknut from the Wheelguard and remove the spring.

Insert the Wheelguard into the hollow axle of the wheel. Slide the spring onto the Wheelguard. Make sure the spring shows with its small diameter to the hub axle.

Make sure when mounting the Wheelguard that the closed padlock symbol points upwards.

Tighten the locknut of the Wheelguard slightly by hand and mount the front wheel.

If you have disc brakes, check before mounting the wheel whether the brake pads rest snugly in their seats in the brake calliper. The gaps between the brake pads and the wheel should be parallel and the wear indicators in their correct position. Make sure you guide the rotor between the brake pads carefully.

Make sure the front wheel is correctly seated in the drop-outs and accurately centred between the fork legs.

Tighten the locknut by using the Canyon torque wrench according to the torque values on the Wheelguard. Do not exceed the indicated torque value!

After mounting the wheel and tightening the Wheelguard 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.

If the Canyon Urban bike you have bought has a hub dynamo, connect the hub dynamo to the connector.

Finally lift the bike a few centimetres from the ground so that the wheel is suspended and hit the tyre from above. A securely fastened wheel remains in the axle mounts of frame or fork and will not rattle.

⚠ 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”**.

MOUNTING THE MUDGUARDS

Some Canyon Urban bikes have mudguards.

The rear wheel mudguard is already mounted.

The front wheel mudguard must be screwed to the mounts at the fork. Tighten the bolts by using the Canyon torque wrench according to the marked torque values.

ADJUSTING AND MOUNTING THE HANDLEBARS (CANYON H27 FLATBARS)

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 Urban 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.

Bar ends on Urban bikes are usually fitted slightly angled. Your hands should rest on them with your wrists relaxed and not turned outward too far. If this is not the case, bring the handlebars into the correct position and tighten the stem bolts, as described above. Adjust the brake levers/shifters, as described in chapter **“Shifter and brake lever adjustment”**.

CHECKING THE HEADSET

Check the headset for play by placing your fingers around the head cup. Bring your weight to bear on the saddle, pull the front brakes with your other hand and push the Canyon Urban bike firmly back and forth with the wheel remaining on the ground. If there is play in the bearing, there will be a light jerk and the upper cup gets out of alignment with the lower cup which becomes visible by the slot between the cups.

To check the bearing for ease of running, lift the frame until the front wheel no longer touches the ground. The front wheel must turn from far left to far right and back without catching anywhere. A light tap on the handlebars must be enough to turn the fork out to the side.

If there is play in the bearing or if it is too tight, contact our service hotline at +44 208 5496001.

MOUNTING THE PEDALS

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

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

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

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

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

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

ADD-ON PARTS MAKING YOUR CANYON FIT FOR PUBLIC ROADS

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

Observe 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”**.

CHECKING AND ADJUSTING

After mounting the wheel and tightening the Wheelguard 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. For more information read chapter **"The brake system"**.

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. Shift through all the gears. Ask somebody to lift the bicycle by the saddle and gently shift through all the gears.

New brake pads of disc brakes have to be bedded in.

After the assembly and the checking, always 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!

If your Urban bike has derailleur gears, make sure 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.

For more information on gear adjustment read chapter **"The gears"** as well as the manuals of the component manufacturers.

Regularly check the tight fit of the bolted connection of the hub and of the torque support to the frame.

If your Urban bike has a belt drive, two yellow markings on the right side of the hub must be brought in alignment to ensure proper adjustment. This is achieved by adjusting the Bowden cable directly at the shift lever, similar to the adjustment of gear derailleurs.

For more information on gear adjustment read chapter **"The gears"** as well as the manuals of the component manufacturers.

Adjust the position of the saddle and handlebars and check that the handlebars, grips and seat post are securely fastened, as described in chapter **"Adjusting the Urban bike to the rider"**.

Check the reliable fit of all bolts once again according to the prescribed torque values after 100 to 300 km (60 to 180 miles). For more information read chapters **"General notes on care and inspection"**, **"Recommended torque values"** and **"Service and maintenance schedule"** in your bicycle manual Urban.

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.

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

Inflate both tyres to the maximum pressure indicated on the side of the tyres. You will find more information on tyres and tubes under “Service” at our website www.canyon.com or contact our service hotline at +44 208 5496001, if you are in doubt.

