MANUAL

MOUNTAIN BIKE

CANYON

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NOTICE

For the sake of better readability, the male form is used with personal names and personal nouns throughout this manual. The terms in question principally apply to all genders in the spirit of equal treatment. The abbreviated language form is used solely for editorial reasons and does not represent any value judgement.

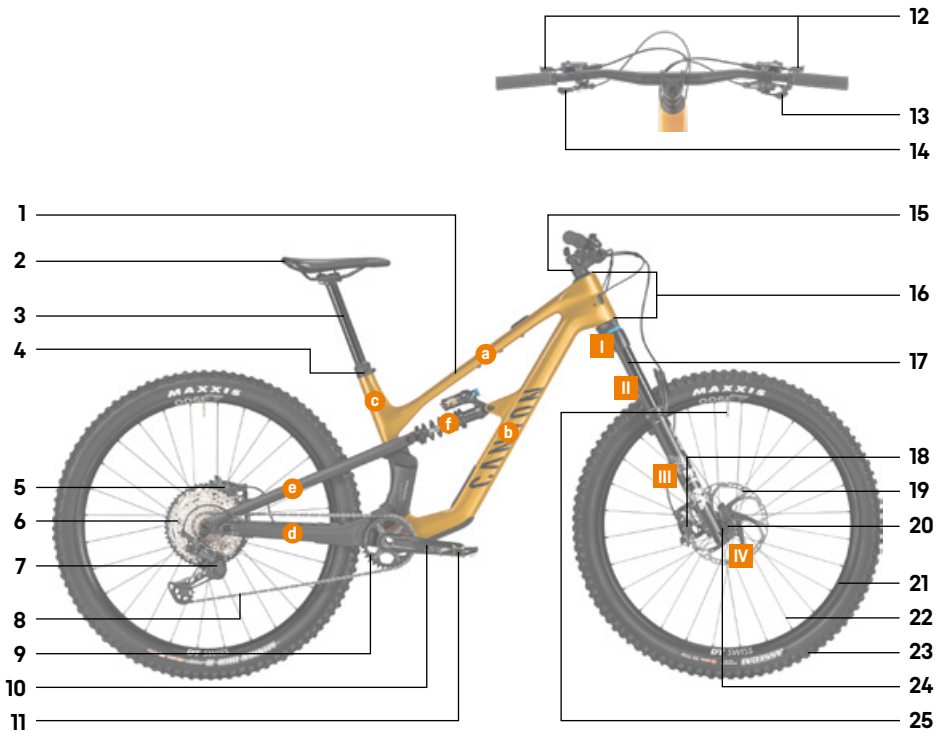
NOTICE

Your contact, if you purchased your Canyon bike **in the US**:
Canyon Bicycles USA, Inc.
5600 Avenida Encinas, Suite 180
Carlsbad, CA 92008

NOTICE

Your contact, if you purchased your Canyon bike **in a country other than the US**:
Canyon Bicycles GmbH
Karl-Tesche-Straße 12
D-56073 Koblenz

2 DESCRIPTION OF COMPONENTS



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

2 Saddle
3 Height-adjustable seat post/ dropper post
4 Seat post clamp
5 Rear brake
6 Cassette sprockets
7 Rear derailleur
8 Chain
9 Chainring
10 Crank set
11 Pedal

Handlebar:
12 Brake lever front/rear
13 Shift lever
14 Control lever height-adjustable/ dropper post

15 Stem
16 Headset

17 Suspension fork:
- I Fork crown
- II Stanchion tube
- III Lower leg
- IV Drop-out

18 Front brake
19 Brake rotor

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

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!

CAUTION

This symbol is used to address practices not related to physical injury – which may, however, result in damage to property and the environment.

DANGER

This symbol indicates a hazardous situation which could result in death or serious injury – if the relevant operational instructions are not followed or if the relevant protective measures are not taken.

NOTICE

This symbol indicates specific safety-related instructions or procedures about how to handle the product or refers to a section in the operating instructions that deserves your particular attention.

NOTICE

Your bicycle and these operating instructions comply with the safety requirements of the EN ISO standard 4210-2.

NOTICE

Important! Assembly instructions in the **Quick Start Guide supplied with the mountain bike**. The Quick Start Guide is also available on our website www.canyon.com

NOTICE

Read pages 4 to 12 of this manual before your first ride. Perform the functional check on pages 13 and 14 of this manual before every ride!

