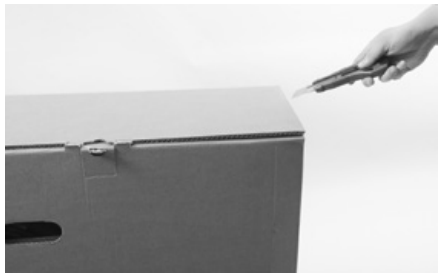
ASSEMBLY FROM THE BIKEGUARD

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

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

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

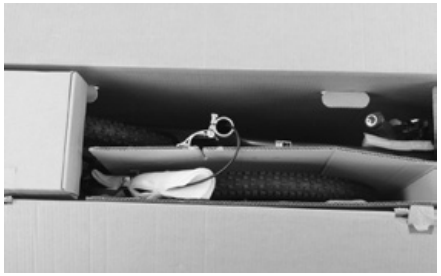
The illustration shows an arbitrary Canyon mountain bike – this is not what every bike will look like.



First, open the BikeGuard.

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

CHECK THE CONTENTS OF THE BIKEGUARD



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

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

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

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

GENERAL INFORMATION ON MOUNTAIN BIKE 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. In the event that you are neither skilled nor experienced in that kind of work, please read the more detailed chapters in your bicycle manual Mountain bike; also observe the instructions of the component manufacturers on the enclosed CD.

Before your first ride, carry out the checks described in chapter **“Before every ride”**.

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

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

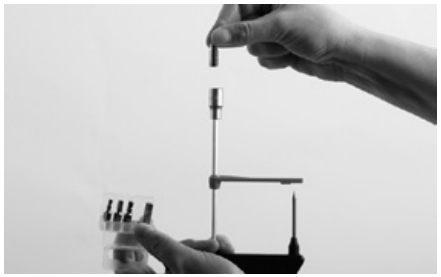
The easiest and safest way to assemble the bike is when you use a workstand or ask someone to help you.

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

EN

USING THE CANYON TORQUE WRENCH

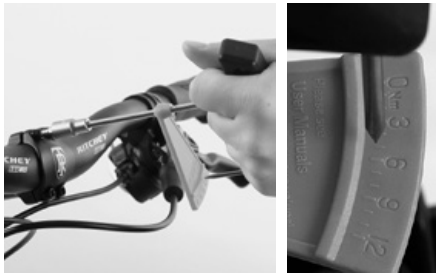
We regard the use of a torque wrench as essential so as to ensure the two parts can be fixed together securely and safely.



Put the matching bit into the holder of the Canyon Torque Wrench.

Insert the Allen key fully into the screw head.

Exceeding the maximum torque at the clamping bolts (e.g. at the stem, seat post or seat post clamp) leads to an excessively high clamping force. This can cause the component to fail and hence there is a high associated risk of accidents. In addition, the product guarantee would be null and void in such a case. Screws or bolts that are too loose or are done up too tightly can cause a failure and hence lead to an accident. Always follow exactly the tightening torque details from Canyon.



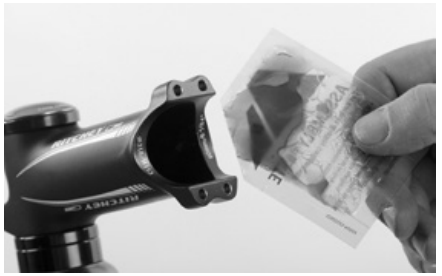
Slowly turn the handle of the Canyon Torque Wrench. Once the bolt is getting tight, the pointer moves over the scale. Stop the turning movement as soon as the pointer reaches the number for the specified torque.

Assemble your Canyon using the Canyon Torque Wrench enclosed with the BikeGuard.

USING THE CANYON ASSEMBLY PASTE

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

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



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.

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

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

EN

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.

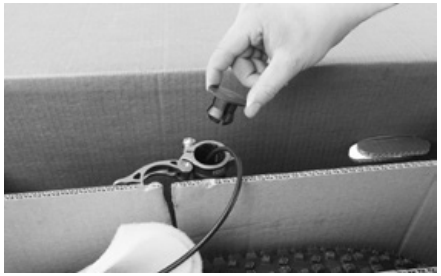
Mount the components, as specified.