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

HOW TO USE THE WHEELGUARD

NOTES ON MOUNTING WHEELS WITH WHEELGUARD ALLURE GRAVITY

The wheels of your Canyon Commuter/Urban bike do not have quick-releases, but a so-called Wheelguard. These are anti-theft lock devices for your wheels, i.e. when the Wheelguard is closed, it cannot be re-opened as long as your bike is in upright position.

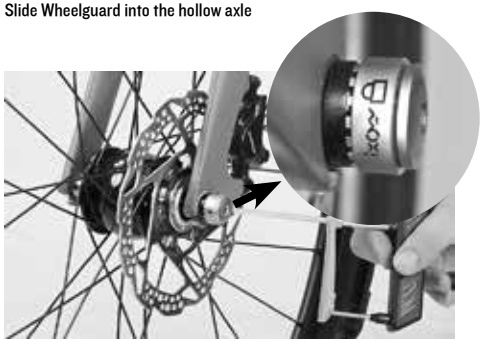
HOW TO SECURELY MOUNT THE WHEEL WITH THE WHEELGUARD

- Turn off the locknut from the Wheelguard and remove the spring.
- Insert the Wheelguard into the hollow axle of the wheel. Slide the spring onto the Wheelguard. Make sure the spring shows with its small diameter to the hub axle.
- Mount the wheel as described in chapter **“Assembly from the BikeGuard”**.
- Tighten the locknut of the Wheelguard slightly by hand. Tighten the locknut by using the Canyon torque wrench according to the torque values on the Wheelguard. Do not exceed the indicated torque value!

Make sure when mounting the Wheelguard that the closed padlock symbol points upwards.

Remove locknut and spring from the Wheelguard

Slide Wheelguard into the hollow axle



Observe the indicated torque value and the padlock symbol

Never use other tools than those recommended by the manufacturer. Make it a rule to use a torque wrench. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can damage the axle or the fork leg.

- Finally lift the bike a few centimetres from the ground so that the wheel is suspended and hit the tyre from above. A securely fastened wheel remains in the axle mounts of frame or fork and will not rattle.

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 has a Wheelguard, be sure to lock the frame to an immovable object together with the wheels when you leave it outside.

With an insufficiently closed Wheelguard the wheels can come loose. **Imminent risk of accident!**

PACKING YOUR URBAN BIKE

If you pack your Urban bike, 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 its destination.

You will find more information on how to pack your Canyon under "Service" at our website www.canyon.com! Strictly follow these instructions, whenever you pack your bike.

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

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, contact our service hotline at +44 208 549600I.

The Canyon BikeGuard

Packing the Urban bike

Always secure the bicycle or bicycle components when putting it/them into the interior of your car. Parts shifting around can impair your safety.

In the event your Canyon was not packed for dispatch according to the instructions given at our website www.canyon.com, you have no right to claim compensation for possibly occurring transport damage from Canyon Bicycles GmbH.

Most clamps of bike carrier systems are potential sources of damage to large-diameter frame tubes! Frames made of aluminium are very susceptible to be affected by 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. **Risk of an accident!**

WHAT TO BEAR IN MIND WHEN ADDING COMPONENTS OR MAKING CHANGES

Canyon bikes are sport machines which are fitted according to the respective usage. Note that the mounting of mudguards, pannier racks or such like may impair the functioning and hence the safety whilst riding. Before buying and mounting any accessory, 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 for riding on public roads"**).

If you want to mount a pannier rack or a child seat or trailer, read chapter **"Intended use"** beforehand to make sure whether it is permitted. If a mounting is permitted, in general, contact our service hotline at +44 208 549600I 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 observe the manual of the accessory manufacturer. When mounting other components and accessories, it is your responsibility to mount the components appropriately. Bring your Canyon to the Canyon service workshop, if you have the slightest doubt.


Canyon with mudguards


Lighting set

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 prescribed torque values.

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 +44 208 549600I.

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 Canyon!

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 or near sources of heat for prolonged periods.

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, baggage (rucksack) and bicycle does not exceed 120 kg.

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.

Special pads protect carbon from damage

Do not combine carbon handlebars with bar ends, unless they have been specifically approved. Do not shorten carbon handlebars or clamp the brake levers and shifters further in the middle than indicated or needed. Risk of breakage!

Do not clamp a carbon frame or seat post in the holding jaws of a workstand! The parts may sustain damage. Mount a sturdy (aluminium) seat post instead and use this to clamp the frame, or use a work stand that holds the frame at three points inside the frame triangle or that clamps the fork and BB 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.

