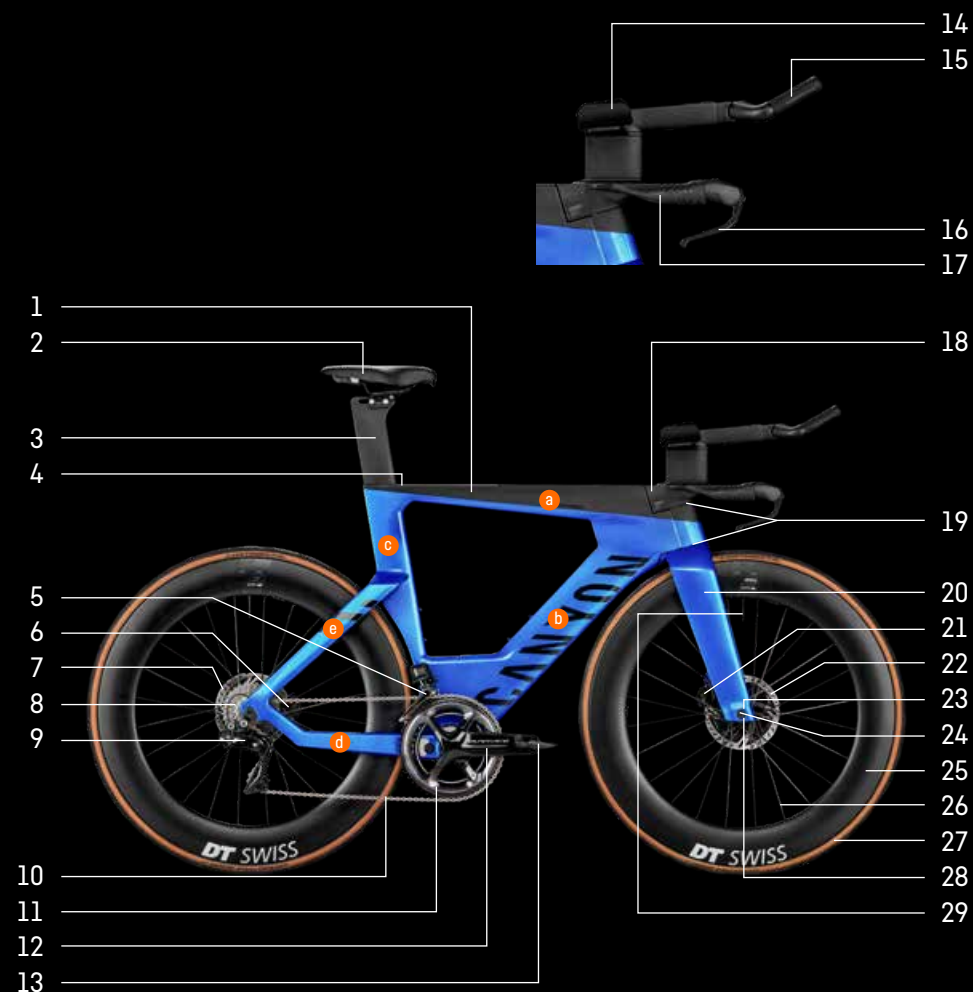


MANUAL

BICYCLE MANUAL SPEEDMAX



These are additional instructions for the Canyon Speedmax. Always refer to the Canyon bicycle manual road bike that you find at www.canyon.com



Important: Assembly instructions page 7. Read pages 2 to 6 before your first ride!



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

COMPONENTS

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GENERAL NOTES ON THIS MANUAL

PAY PARTICULAR ATTENTION TO THE FOLLOWING SYMBOLS:

The possible consequences described will not be repeated every time the symbols appear in the manual.



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



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



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

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

Important: Assembly instructions page 7. Read pages 2 to 6 before your first ride!

DEAR CANYON CUSTOMER,

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

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

- strictly follow the assembly instructions given in the chapter **"Assembly from the BikeGuard"**.
- observe and follow the information given in the chapter **"Before your first ride"** in your bicycle manual road bike.
- refer to the chapter **"Intended use"** for the intended purpose of your new Speedmax and the **maximum permitted overall weight** (Speedmax, rider, clothing and luggage).
- carry out the **minimum functional check** before every ride. For more details on how to proceed, read the chapter **"Before every ride"** in your bicycle manual road bike. Do not ride your Canyon Speedmax unless it has passed the functional check one hundred per cent!
- Also observe the **FITTING KIT** manual, supplied with your Speedmax.

When carrying out maintenance and repair works, be aware that the instructions and information provided in your manual only refer to the Canyon Speedmax and cannot be applied to other bikes.

Due to numerous designs and model changes, it may be that some of the routines are not described in every detail. Also observe the manuals of the component manufacturers on their website or at www.canyon.com



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 or use our contact form.

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

For this reason this manual focuses on your newly purchased Canyon Speedmax and standard components by drawing your attention to important notes and warnings. It will not help you assemble a complete bicycle from a 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 in any sport, you can injure yourself when riding a bike. When you ride a bike, you must be aware of this risk and accept it.

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

Are you missing a manual? Also visit www.canyon.com to find supplementary manuals.

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

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

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

 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 the user manuals are subject to change. This manual complies with the requirements of the EN ISO standard 4210-2. This manual is subject to European law.

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

 Please visit our website occasionally 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 in doubt, contact our service hotline at (+49) 261 9490 3000 (DE) / (+44) 3331501967 (GB) / (+61) 1 300 712 003 (AU) / (+61) 3 9771 1607 (NZ) or use our contact form at www.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 maximum permissible overall weight should not exceed **120 kg**.