DEAR CANYON CUSTOMER,

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

To have always fun and for your own safety when cycling on your Canyon you should read **this manual** as well as the **Quick Start Guide** of your model thoroughly and

- strictly follow the assembly instructions given in the chapter **"Assembly from the BikeGuard"**,
- observe and follow the instructions given in the chapter **„Before your first ride"**
- see the chapter **"Intended use"** to read for which intended purpose your new bike is designed and check the maximum permitted overall weight (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 this manual. Do not set off unless the functional check was passed one hundred per cent!

On the digital data medium enclosed with this manual you will find a number of maintenance and repair routines in detail. When carrying out these routines, be aware that the manuals and information only refer to this Canyon bike and that they do not apply to other bikes. Due to numerous designs and model changes, it may be that some of the routines are not described in every detail. For this reason strictly observe the manuals of our component suppliers enclosed with the BikeGuard.

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

Furthermore, you will find numerous service videos 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 the contact form on our website www.canyon.com

Observe: This manual cannot teach you the skills of a bicycle mechanic. Even a manual as big as an encyclopaedia could not describe every possible combination of available bicycles and components. It therefore focuses on your newly purchased bicycle and standard components and provides useful information and warnings. It does, however, not teach you the basic skills of a bike mechanic or help you assemble a complete bike from the Canyon frameset!

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

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

Like any sport, bicycling involves the risk of injury and damage. When you ride a bike, you must be aware of this risk and accept it. Always keep in mind that you have no protection technique around you, which could avoid injuries, such as e.g. the bodywork or the airbag of a car.

Therefore, always ride carefully and respect the other traffic participants.

Never ride under drugs, alcohol or when you are tired. Do not ride with a second person on your bike and never ride without having your hands on the handlebars.

Before you set off note: Always ride in a way that you do not endanger yourself or others. Respect nature when touring through forests and meadows. Make it a habit to only ride with appropriate equipment. At least you should wear a properly adjusted bike helmet, protective glasses, sturdy shoes and suitable, bright coloured clothing.

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

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

Always with helmet and glasses

⚠ DANGER

Keep in mind: During cycling you must not hold onto a moving vehicle or trailer. Keep both hands on the handlebar. Take your feet off the pedals only if required by the condition of the road.

NOTICE

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

NOTICE

Visit our website from time to time at www.canyon.com. There you will find the latest news, useful tips as well as the addresses of our distribution partners.

NOTICE

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, call our service hotline or use the contact form on our website www.canyon.com

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und -Sicherheit GmbH
www.zedler.de
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INTENDED USE

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

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

The maximum permissible overall weight should not exceed **120 kgs/265 lbs**. A model-specific deviation from the maximum permissible overall weight is marked on the sticker on the frame.

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

weight mountain bike (kgs/lbs)
+ weight cyclist (kgs/lbs)
+ weight luggage (z.B. rucksack or pannier bags, if approved)
= maximum permissible overall weight (kgs/lbs)

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

If you are not sure about the category your mountain bike belongs to contact our service hotline or use the contact form on our website www.canyon.com

DANGER

Child seats are not allowed in general.

DANGER

Towing child trailers is not allowed in general.

NOTICE

Be sure to also read all supplementary instructions as well as the instructions of the component manufactures supplied with your new Canyon.

NOTICE

You find the description of the categories for all e-models in the Canyon e-bike manual and at www.canyon.com

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 kgs/265 lbs**. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

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

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

The **permissible maximum overall weight** comprising rider, luggage and bicycle should not exceed **120 kgs/265 lbs**. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.

Condition 3
Bikes of **category 3** comprise the intended uses of category 1 and 2 bikes and are additionally suited for rough and unpaved terrains. Sporadic jumps of a maximum height of approx. 60 cm are also included in the field of use of these bicycles. But inexperienced riders doing jumps of this height may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. This category is represented by **MTB hardtails and full-suspension bikes with short suspension travel**.

Condition 4
Bikes of **category 4** comprise the intended uses of categories 1 to 3 bikes. In addition, bicycles of this category are suitable for very rough and partly blocked terrain with steep slopes and higher speeds as a result thereof. Regular, moderate jumps by experienced riders are no problem for these bicycles. The regular and long-term use of the bicycles on North Shore trails and in bike parks should, however, be excluded. Due to the higher stresses, these bicycles should be checked for possible damage after every ride. **Full-suspension bikes with medium suspension travel** are typical for this category.