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 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, discolorations etc. If the cloth gets caught on something, this area must be examined. Stop using your Canyon. Contact immediately our service hotline at +44 208 5496001.

AFTER AN ACCIDENT

1. 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 and check whether the wheels run true. If the wheel visibly wobbles, it must be centred. For more information on the brake system and the wheels read chapter **"The brake system"** and the notes under "Service" at our website www.canyon.com

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 read chapter **"Adjusting the Urban bike to the rider"** and the notes under "Service" at our website www.canyon.com

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. A bent rear derailleur or bent drop-outs can make the rear derailleur collide with the spokes – **risk of accident!**

   This in turn can destroy the rear derailleur, the rear wheel or the frame.

The wheels must be fastened securely

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

Also observe the particulars given in chapter **"Special characteristics of carbon"**.

4. If your Canyon Urban bike has a belt drive, check whether the belt is still correctly tightened and runs properly over the front and rear belt wheels. For more information read chapter **"The gears"** and the notes under "Service" at our website www.canyon.com

5. Make sure the saddle is not twisted using the top tube or the BB shell as a reference.

6. 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.

7. 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. For more information read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001, if you are in doubt.

Components which have suffered from an impact force as well as bent parts made of aluminium may brake without previous warning. They must not be repaired, i.e. straightened, as the risk of breakage would still remain imminent. This applies in particular to forks, handlebars, stems, crank sets, seat posts and pedals. If in doubt, it is always the better choice to have these parts replaced, as your safety comes first.

Make sure the belt runs properly over the rear belt wheel

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

Replace lightweight components after an accident for you own safety

ADJUSTING THE URBAN BIKE TO THE RIDER

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

In principle, Urban bikes are fun and sports bikes. For this reason alone riding an Urban 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 too high a frame, resulting in a low crotch clearance when you stand over the bike.

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

In case of any questions contact our service hotline at +44 208 5496001.

Be sure there is enough clearance between crotch and top tube

Typical position of an Urban bike rider

Typical position of a cyclist on the Urban bike

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 on an Urban bike is all a matter of how it allows you to pedal.

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

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

- To adjust the saddle height release the Wheelguard (read chapter "**How to use the Wheelguard**" 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 10 centimetres (4.5 in.) or more.

To adjust the saddle height release the Wheelguard at the seat post binder bolt

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.

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 (exception: 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 +44 208 5496001.
- Align the saddle with the frame using the saddle nose and the bottom bracket or top tube as references.
- Clamp the seat post tightly again by turning the seat post binder bolt or the Wheelguard 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, call our service hotline at +44 208 5496001.
- Check the tight fit of the seat post. Take hold of the saddle with your hands at both ends and try to turn the seat post in 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.

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

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

Tighten the locknut by using the Canyon torque wrench according to the torque values on the Wheelguard

Try twisting the saddle relative to the frame

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!

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.

Note that the bolted connections of the seat post have to be tightened to the prescribed torque values. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in chapter **"Recommended torque values"**, directly on the components and/or in the manuals of the component manufacturers.

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

Never clamp the saddle in the curved sections of the saddle rail, but always in the straight section within the range of the markings.

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, call our service hotline at +44 208 5496001.

ADJUSTING SADDLE POSITION AND TILT

SEAT POST VCLS 2.0

To adjust the saddle tilt, do remove the seat post. Undo the locking bolt by one to two turns.

Displace the leaf springs against one another. In doing so, observe how the marking changes on the seat post. By sliding the front part down you lower the saddle nose. Even slight changes of the marking have a significant effect on the saddle tilt.

To fix the saddle tilt, turn the locking bolt until it creates a little friction between the leaf springs.

Be sure to use the washer under the bolt! Slide the seat post back into the seat tube and check the saddle tilt.

If it is as you want it, remove the seat post again and turn the locking bolt by using a torque wrench to a torque value of 6 to 7 Nm. Do not exceed the torque value of 7 Nm.

In the case of the **VCLS 2.0 seat post** it is best to have the saddle set slightly inclined downwards at the front. For that reason you should start with this position.

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

Check the firm seat of the retightened saddle

Do not exceed the indicated maximum torque value!

The VCLS Post 2.0 must not be used without the locking bolt. Observe the torque value of 6-7 Nm.

Check the bolts by using a torque wrench once a month according to the values indicated in chapter **„Recommended torque values“**, 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 the nose of the saddle a little, 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.