The **maximum permissible overall weight** is calculated as follows:

weight Speedmax (kg)
 + **weight cyclist** (kg)
 + **weight luggage** (e.g. rucksack, pannier bags)
 = **maximum permissible overall weight** (kg)



 Your Canyon Speedmax is approved for being used on free rollers (bicycle rollers without brake) as well as on bicycle rollers, provided the bike is clamped at the rear wheel axle and the accessories (e.g. specific axles) supplied by the manufacturer of the bicycle rollers are used.
 If you are in doubt whether your bicycle rollers are suitable for the Speedmax, contact our service hotline.

 Child seats are not allowed in general.

 Towing child trailers is not allowed in general.

Strictly observe the category to which your Speedmax belongs. You can determine the category of your Speedmax by means of the frame marking according to the following symbol. The category specifies the surfaces on which you are allowed to ride and the riding actions your Speedmax is designed for.


If you are not sure about the category your Speedmax belongs to, contact our service hotline.




Condition 1

Bikes of category 1 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.

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

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



BEFORE YOUR FIRST RIDE

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

Before riding your new Canyon Speedmax for the first time, read at least the chapter **"Before your first ride"** in your bicycle manual road bike.

BEFORE EVERY RIDE

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

AFTER AN ACCIDENT

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



If you ride with your hands on aero clip-on bars (triathlon handlebars), you cannot reach the brake levers as quickly as you would from other positions. Your stopping distance becomes longer. Look well ahead as you ride and be prepared for longer stopping distances.



Note that the brake lever setup may vary from country to country! Check which brake lever acts on which brake. If it does not comply with your habits, we recommend that you ask an expert to change the brake lever setup!



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



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

ASSEMBLY FROM THE BIKEGUARD

The assembly 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 components of your Canyon Speedmax.

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



First, open the BikeGuard.

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



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

CHECKING THE CONTENTS OF THE BIKEGUARD



In the BikeGuard you find the assembled frame with all add-on parts, separately front and rear wheel packed individually in boxes, sometimes also in a wheel bag. It also includes a box with small parts as well as the Toolcase with Canyon torque wrench incl. bits, Canyon assembly paste, the bicycle manual Speedmax, the bicycle manual road bike, the FITTING KIT manual and if necessary further operating instructions for components and accessories.



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



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

GENERAL INFORMATION ON THE ASSEMBLY OF THE CANYON SPEEDMAX

Your Speedmax was completely assembled and adjusted at the factory. The bicycle should be fully functional after the assembly steps explained below without any adjustment work.

The following is only a brief description of the assembly. In the event that you are neither skilled nor experienced in that kind of work, please read the more detailed chapters in your bicycle manual road bike; also observe the instructions of the component manufacturers and the FITTING KIT manual.

First, we would like to make you familiar with the components of your Speedmax. Unfold the front cover of your bicycle manual Speedmax. Here you find a Speedmax 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.

Before your first ride, carry out the checks described in the chapter **"Before every ride"** as well as in the bicycle manual road bike.



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

USING THE CANYON TORQUE WRENCH



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

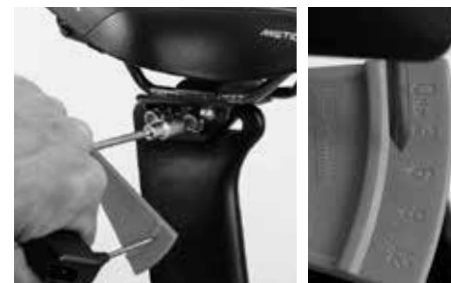


Too loose or overtightened screws or bolts can cause a failure and hence lead to an accident. Strictly observe the torque values of Canyon indicated on the respective component.



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

Insert the Allen key fully into the bolt head.



Slowly turn the handle of the Canyon torque wrench. When the bolt is tightened, the pointer moves over the scale. Stop the turning movement as soon as the pointer reaches the marking of the prescribed torque value.



Assemble your Canyon by 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.



Wheel bags are not supplied with every Speedmax.

UNPACKING



Remove the protective cardboard cartons, if available, and remove the front and rear wheel, packed in a cardboard carton or wheel bag as well as the box with the small parts and the FITTING KIT from the BikeGuard.



Lift the frame carefully out of the BikeGuard. Make sure that you also lift out the protective cardboard carton above and in front of the handlebar as well as the bottom cardboard box to which the frame including thru axles are attached.



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.



Place the frame carefully with the protective cardboard carton on the ground.

MOUNTING THE SADDLE AND THE SEAT POST



Unpack the saddle and the seat post from the front cardboard box and remove the front cardboard carton completely.

Before mounting the seat post to the frame, make sure that the seat tube is absolutely free of sharp edges and burrs.



Take the clamp mechanism out of the box with the small parts. Insert the clamp mechanism into the frame and make sure it is properly aligned.



Slide your seat post to the MAX marking into the frame to avoid the scratching of the seat post. The saddle height will be adjusted later.

The seat post has to slide easily into the frame without pressing. If it does not, loosen the clamp a little more.



The Canyon Speedmax has a seat post with a specific aero profile. The pointed end of the TRI CF seat post at the top of the seat post must always show towards the front in direction of motion.



Pull the seat post out again.

Apply a little Canyon assembly paste on the bottom part of the seat post, inside the seat tube of the frame and at the contact area of the clamp mechanism towards the seat post.