Condition 5
This type of use stands for very challenging, highly blocked and extremely steep terrains, which can only be mastered by well-trained riders with technical skills. Rather high jumps at very high speeds as well as the intensive use of specific, identified bike parks or downhill trails are typical for this category. In the case of these bicycles it must be considered that a thorough check for possible damage is carried out after every ride. If there is a pre-existing damage, even minor stress can result in failure. A regular replacement of safety-relevant components should also be taken into account. Wearing special protectors is strongly recommended. **Full-suspension bikes with long suspension travel** as well as dirt bikes are typical for this category.

⚠ DANGER

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

⚠ DANGER

With most clamps of bike carrier systems there is a **risk of crushing** 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 from car accessory dealers.

⚠ DANGER

Mounting a pannier rack is not permitted. If you want to take luggage with you, do it exclusively by using a specific bike rucksack.

NOTICE

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

BEFORE YOUR FIRST RIDE

1. **Have you ever ridden a mountain bike?** Keep in mind that riding in the terrain requires particular concentration, fitness and practice. Make yourself gradually familiar with your new mountain bike in an unfrequented area and only approach the terrain you want to bike on step by step. Attend a riding technique course. For more information visit www.canyon.com

2. **Are you familiar with the brake system?** Canyon bikes are normally delivered with the left brake lever operating the front brake. Check whether the lever of the front brake is in the position you are used to. If it is not, you will need to train to get used to the new configuration, as inadvertent use of the front brake can throw you off your bike. Have the lever-to-brake assignment changed by an expert, if necessary.

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

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

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

Too hard braking with front brake; do not imitate

Derailleur gears

⚠ DANGER

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

CAUTION

Note that the assignment of brake lever to brake calliper can 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!

4. **Does the frame size fit, are saddle and handlebar properly adjusted?** Stand over the top tube of your bike and check whether there is enough clearance between the top tube and your crotch (at least one handbreadth). Should this not be the case, contact our service hotline or use the contact form on our website www.canyon.com

   Riding with too big a frame may cause injuries, when getting off the bike quickly! With cross-country and marathon bikes the saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle. With all mountain, enduro and freeride bikes the saddle is normally brought to a lower position. A lower saddle position is particularly advisable when riding downhill. For more information about the saddle position, read the chapter **"Adjusting the Canyon bike to the rider"**.

Checking the clearance between top tube and crotch

5. **Have you ever tried clipless or step-in pedals and the shoes they go with?** Before setting off with clipless pedals for the first time, carefully practise locking one shoe onto a pedal and disengaging it while the bike is stationary. Lean against a wall when practising so that you do not topple over. Adjust the locking and release mechanism, if necessary. Be sure to first read the operating instructions that you will find in the BikeGuard. For more information about the pedals, read the chapter **"The pedal systems"**.

Shoes for step-in pedals

Step-in pedal

⚠ DANGER

A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out! **Risk of a fall!**

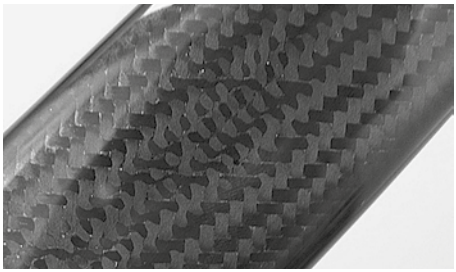
6. **Keep in mind that you use your Canyon only for its intended purpose!** Mountain bikes intended for cross-country and marathon use are not suitable for hard downhill rides on blocked terrain or jumps etc. There are specific models available for all mountain or enduro use. The Torque models are also suitable for freeriding. Keep in mind that though looking easy the tricks of a professional actually require a lot of training and experience. For your own safety, do not overestimate your riding abilities.

   In general, Canyon bikes are designed for a permissible overall weight (rider, luggage and bike together) of 120 kgs/265 lbs. Make sure not to exceed this limit. For more information on the use, read the chapter **"Intended use"**.

7. **Are parts of your Canyon bike made of carbon?** Note that this material requires special care and careful use. Read in any case the chapter **"Special characteristics of carbon"**.