In doing so, observe the recommended torque values in chapter **“Recommended torque values“**. 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 2 to 3 turns at the most

Retighten the bolts evenly and alternately to the prescribed torque value

Be sure the saddle rail is clamped within the marked area

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!**

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 the bike.

SHIFTER AND BRAKE LEVER ADJUSTMENT

Handlebar at the Canyon Urban (Canyon H27 Flat AL)

Bar ends on Urban 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.

If you want to make any adjustments, release the bolts by one to two turns. Proceed as described in chapter **"Mounting the handlebars to the Canyon Urban (Canyon H27 Flat AL)"**.

- Release the Allen bolt at either shifter/brake lever mount.
- 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.
- Re-tighten the shifter/brake lever mount according to the indications in chapter **"Mounting the handlebars to the Canyon Urban (Canyon H27 Flat AL)"**.
- Check the firm seat of the handlebars and the shifters/brake levers by standing in front of your Canyon and seizing the handlebars at both brake levers. You should not be able to turn the handlebars and the shifter/brake lever mounts downwards, even by applying force. Gently retighten the clamping bolt(s), if necessary.

The assembly of bar ends is only permitted on Canyon flat/rise bars. Bar end assembly to Canyon cockpits (integrated handlebar/stem units) is not permitted.

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

Release the Allen bolt

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

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 bike increases, while riding with your hands on bar ends. The brake levers are not in all positions within easy reach.

Handlebar at the Canyon Commuter (Canyon H18 Flat Extensions)

- Release the Allen bolt at either shifter/brake lever mount.
- 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.
- Re-tighten the shifter/brake lever mounts according to the indications in chapter **"Mounting the handlebars to the Canyon Commuter (Canyon H18 Flat Extensions)"**.
- Check the firm seat of the handlebars and the shifters/brake levers by standing in front of your Canyon and seizing the handlebars at both brake levers. You should not be able to turn the handlebars and the shifter/brake lever mounts downwards, even by applying force. Gently retighten the clamping bolt(s), if necessary.

Release the Allen bolt

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 lever mounts to the prescribed torque values

Try to turn the handlebar

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.
- In the case of hydraulic brakes there is in general an adjusting bolt at the lever with which you can change the position.
- 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.

Brake lever reach

Adjusting the gripping distance of the brake lever

Note that the bolted connections of the stem, handlebars and brakes have to be tightened to the prescribed torque values. You will find the prescribed values in chapter **"Recommended torque values"** 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!

Also observe the additional manuals of the brake manufacturer.

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** 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 with the brake lever released rather than to risk anything.

For more information read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

Disc brake

The assignment of brake lever to brake pad (e.g. left lever acts on front brake) can vary. Have a look at the bike card and check whether you can actuate the front brake with the same brake lever (right or left) you are used to. If this is not the case, have the brake levers changed according to your wishes before your first ride.

Take your time to get used to your brakes. Practise emergency stops in a place clear of traffic until you have perfect command of your bike. This can prevent accidents.

Wet weather reduces your braking power and makes the tyres slip. Be aware of longer stopping distances when riding in the rain. Reduce your speed and brake carefully.

Make sure the brake surfaces and pads are absolutely free of wax, grease and oil. Risk of an accident!

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.

THE GEARS

The gears of your bike serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

In the case of **derailleur gears** a low gear (chain runs over the small chainring and the large sprocket) allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace or higher frequency. Downhill you switch to a high gear (large chainring in the front, small sprocket in the rear). Every turn of the pedals takes you many metres forward at correspondingly high speed.

Continue pedalling during gear shifting, however, at clearly reduced pedalling force. In particular when shifting through the chainrings, continue pedalling slowly and without force.

Modern bikes can have up to 33 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain. An unfavourable run of the chain is when the smallest chainring (front derailleur) is used with one of the two or three (small) sprockets (rear derailleur) or when the largest chainring is used with one of the inner (large) sprockets.

In the case of **multi-speed hubs** and **gearbox shift systems** "I" stands for the first, lowest gear. The gears are shifted through one after the other, if possible without turning the pedals, at least, however, at reduced pedal pressure. The highest number stands for the highest gear.

For more information read the notes under "Service" at our website www.canyon.com or contact our service hotline at +44 208 5496001.

Rear derailleur

The belt drive transmits the force to the gear hub

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.

Always make sure changing gears makes as little noise as possible and is absolutely jerk-free.