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

UNPACKING

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

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



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

Remove the protective cardboard at the other end.

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

HOW TO MOUNT HEIGHT-ADJUSTABLE SEAT POSTS

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

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

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

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

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

EN

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

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

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

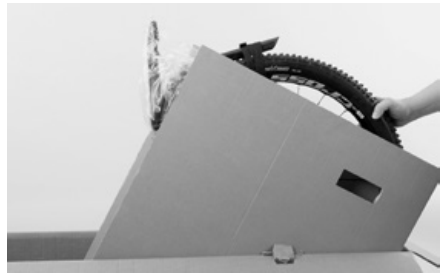
Slide the seat post into the seat tube to the desired minimum saddle height. Please note the MIN/MAX marking on the seat tube.

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

Make sure the cable of the height-adjustable seat post does not break during the assembly.

HOW TO MOUNT CONVENTIONAL SEAT POSTS

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



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

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

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

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

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.

The front wheel may be packed additionally in a wheel bag.

EN

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

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

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

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

Remove the protective film from the saddle, if available.

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

MOUNTING THE HANDLEBARS

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

Undo the band with Velcro fastener in the bottom area of the fork.

Turn the stem including fork towards the front, i.e. in direction of motion. Make sure the cables and lines are not twisted.

Let the handlebars carefully hang down or ask your helper, if necessary, to hold the handlebars.

Keep hold of the handlebars and undo the band with Velcro fastener in the top area at the frame.

Hold the handlebars tightly 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.

Release the clamping bolts of the stem faceplate completely and remove the faceplate.

EN

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

Position the faceplate on the handlebars. Retighten the clamping bolts of the faceplate evenly in a cross pattern until they lightly hold the handlebars in place.
Bring the handlebars roughly into the adequate position so that the brake levers slightly point downwards.

Position the handlebars by means of the marking accurately centred in the stem clamp. 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.

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

At this stage the mountain bike is not yet ready-for-use. Carry out the final adjustment and fixing of the handlebars, as described further below in chapter **“Adjusting and mounting the handlebars”**.

MOUNTING THE IMPACT PROTECTION UNIT (IPU)

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

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

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

If you ride without IPU, you are at risk that the handlebars or fittings will hit the top tube. This can result in damage to the frame.

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

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

Once you have turned both bolts so far take the Canyon Torque Wrench including matching bit. Tighten both bolts until the bolt heads are flush in the countersunk surface of the IPU.

Finish by tightening both bolts to a torque value of 3 Nm.

EN

ADDITIONAL STEPS IN CASE OF A HEIGHT-ADJUSTABLE SEAT POST

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

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

Take the matching bit from the Toolcase and release the Torx screw from the control lever.

Use the Canyon Torque Wrench and do not exceed the maximum tightening torque!

OPTION 1: SRAM or Avid brake and Shimano shift lever

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

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

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

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

OPTION 2: SRAM or Avid brake and SRAM shift lever

Neither the shift lever nor the brake lever is mounted to the handlebars. The control lever clamp is additionally fitted with a connecting piece named Matchmaker.
The bolt for the assembly of the shift lever to the Matchmaker is either in the Matchmaker itself or loosely screwed into the shift lever.

Remove the protective film from the right brake lever.

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

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

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

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

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

EN

OPTION 3: Shimano brake and Shimano shift lever

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

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

Position the lever within easy reach.

Now you can tighten the bolt of the control lever with the Canyon Torque Wrench.

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

MOUNTING THE FRONT WHEEL

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

Remove the protective film from the fork, if available. It is recommended that you remove the protective material in general by hand. If that is not possible, it is best to use scissors. Do not use a box cutter. Remove the transport locks from the front wheel brake. For more information about brakes, read chapter **"The brake system"** in your bicycle manual Mountain bike; also observe the instructions of the component manufacturers on the enclosed CD.

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

Front wheel with quick-release

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

Insert the quick-release into the hollow front wheel axle.

Make sure there is one spring on either side of the hub. When mounting the springs on either side of the quick-release, make sure their small-diameter ends face the hub. The quick-release lever is mounted to the left side, i.e. opposite the chain drive.