Tighten the Allen bolt of the seat post clamp/clamp mechanism to a torque value of max. 4 Nm.



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



Never ride your Canyon Speedmax, if the MAX marking on the seat post is visible.

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



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



The Canyon Perfect Positioning System (PPS) is a tool that helps you find your ideal frame size of your Canyon even without test ride. You find the PPS on our website at www.canyon.com



Do not apply grease or oil on clamping areas made of carbon!

WHEEL MOUNTING



Your Speedmax is attached with the fork and the rear frame to the protective cardboard carton. Remove the protective cardboard cartons (front and rear) before mounting the wheels.



Hold your Speedmax tight so that it does not topple over. Open the thru axle lever at the rear frame and turn the thru axle anticlockwise.



The rear frame is attached with the thru axle to the protective cardboard carton.



When the thru axle thread no longer engages, remove the thru axle from the rear frame.



The fork is attached with the thru axle to the protective cardboard carton.



When the thru axle thread no longer engages, remove the thru axle from the fork. Take the frame off the protective cardboard carton to mount the wheels in the next step.

The easiest and safest way to carry out the mounting is when you have a workstand or a helper.



Hold your Speedmax tight so that it does not topple over. Loosen the thru axle of the front wheel with an Allen key and turn the thru axle anti-clockwise.



Do not clamp carbon frames or seat posts in the holding jaws of a workstand! This can damage the components. Be sure to use a workstand which holds the frame inside at three points or the fork and bottom bracket shell.

Rear wheel mounting



Remove the transport locks, if available, from the disc brake. Pull the chain to the rear and position the chain on the smallest sprocket. Slide the wheel then from the rear into the drop-outs (the Speedmax has horizontal drop-outs).



Insert the rotor at the same time into the brake calliper.



Align the rear wheel between the rear stays and push the thru axle from the left through the wheel mount and the hub. Turn the thru axle by hand a few turns clockwise.



When the axle thread engages with the thread of the right rear stay, continue turning the thru axle clockwise. During the first turns the thru axle should be able to turn easily.

Grip the thru axle lever at the outer end and turn the lever until the force you need to turn it increases strongly and the lever cannot be turned any further even with significantly increased manual force. However, do not use any tools.



Pull the lever outwards against the preload. While holding the lever in this position, you can turn the lever and align it in the desired position.

The lever must not stand out to the rear. Release the lever and it will remain in the latest position.



You find more details in the chapter **"The wheels"** in your bicycle manual road bike.



After you have mounted the rear wheel and closed the thru axle, pull the brake lever. Release the brake lever. Lift the bicycle off the ground and spin the rear wheel subsequently by turning the crank a few turns by hand. This allows the chain to position properly on a sprocket of the cassette. Make sure the rotor does not drag along the brake calliper and the brake pads.



When the axle thread engages with the thread of the right fork blade, continue turning the thru axle clockwise. During the first turns the thru axle should be able to turn easily. Tighten the axle by using a Canyon torque wrench to a torque wrench of 15 Nm.

Front wheel mounting



Remove the transport locks, if available, from the disc brake. Put the front wheel into the fork and insert the rotor at the same time into the brake calliper. Align the front wheel between the drop-outs and slide the thru axle from the left side through the drop-out and the hub. Turn the thru axle by hand a few turns clockwise.



After you have mounted the front wheel and closed the thru axle, pull the brake lever. Release the brake lever. Lift the bicycle off the ground and spin the front wheel subsequently with your hand. The rotor should not drag along the brake calliper or the brake pads.

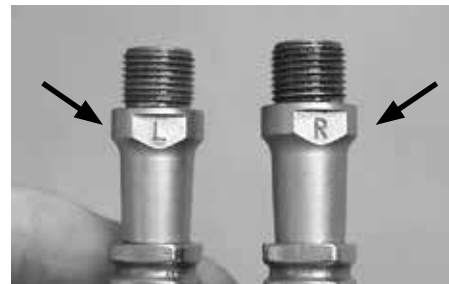


You find more details in the chapter **"The wheels"** in your bicycle manual road bike.



After having mounted the wheels, do a brake test in standing. The brake levers must have a pressure point; make sure you cannot pull the lever all the way to the handlebar.

MOUNTING THE PEDALS



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



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



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



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



Check the reliable fit of the pedals once again after 100 km (60 miles). The pedals can come loose, destroy the thread which could result in a fall. Also check the reliable fit of the other bolts according to the prescribed torque values.



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

SHIMANO Di2 BATTERY AND CHARGER



The Di2 battery of the Canyon Speedmax is located in the lower third of the down tube. The battery must be removed at Canyon only. Contact our service hotline or use our contact form.



The Di2 battery is charged with a Shimano charger at the junction box.

To get access to the junction box you have to dismount the front wheel first. Loosen the bolt underneath the face plate by using a 3 mm-Allen key.



Be sure to charge the battery only with the battery charger supplied. Do not use the charger from another manufacturer, even if the plugs of the battery charger fit into your rechargeable battery.



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

SRAM ETAP/AXS ROAD



Remove the faceplate subsequently.



In the case of SRAM's eTAP/AXS Road there is one battery at the rear derailleur and another one at the front derailleur. You find them together with the charger in the cardboard box with the small parts in your BikeGuard.



Now you can connect the Di2 charger to the junction box.

After having charged the battery, reposition the faceplate and tighten the bolt to the prescribed torque value of 1.5 Nm.