Adjusting the gear hub or the rear derailleur is a job for a skilled technician.

BELT DRIVE

With the belt drive a belt replaces the usual chain. This works only in connection with a gear hub. The belt is significantly lighter and requires less maintenance by offering smoother running and more comfort than a chain. In addition, the belt is more resistant to corrosion and the influence of direct sunlight.

Maintenance and care
Thanks to the carbon fibre surface, the belt remains free of dirt. Therefore, it will do to clean the belt with water, if necessary. The belt needs neither lubrication nor oiling.

Checking the belt tension
The optimum operation of the belt drive requires the proper tension of the belt. An unusual low tension can make the belt skip and thus affect the performance. Too high a tension of the belt will render the drive sluggish and unnecessarily increase the wear of the belt and the bearings.

Before you set off for the first time practise changing gears in a place free of traffic until you are familiar with the functioning of the different levers or twist grips of your Urban bike.

Always wear straight-cut trousers or use trouser clips or the like. This is to make sure your trousers do not get caught in the chain or the chainrings, which would result in a fall.

The tension can be checked with the ContiTech Tension2Go app. This app is available from the iTunes® App Store or from Google Play.

For more information visit the website at www.conti-drive-system.com

Belt drive

Gear hub with belt drive

Check the belt tension

READJUSTING THE TENSION ON CANYON URBAN BIKES WITH ECCENTRIC BEARING

On Canyon Urban bikes with multi-speed hubs the tension of the belt may slacken a little during use.
You should therefore check the tension at regular intervals and retighten the belt, if necessary: in the case of a new Canyon Urban bike check more often and after that every 500 to 1,000 kilometres (310 to 620 miles). This simple maintenance work is important, as too slack a belt can come off. In addition, the belt wears down faster and is less efficient.

Checking the tension
Check the correct belt tension at different points either by using the special workshop tools of a bicycle dealer or with the help of the special ContiTech app Tension2Go and your smart phone. Turn the crank in half turns in between.

If the belt is not properly tensioned, you should retension the belt.

Readjusting the tension
To readjust the tension move the eccentric bearing together with the bottom bracket in the bottom area of the BB shell.

Release the two bolts at the bottom side of the BB shell by one to two turns by using an Allen key. Do not unscrew the bolts entirely, but only so far that the eccentric bearing can be moved easily.

To increase the tension put an Allen key of appropriate size into the lateral tool mount.

Eccentric bearing

Releasing the clamping of the eccentric bearing

Turning the eccentric bearing, increasing tension

The easiest and safest way to do the work is by hanging your Canyon Urban bike in a workstand.

By moving the Allen key in direction of the front wheel or to the rear, the crank set shifts to the front due to the turning movement of the eccentric bearing, hereby tensioning or releasing the belt. This requires in general only little force.

As soon as the belt is tensioned, hold the eccentric bearing with the Allen key in this position. Fix the eccentric bearing by retightening the bolts on the bottom side of the BB shell to the required, imprinted torque value by using the Canyon torque wrench.

Check
After having the tension of the belt properly adjusted, check the correct fit of the eccentric bearing in the BB shell. The eccentric bearing should not stand out.

In case the eccentric bearing stands out, release it once again and shift the eccentric bearing in axial direction until it is flush with the BB shell on both sides. Finish by tightening the bolt to the indicated torque value. Do not exceed the indicated torque value!

Check the tension of the belt once again.

Fixing the eccentric bearing

Check the proper fit of the eccentric bearing in the BB shell

An overtensioned belt can increase the wear of the gear hub as well as of the bottom bracket and result in damage.

If you have difficulties in readjusting the tension, contact the Canyon service hotline at +44 208 5496001.

If the eccentric bearing is too tight, contact the Canyon service hotline at +44 208 5496001.

LIGHTING

Your bike must have a functioning lighting, if you want to ride on public roads (see chapter **"Legal requirements for riding on public roads"**). You should know how your lighting set works to be able to repair possible failures on your own.

Rear light and front lamp are powered by the generator, also referred to as dynamo. For this reason they are connected to the generator by two cables.

FRONT LAMP

Illuminants are LEDs ("light emitting diodes") beaming white light by means of a reflector and/or a diffusion disc on the road lane. Some models are fitted with a sensor that switches on the front lamp automatically when it gets dark; the dynamo must, however, be activated. An additional feature of particularly high quality front lamps is a stand light function or even daytime running lights (both with LEDs).