EN

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

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

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

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

The rotor must not drag on the brake calliper and normally not on the brake pads.

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

Front wheel with thru axle

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

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

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

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

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

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

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

EN

Fox E-Thru 15 mm

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

Close the E-Thru quick-release lever like a usual quick-release lever.
From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force you need to move it should increase considerably. Towards the end of its travel the lever should be very hard to move.

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

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

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

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

Rock Shox Maxle Lite thru axle system 15 mm (e.g. Pike, from model year 2014)

The new Maxle Lite system used at present only with Pike differs from the more known Maxle system in its handling. The handling is nearly identical to that of the Fox E-Thru system.

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

As soon as the axle thread engages with the thread of the right fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance.

Tighten the axle a little and then release it by about a third of a turn.

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

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

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

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

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

EN

Fox 20 mm (36 Float/Talas/Van)

The 20-mm thru axle system provides several appliances to fix the front wheel. To mount the front wheel open both quick-release levers in the bottom area of both fork legs. Put the front wheel into the fork and mount the rotor at the same time in the brake calliper.

As soon as the axle thread engages with the thread of the left fork leg, close it by turning it clockwise. During the first rotations you should be able to rotate the thru axle nearly without resistance. Tighten the axle until it is hand-tight. Re-fold the lever of the thru axle.

Bring the front wheel into the right position between the drop-outs and slide the axle from the right side through the drop-out and the hub. Unfold the lever from the axle.

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

Close both quick-release levers. From the start of the closing movement up to about the first half of its travel the levers should move very easily without clamping the wheel, whereas over the second half of its travel the force you need to move it should increase considerably. Towards the end of its travel you should clearly feel resistance.

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

ADJUSTING AND MOUNTING THE SADDLE AND THE SEAT POST

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

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

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

Do not insert the seat post further than necessary into the seat tube. Due to the assembly paste the seat post is easily affected by scratches. This is not a reason for complaint.

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

Remove the protective film from the saddle, if available.

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

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

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

EN

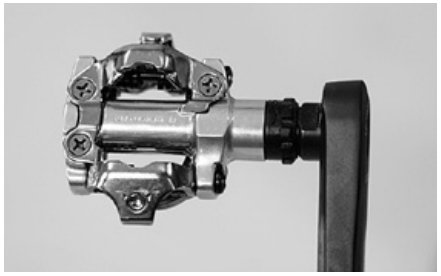
ADJUSTING AND MOUNTING THE HANDLEBARS

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

Use the Canyon Torque Wrench and finish by tightening the clamping bolts in cross pattern. Do not exceed the maximum tightening torques mainly printed on the stem!

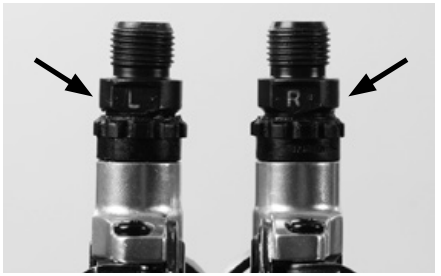
Bar ends on mountain bikes are usually fitted slightly angled. Your hands should rest on them with your wrists relaxed and not turned outward too far.

MOUNTING THE PEDALS



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

Assemble your Canyon using the Canyon Torque Wrench enclosed with the BikeGuard.



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

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

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

EN

HOW TO INFLATE THE SUSPENSION FORK

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

Remove the cap of your suspension fork.

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

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

You will find the operating instructions of the fork manufacturer on the enclosed CD. Read them thoroughly before inflating the suspension fork and before your first ride!

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

HOW TO INFLATE THE REAR SHOCK

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

Open the cap of your rear shock.

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

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

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

You will find the operating instructions of the rear shock manufacturers on the enclosed CD. Read them thoroughly before inflating the rear shock and before your first ride!

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 as well as 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.

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

EN

CHECKING AND ADJUSTING

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

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

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 gears and make sure the rear derailleur does not collide with the spokes when the chain runs on the largest sprocket.

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

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

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

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 can find more information on tyres and inner tubes in chapter **"The wheels - tyres, inner tubes and air pressure"** in your bicycle manual Mountain bike on the enclosed CD.

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

⚠ 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!

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

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