For more information read the chapter "**Shimano Di2**" in your bicycle manual road bike or at si.shimano.com



The electrical contacts of the battery are protected with a red cover. Remove these covers from the batteries.



Keep the covers in a safe place to have them at hand in case of a possible dispatch or for a journey.



Charge the batteries with the supplied charger.



Take the battery and insert it with its contacts showing upwards.



The electrical contacts at the front and rear derailleur are protected with a red cover. Remove these covers by opening the locking mechanism upwards.



Fix the battery by closing the locking mechanism. The locking mechanism must engage audibly.

You find more information in your bicycle manual road bike and at www.sram.com



Be sure to charge the battery only with the battery charger supplied. Do not use the charger from another manufacturer, even if the plugs of the battery charger fit into your rechargeable battery.

CHECKING AND ADJUSTING



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

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

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



Adjust the position of the saddle, the grip position and check the firm seat of the handlebars, the grips and the seat post, as described in the chapter **"Adjusting the Canyon Speedmax to the rider"**.



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



For more information read the chapter **"Shimano Di2"** in your bicycle manual road bike or at si.shimano.com or www.sram.com



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



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

Perform finally the checks described in the chapter **"Before your first ride"** and **"Before every ride"** that you find in your bicycle manual road bike.



After completing the assembly and the checks it is imperative that you make a test ride with your Canyon in a flat, non-traffic area (e.g. in a parking area)! Faulty assembly or improper adjustments that become apparent in road traffic can make you lose control of your bike with hardly foreseeable consequences!

SPECIAL FEATURES OF TRIATHLON BIKES AND TIME TRIAL MACHINES

Your Canyon Speedmax is equipped with specific aerobars for triathlon and time trial races where a particularly aerodynamic seating position is crucial.

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

For more information on the seating position read the chapter **"Adjusting the Canyon Speedmax to the rider"**.

TIME TRIAL BAR END SHIFTERS

With these aerobar models the shift levers are positioned at the extensions' ends, and the brake levers at the ends of the base bar (bull-horn). When you ride with your back in a horizontal position, the brake levers are out of reach for your hands and the reaction time is longer, which makes your stopping distance longer. For this reason it is very important to anticipate problems during the ride.

The position of the base bar as well as the extensions under the armrests can be set to suit your personal requirements.

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



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



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

Your Speedmax is either equipped with the Shimano Di2 or the SRAM eTAP/AXS Road groupset.

To shift the gears only touch the control buttons at the ends of the mono grips or at the brake levers.

The **Shimano Di2 groupset** on your Speedmax is pre-set with Shimano Syncro Shift. With the left control button you shift to the easier gears, with the right control button to the heavier gears.

The chainrings are shifting automatically. This configuration can be modified with a specific software from Shimano. You find more information in the operating instructions of the gear manufacturer.


There is also the option to have the control button function changed. This can be done with a specific test device from Shimano which is also used for troubleshooting. Contact our service hotline or use our contact form.


The special feature of the **SRAM eTAP/AXS Road groupset** is that the front derailleur is operated by simultaneously pressing a right and a left button. In the basic setting there is no automatic shifting of the front derailleur; this can however be configured via an app. You find more information in the operating instructions of the gear manufacturer.

In both systems the control buttons transmit the shifting command to the rear derailleur. Then the rear derailleur swivels, causing the chain to climb onto the next sprocket. It is therefore important when changing gears to continue pedalling smoothly without too much force as long as the chain moves between the sprockets! Thanks to special guides in the chainrings, the shifting process on today's bikes also works under load. Changing gears under load shortens, however, the service life of your chain considerably.



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

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


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


SPECIAL FEATURES OF CARBON WHEELS


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

You find more information on carbon wheels and care instructions in the chapter "**Special features of carbon wheels**" in your bicycle manual road bike.



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

 Keep the brake surfaces of carbon wheels free of maintenance agents and lubricants.

 Pack carbon wheels for transport in specific wheel bags to protect them inside the suitcase or the cardboard box.

ADJUSTING THE CANYON SPEEDMAX TO THE RIDER


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


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


For that reason ensure when adjusting the fore-to-aft position, the height of the handlebars and the position of extensions and armrests that the resulting seating position can be maintained over the entire distance of your training or competition sections without causing tension, restricted mobility and/or breathing or even a painful posture that would affect your performance.

Typically a more upright position is chosen for triathlons than for time trials, which are mostly over shorter distances.



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

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

Align the handlebars in a way that you have your Canyon Speedmax fully under control even in critical riding situations and can steer and brake at all times without any restrictions. Check this by carrying out a long test ride in a place free of traffic or on a quiet road.


Bear in mind that any changes to the position of the saddle, handlebars, extensions and armrests also affect the other parameters of the seating position as a result. Correct them if necessary to ultimately achieve a safe, sufficiently comfortable yet aerodynamically optimal seating position on your triathlon or time trial bike.

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

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

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



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

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

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

The loosened seat post can now be adjusted in height. Do not use brute force, if the seat post does not move easily inside the seat tube. Contact our service hotline or use our contact form.

Do not pull the seat post out beyond the marking available on the post.

Clamp the seat post tight again. Do this by tightening the Allen bolt at the seat post clamp on the upper side of the top tube to the indicated torque value of max. 4 Nm.

You find more information on mounting the seat post in the chapter **"Assembly from the BikeGuard"**.

Does the leg stretch test now produce the correct 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 it is, you have adjusted the saddle height correctly.