REAR LIGHT

LEDs beam through a (red) diffusion disc rearwards and are visible at best even from the side. Meanwhile, most rear lights provide a stand light function that are powered by a condensator or a battery when the bicycle has to stop, e.g. at a traffic light.

In case you need further information on the lighting, contact our service hotline at +44 208 5496001.

HUB DYNAMO

Hub dynamos are built into the hub of the front wheel. They are virtually non-wearing and extremely effective. Some models are switched on electronically, some others mechanically. Hub dynamos are either switched on by a lever at the handlebars or directly at the front lamp. Other models offer the comfort of being switched on and off automatically by means of a sensor.

BATTERY-POWERED LIGHTING

Check the usage of battery-powered front lamps and rear lights instead of dynamo-powered lighting on the basis of the road traffic licensing regulations in your country. Also see chapter **"Legal requirements for riding on public roads"**.

Front lamp

Rear light

An incomplete or inoperative lighting set is not only against the law, it is also a hazard to your life. Cyclists riding in the dark without a light are liable to be overlooked and risk getting involved in serious accidents!

GENERAL NOTES ON CARE AND INSPECTION

Your Canyon is a product of high quality and technology. Nevertheless, as with other vehicles, you should see to your Canyon 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 the only way to ensure the safe and reliable functioning of all components as well as fun and safety on your bike for many years.

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 important components regularly

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. For more information on the gears and chain maintenance read the notes under “Service” at our website www.canyon.com

In the case of belt drives, the belt remains free of dirt. Therefore, it will do to clean the belt with water, if necessary. The belt needs neither lubrication nor oiling.

Polishing paint and metal surfaces with hard wax

Finish cleaning your Canyon by lubricating the chain

Cleaning the belt drive

While cleaning, look for cracks, scratches, dents as well as bent or discoloured material. If you are in doubt, call our service hotline at +44 208 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! 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!

Before applying any hard wax on the frame of your Canyon, be sure to test it in a less visible spot first!

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 (exception: 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

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 built the 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 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. For this purpose our specialists have developed a 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.

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 our workshop, you have to observe a few things to bring your bike safe and sound to its destination. You will find more information on how to pack your Canyon under "Service" at our website www.canyon.com! Strictly follow these instructions, whenever you pack your bike.

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 1,500 and 2,500 km (930 and 1,550 miles) a year. If your Canyon does harder service, either because your mileage is consistently greater or because you ride a great deal on poor road surfaces or field and forest tracks, 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 +44 208 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 1,500 to 2,500 kilometres (930 to 1,550 miles) a year (around 60 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		x		
Fork (aluminium and carbon)	Check				x At least every 2 years
	Replace				x After a fall or 3 years
Belt drive	Check or retension		x		
Gear hub	Check bearing play		x		
	Regrease			x	
Bottom bracket	Check bearing play		x		
Bottom bracket	Regrease			x	
Chain	Check and/or lubricate	•			
Chain	Check and/or replace				x After 750 km (460 miles)
Crank	Check and/or retighten			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, including e.g. a torque wrench. If you come across any defects, take appropriate measures without delay. If you have any questions, call our service hotline at +44 208 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 +44 208 5496001.

Component	What to do	Before	Monthly every ride	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 necessary
Handlebars and stem, carbon and aluminium	Check				x At least every 2 years
	Replace				x After a fall or 3 years
Headset	Check bearing play		•		
Headset	Regrease			x	
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	Clean, grease		•		
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 parts)			x	
Wheelguard	Check	•			
Gear/brake 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, including e.g. a torque wrench. If you come across any defects, take appropriate measures without delay. If you have any questions, call our service hotline at +44 208 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 +44 208 5496001.

RECOMMENDED TORQUE VALUES

Component	Bolted connection	Shimano*	SRAM**	Miranda***
Rear derailleur	Fastening bolt	8-10 Nm	8-10 Nm	
	Cable fixing bolt	5-7 Nm	4-5 Nm	
	Pulley bolt	3-4 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 quick-release hubs	10-25 Nm		
Free-wheel hub	Sprocket cluster lock ring	30-50 Nm	40 Nm	
Gear hub	Axle nut	30-45 Nm		
Crank set	Crank fixing bolt (cotterless, grease-free)	35-50 Nm		47-54 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	
	Crank fixing bolt GXP			47-54 Nm
	Chainring bolt	8-11 Nm	12-14 Nm (steel) 8-9 Nm (alu)	6-8 Nm
Sealed cartridge bearing	Shell Shimano Hollowtech II	35-50 Nm	34-41 Nm	
	SRAM Gigapipe			
	Octalink	50-70 Nm		
Pedal	pedal axle	35 Nm	31-34 Nm	
Shoe	Cleat bolts	5-6 Nm		
	Spike	4 Nm		
Seat post	Fastening bolt of the saddle clamp at seat post head	20-29 Nm****		
Mudguard	Fixing bolts	5 Nm		
Pannier rack	Fixing bolts	5 Nm		