Do not grease the seat tube of a carbon frame. Once greased carbon fibre may never ever be fixed in a secure and safe way again!



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



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



Do not overtighten the bolt of the seat tube clamp. Overtightening can damage the seat post or the frame. **Risk of accident!**

FORE-TO-AFT POSITION AND SADDLE TILT



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

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

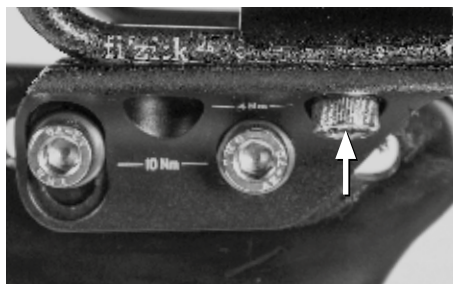
Modifying the longitudinal position of the saddle on the seat post, however, also affects pedalling.

Depending on whether the saddle is positioned further to the front or rear, the rider pedals more or less from behind.

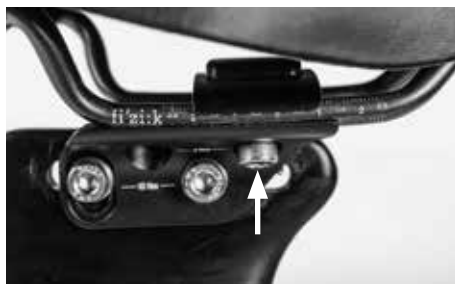
With the adjustment options, in particular by turning the saddle slide around, a larger range of distance (0 mm to 85 mm) to the middle of the bottom bracket is achieved.



First, loosen the two horizontally positioned Allen bolts of the saddle slide clamp by two to three turns. If necessary, hold the bolts in place on the other side with another Allen key.



If the range is insufficient, you can further loosen the two almost vertical bolts. Shift the saddle rails in the saddle clamping device.



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

Now you can move the saddle together with the saddle slide horizontally on the seat post and adjust the tilt to your needs.



Make sure the saddle rails are positioned in such a way that the clamp of the seat post is within the prescribed range. If there is no marking on the saddle rails, the clamping must be done on the straight section and on no account in the front or rear bend. **Risk of breakage!**

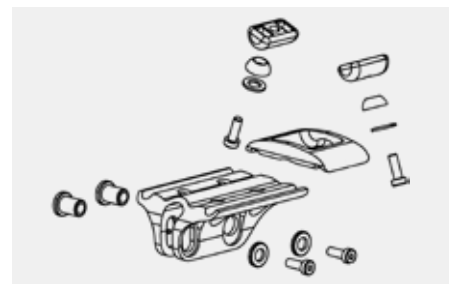


If the adjustment range is still not sufficient, fully unscrew the two horizontally positioned Allen bolts. Remove the saddle slide from the seat post, turn it round by 180° and reposition it.

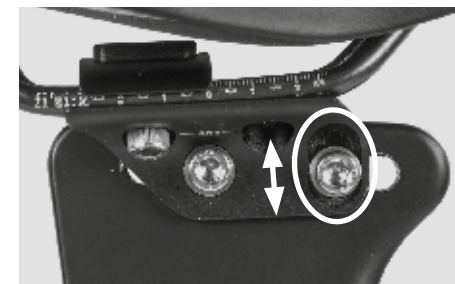
Subsequently, you must also turn the saddle.



As a further option, the saddle clamping bolts can optionally be tightened in the front (1) or the rear (2) threaded holes at the saddle clamping device. When fixing the saddle, make sure the top mount lies close around the saddle rails and tighten both Allen bolts to the indicated torque value of 4 Nm.



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



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

ADJUSTING THE HEIGHT OF THE HANDLEBARS



Set the saddle so that it is horizontal or slightly tilted forward. If the saddle is tilted too far forward you cannot pedal relaxed. You will constantly support yourself on the handlebars to prevent yourself from slipping off the saddle.

After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.



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



This means a more streamlined position for the rider and more weight to bear on the front wheel, but the strongly inclined position is more strenuous and uncomfortable, as the strain on wrists, arms, upper body and neck increase.



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



Never ride if the seat post has been pulled out beyond the MAX marking or if the saddle is clamped outside the clamping range! The seat post or the saddle rails could brake or suffer damage. **Risk of a fall!**



Check the bolts by using a torque wrench once a month according to the values indicated in the chapter "**Recommended torque values**" in your bicycle manual road bike.



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

EXTENSIONS AND ARMRESTS

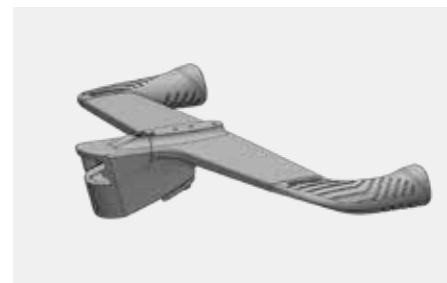
The Canyon Speedmax cockpit offers various setting and adjusting options. In addition, components are available in different sizes and designs. They can be assembled in different combinations.

Your Speedmax is fitted with the cockpit components selected by you. They were selected in advance by the service centre based on your forearm length.

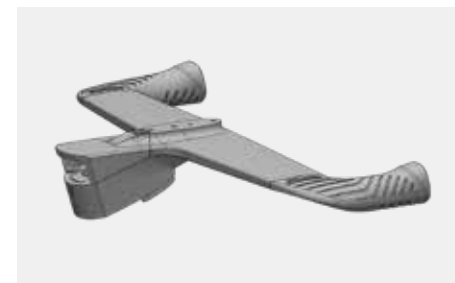
Basically, the base bar is available in two lengths and two heights and the mono extensions are available in three lengths.



Base bar with stem:



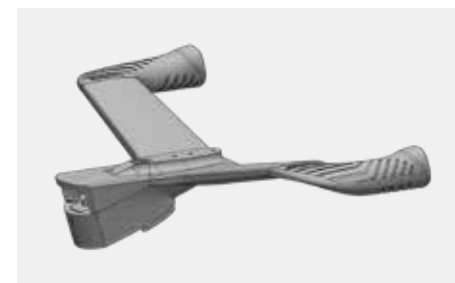
Base bar short / flat



Base bar long / flat



Base bar short / rise



Base bar long / rise

The long version has a length of 75 mm. The short version a length of 55 mm.

The difference in rise between flat and rise is 40 mm.


Mono Grips


The mono grips are available in two lengths. Difference is made between the pair lh/rh short and the pair lh/rh long.

When mounted you can adjust the angle. Loosen the bolts by two to three turns and adjust both mono grips according to your needs. Tighten the bolts according to the marking by using a torque wrench.

Aerobar

The Aerobar is available as telescopic system in the three different lengths short, medium and long.

 Base bar, mono grips and aerobars must be changed at Canyon only. If you are not happy with your handlebar and/or seating position, contact our service hotline.

 For more details visit our website at www.canyon.com. Or use our contact form.

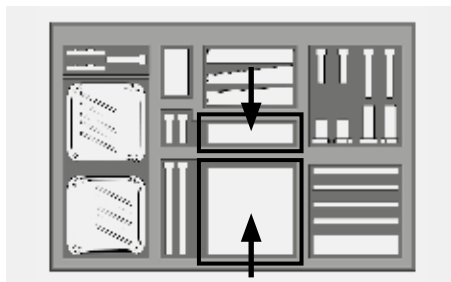
FITTING KIT

Your Speedmax is supplied with a FITTING KIT including FITTING KIT manual.

The components included in the FITTING KIT are to adjust the height and the tilt of the mono extensions and the armrest pads to the rider. In addition, they can be used to change the distance between the grips.

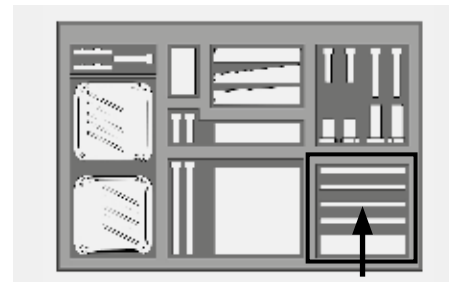
Adjusting extensions and armrests

The height and the tilt of the extensions as well as the horizontal position of the armrests can be adjusted by arranging the spacers in a different way.

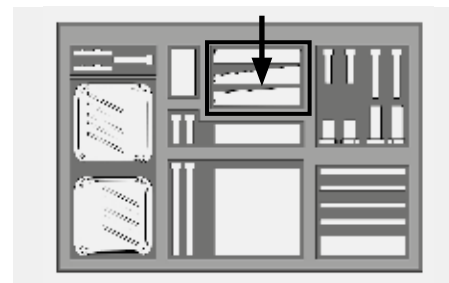


The main height is achieved with the base spacer positioned in the centre. The base spacer is available in three different heights: low (20 mm), medium (65 mm) and high (90 mm). The base spacer medium is already mounted. The other two spacers are included in the FITTING KIT.

Make sure you always insert the small 4-mm pins with the spacers.



Further height adjustments up to a maximum height of 40 mm can be achieved by four 5-mm and one 20-mm spacers. These spacers are also included in the FITTING KIT.



Apart from the height adjustment you can also change the tilt of the mono extensions.

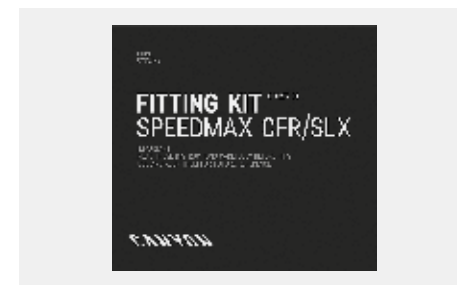


Prior to adjusting the height and the tilt you have to dismantle the cover.




Always make sure the spherical washers are mounted under the bolt heads of the fastening bolts of the mono extensions. They must not be removed under any circumstances, otherwise the bolt head will not lie flush.

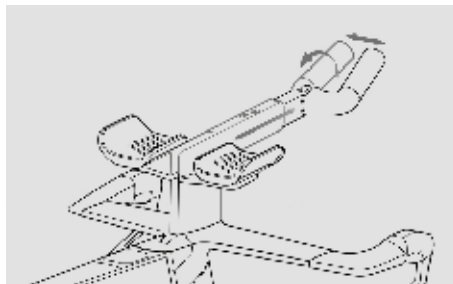
Tighten the bolts by using the torque wrench according to the indications in the FITTING KIT manual.



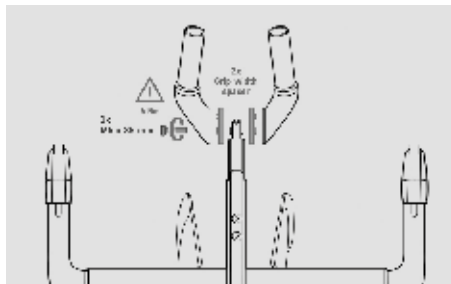
The different ways of combining spacers and base spacers are described in the FITTING KIT manual.