* www.shimano.com
** www.sram.com
*** www.miranda.net
**** These are guide values given by the above-mentioned component manufacturers. Observe the values given in the possibly enclosed manuals of the component manufacturers.

USING THE CANYON TORQUE WRENCH

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

Exceeding the maximum torque value 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 observe strictly the torque values indicated by Canyon.

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

Insert the Allen key fully into the screw head.

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

The Canyon torque wrench

Mounting the seat post with the Canyon torque wrench

The pointer moves over the scale. Stop the turning movement as soon as the pointer reaches the number of the prescribed torque value.

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

Some components have the maximum permissible torque values printed on them. Observe these limit values wherever you find them.

Canyon frame:

Bottle cage bolts	5 Nm
Replaceable derailleur hanger	1.5 Nm

Canyon seat post clamp: 3-5 Nm

If your Urban bike has a Wheelguard for fastening, read chapter **"How to use the Wheelguard"**.

Use the following torque values, 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) with Ahead stems	0.5-2 Nm

Seat post:

Saddle clamp at seat post head

▸ Seat posts with single bolt	20-24 Nm
▸ Seat posts with two bolts in line	6-9 Nm
▸ Seat posts with two bolts side-by-side in direction of motion	12-14 Nm
▸ Seat post VCLS 2.0	max. 5 Nm

With steerer tubes made of carbon (black-coloured) tighten the stem with a maximum torque value of 6 Nm. Be sure to be very careful when doing any work in the cockpit area of your Canyon. This is a job for skilled mechanics only! 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. If you are not sure, please contact our Canyon workshop to have the adjustments made. Contact, if necessary, our service hotline at +44 (0) 20 8501 2582.

Torque value

All bolted connections on the components 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 value has been reached. Tighten the bolts carefully by approaching the maximum permissible torque value 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. Do not exceed the maximum torque value.

Some components have the maximum permissible torque values printed on them. Observe these limit values wherever you find them.

Also observe the enclosed manuals of the component manufacturers, if necessary, or visit the Canyon website at www.canyon.com

DISC BRAKES

	Shimano	Magura	SRAM	Formula
Brake calliper 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 (Juicy 7/carbon)	2.5 Nm
Sleeve nuts on brake lines near lever and normal brake line on calliper	5-7 Nm	4 Nm	5 Nm alu clamping 7.8 Nm steel clamping	5 Nm
Barbed fittings for brake lines at brake calliper (disc tube)	5-7 Nm	6 Nm		
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

⚠ Be sure to always observe the manuals of the component manufacturer when doing any work at the brake system.

Disc brake

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:

1. 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 1, 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.

4. 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 lamp

Rear light

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

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 baggage and children (see chapter **"Intended use"**). The manufacturers' assembly instructions (above all the torque settings for bolts) and the prescribed maintenance intervals must be strictly followed, as well. 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 +44 208 5496001.

Always use your bike for its intended use

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.

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
- Belt
- Cables
- Grip coverings or bar tape
- Chainrings
- Sprockets
- Pulleys
- Bowden cables
- Tyres
- Saddle covering (leather)
- Brake pads
- Brake discs/rotors
- Brake cables
- Brake cable housings
- Bearings in hubs, joints
- Illuminants
- Lubricants

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.

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

GUARANTEE

Over and above the statutory warranty we give a voluntary guarantee of altogether 6 years on frames and forks of the Urban bikes.

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

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

Canyon Urban bikes are high-end bikes, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient maintenance can render the Urban bike unsafe. Risk of an accident!

CRASH REPLACEMENT

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

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

In order to claim the CR-service, please contact our service hotline at +44 208 5496001.

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

Crash Replacement – damaged Canyon frames are replaced at reduced prices

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

Canyon Bicycles GmbH
Karl-Tesche-Straße 12
D-56073 Koblenz