 Check the bolts in the handlebar area after 100 to 300 km (60 to 180 miles) by using a torque wrench according to the values indicated on the components themselves or in the FITTING KIT manual.

Adjusting the mono grips

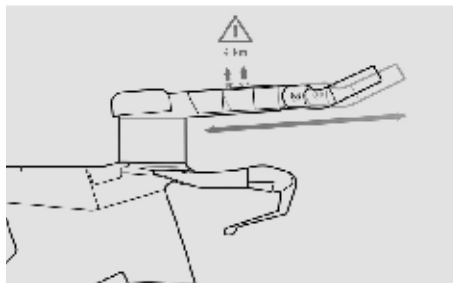


The angle of the mono grips can be adjusted. Observe that the right and left grip are connected with a small spacer. Therefore they have always to be adjusted to the same angle. The angle cannot be adjusted for each grip individually.



The FITTING KIT includes two grip width spacers that can be used to enlarge the distance between the grips. When using the grip width spacers, be sure to use the long bolt supplied.

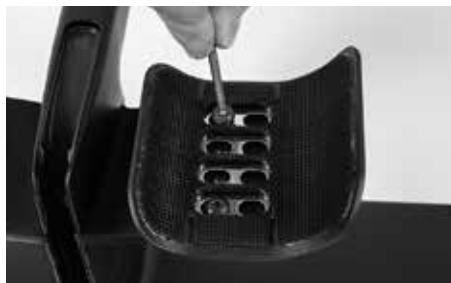
Adjusting the armrests



The position of the mono grips on the mono extension can also be adjusted horizontally in length. Prior to this adjustment the two countersunk bolts must be loosened. The range of adjustment is limited towards the front and the rear.



If you want to change the position of the armrests, remove the foam pads from the armrests first.



Loosen the two fixing bolts respectively on both sides.



You can mount the armrests lengthways in three different positions and sideways in two different positions.



Insert the fixing bolts into the thread holes as far apart from each other as possible and tighten them to the indicated torque value of 2.5 Nm.

Check the firm seat of the armrests.

Finish by fixing the foam pads with the Velcro fastener to the armrests. Make a test ride to check the seating position.



The screwing in the oblong holes also allows a limited adjustment of the armrest angle in the horizontal plane.



Prior to adjusting the height and the tilt, i.e. when changing the spacers included in the FITTING KIT, you have to dismount the cover.



No matter which mounting position of the armrests you opt for, always make sure that two fixing bolts per armrest are inserted one after the other in one line. **Risk of breakage!**

THE HEADSET



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




Subsequently, remove the cover above the stem. This is only a clip-on cover. Slightly pull open both sides to the right and the left and move the cover upwards. It is easier to do this by steering the handlebar to the side.




To reach the adjusting screw of the headset play you have to remove the drinking tube from its guide between mono extension and spacer tower. For a better handling it is recommended that you remove the entire hydration bladder. See the chapter **"Integrated hydration system"**.



Steer the handlebar to the right or left. Loosen gradually and alternately both clamping bolts as well as the clamping ring below the stem. To open the ring mount the TX6-wrench (from the cardboard box with the small parts) from the left side. Loosen all bolts by two to three turns anticlockwise only, do not unscrew them fully.

 Adjusting the headset requires a certain amount of experience and should, therefore, be left to specialists. Put your Canyon Speedmax in expert hands, if necessary, or contact our service hotline or use our contact form.

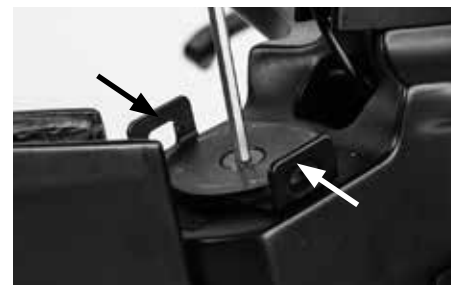
 The thread of the clamping bolts should not protrude from the stem after loosening. This is to avoid that the loosened clamping bolts collide with the frame when steering the handlebar to the side.



Carefully tighten the centre adjusting screw clockwise by using a 3 mm Allen key. Always start with half a turn.




Check the bearing for ease of running, by lifting the front wheel and by moving it. When lifted the front wheel must rotate from the centre position after lightly tapping on it.



Make sure that both retaining lugs of the base plate do not turn.

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

The maximum torque value for the headset adjustment is 2 Nm.

 Do not tighten the adjusting screw, but only adjust the bearing play carefully!



Tighten the TX6-bolt at the clamping ring to the indicated torque value.

Steer the handlebar to the right or left. Tighten gradually and alternately the two clamping bolts to a value of 5 Nm by using a torque wrench. Do not exceed the indicated torque value.

Finish by re-mounting the cover above the stem.

IMPACT PROTECTION UNIT (IPU)



Your Canyon Speedmax is fitted with an end stop, also referred to as Impact Protection Unit or IPU.

This IPU avoids that the handlebars or its fittings collide with the top tube limiting the possible handlebar range to +/- 70 degrees.

The IPU is underneath the lower headset and not visible when the fork is assembled.

! The replacement requires a certain amount of experience and must be performed by Canyon. Contact our service hotline or use our contact form.

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

INTEGRATED HYDRATION SYSTEM



You can fit your Canyon Speedmax with the Integrated Hydration System that is included in the scope of delivery.

This system offers a hydration bladder in the down tube that allows you to fill in 700 ml of water (as of frame size M) or 500 ml of water (with frame sizes XS and S).



You need not remove the hydration bladder for filling. You can fill the hydration bladder through the quick-fill-port on the top tube.

! The hydration system is only designed to be used with water. Canyon does not guarantee the use of any other mixed drink.



The best way to fill the system is to position your water bottle directly at the quick-fill-port and to press the water into the hydration bladder.

For the filling process the valve of the integrated hydration system must be active and completely pressed downwards.

REMOVING THE HYDRATION BLADDER

To clean and dry the hydration bladder you have to remove it from the down tube. The hydration bladder must be empty before you remove it. To empty the hydration bladder you can place the Speedmax upside-down, if necessary, and actuate the valve.



Pull the drinking tube from its guide between the mono extension and the spacer tower.



Remove the cover at the upper headset.

Open the lid on the top tube of the frame, also referred to as bento box. Press the small button of the hydration bladder mount. Unlock the hydration bladder mount from the frame by pressing the small button.



Now you can remove the hydration bladder together with the quick-fill-port and the drinking tube.

! The hydration bladder has an internal stiffening which facilitates removing and sliding the system back into the frame.



Mount the hydration bladder again by proceeding in reverse order.

Make sure to insert the hydration system back into the frame at the internal stiffening. Finish by pressing the hydration bladder including mount into the seat of the frame.


To ensure a better fit blow air through the drinking tube into the hydration bladder.


CLEANING THE HYDRATION BLADDER

The cleaning can be carried out with customary cleaning tabs.

- Dissolve the cleaning tab in water.
- Fill the cleaning liquid into the hydration bladder.
- Shake the hydration bladder.
- Pour out the liquid.
- Rinse with clear water.

You find more information at www.hydrapak.com

 The hydration bladder should be emptied, cleaned and above all dried after every ride.

 Poorly cleaned and dried hydration bladders can result in the formation of harmful germs, mould etc. Risk of nausea and damage to health!

INTEGRATED TOP TUBE BENTO BOX



Your Canyon Speedmax is equipped with the integrated top tube bento box as standard. This system provides space for provisions (e.g. energy bars and gel) and tools or the like.

Do not sit on the cover of the top tube bento box to avoid any damage to the cover.



Do not sit on the top tube and especially not on the cover of the top tube bento box.

INTEGRATED BOTTOM BRACKET STORAGE



The integrated bottom bracket storage (BB stands for bottom bracket) provides space for necessary accessories to repair punctures.

Turn the left crank arm in a lower position (recommended position: "6 o'clock position").

The cover can be removed without tool. Press the cover with your thumbs on the right and left side and **push** the cover towards the rear wheel. Then you can remove the cover.



Contents of the integrated bottom bracket storage: 1 pair of tyre levers, 1 valve for CO₂-cartridge, 1 spare tube (purchased items: max. 2 CO₂-cartridges)



To re-mount the cover on the frame position the cover slightly offset to the rear and slide it forward.

The cover must engage audibly.

ADDITIONAL ACCESSORIES

TRI BOTTLE ADAPTER



This adapter allows the assembly of one to two bottle cages behind/under the saddle. Before mounting remove the rubber cover on the rear side of the seat post. Tighten the clamp bolts to the indicated torque value of 3 Nm.



Position one bottle cage on the adapter and screw one clamp bolt respectively into the two thread holes of the adapter by tightening them to the indicated torque value of 3 Nm.



As an alternative you can also fasten the "Triathlon Bottle Adapter 30degree" or the "Triathlon Twin Bottle Adapter", and on top of them one (within easy reach turned by 30 degrees) or two bottle cages (to the side). In doing so also observe the indicated torque value of 3 Nm for the clamp bolts.

WARRANTY

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


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


To ensure a long service life and good durability of your bike only use it for its intended purpose (see chapter "**Intended use**"). Also observe the **maximum permitted overall weight** and the instructions on transporting luggage and children (see chapter "**Intended use**"). The manufacturers' assembly instructions (above all the torque settings for bolts) and the prescribed maintenance intervals must be strictly followed, as well. 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, call our service hotline or use our contact form.



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. Make sure that the respective manuals for step-in pedals, gear and brake components are in your possession and that they are kept in a safe place together with this manual, the bicycle manual road bike and the **FITTING KIT** manual.

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

A NOTE ON WEAR

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

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

Parts that have reached their limit of wear must be replaced. This applies to the following parts:

- chain,
- cables,
- grip coverings or bar tape,
- chainrings,
- sprockets,
- pulleys,
- gear cables,
- tyres,
- saddle covering (leather) and
- brake pads
- battery
- hydration bladder
- hydraulic liquids
- tubes.



GUARANTEE

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

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

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



Six-year guarantee



Canyon road, time trial, triathlon or track bikes are high-end sports equipment, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient servicing can render the racing machine unsafe. **Risk of 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) programme we offer you the opportunity to replace your damaged Canyon frame at a greatly reduced cost. This offer is valid up to three years after the date of purchase. You'll receive the same or a similar frame from our current product range (without add-on parts, such as seat post, front derailleur or stem).

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

In order to claim the CR-service, please contact our service department by calling our service hotline or by online contact form.

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



Crash Replacement – Damaged Canyon frames are replaced at reduced prices



Observe the information given in the chapter "**Intended use**".

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