8. **If you have bought a suspension bicycle, you should check the air pressure of the suspension fork.** If necessary, use the pump included in the BikeGuard for the adjustment. An improperly adjusted suspension fork is liable to malfunction or damage. This will in any case impair the riding behaviour as well as your safety whilst riding. For more information read the chapters **"Suspension fork"** and **"Full-suspension"**.

Riding off-road



Carbon

Full-suspension bike

⚠ DANGER

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

BEFORE EVERY RIDE

CHECK THE FOLLOWING POINTS BEFORE EVERY RIDE:

1. Are the thru axles and quick-release levers properly closed? For more information, read the chapter **"How to use thru axles"**.

2. Are the tyres in good condition and do they have sufficient pressure? Spin the wheels to check whether the rims are true. Also look out for tyres with ruptured sides or broken axles or spokes while you do this. For more information, read the chapter **"The wheels – tyres, inner tubes and air pressure"**.

3. Test the brakes while standing by firmly pulling brake levers towards the handlebar. A pressure point should be reached after the lever has only travelled a short distance; the lever must, however, not touch the handlebar! Make sure no liquid leaks out from hydraulic (disc) brakes. For more information about the **brakes**, read the chapter **"The brake system"**.

Check the tyre pressure

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

⚠ DANGER

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

⚠ DANGER

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

4. If you intend to ride on public roads or in the dark, check the lighting set, see the chapter **"Legal requirements for riding on public roads"**.

5. Let your Canyon bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings and bolted connections, if necessary.

6. Due to their intended use, freeride or downhill bikes, such as the Sender, must withstand particular strains. If you are owner of such a bike, be sure to check it for impairments and material fatigue, such as cracks, dents and bends, before every ride.

7. The most important accessory for a successful cycling tour is a small tool bag mounted underneath the saddle. The tool kit should include two plastic tyre levers, the most commonly used Allen keys, a spare tube, a tyre repair kit, your mobile phone and a little cash. Do not forget a tyre pump mounted to the frame.

8. Take a sturdy lock with you, if you intend to leave your Canyon in a public area. The only way to protect the Canyon against theft in a public area is to lock it to an immovable object.

Never ride without lighting in the dark

Emergency kit

CAUTION

To avoid damage to your Canyon, observe the maximum overall weight and the regulations regarding the transport of luggage and children given in the chapter **"Intended use"**. Furthermore, you should read the chapter **"Transport of your Canyon bike"** before transporting your Canyon by car or plane.

DANGER

During use your Canyon is undergoing stress resulting from the surface of the road and through the rider's action. Due to these dynamic loads, the different components are affected by wear and fatigue. Check your Canyon regularly for wear marks as well as for scratches, dents, bent parts and incipient cracking. Components that have reached the end of their service life may fail suddenly without previous warning. Have your Canyon inspected regularly so that components can be replaced, if necessary. For more information on maintenance and operational safety, read the chapters **"General notes on care and inspection"**, **"Recommended torque values"** and **"Service and maintenance schedule"**.

NOTES ON THE 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 various components of your Canyon.

Observe the front cover of your bike manual mountain bike. There you find a Canyon mountain bike showing all the essential components. So you can quickly find the components mentioned in the text.

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

You find detailed information on the assembly of your Canyon mountain bike in the **Quick Start Guide** of your model.

DANGER

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

DANGER

Do not clamp carbon frames or seat posts in the holding jaws of an assembly stand! This could damage the frame or the seat post. Mount a sturdy (aluminium) seat post instead and use this to clamp the frame, or use an assembly stand that holds the frame at three points inside the frame triangle or clamps the fork and bottom bracket shell.

GENERAL INFORMATION ON MOUNTAIN BIKE ASSEMBLY

Your Canyon was completely assembled and adjusted at the factory. 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 **Quick Start Guide** contains only a brief description of the assembly. If you are neither skilled nor experienced in this kind of work, read the extended chapters in this manual; also observe the instructions of the component manufacturers on their respective websites or at www.canyon.com

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

NOTICE

You find detailed information on the unboxing, the assembly and the adjustments of your model in our service centre at https://www.canyon.com/en-de/customer-service/mountain/

NOTICE

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.

LIST OF TOOLS REQUIRED

For the assembly of your new Canyon bike you need the following tools supplied in the toolcase:

- Canyon torque wrench incl. bits **(1)**
- suspension fork pump **(2)**
- optionally: Canyon assembly paste **(3)**

NOTICE

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

USING THE CANYON TORQUE WRENCH

In our opinion the use of a torque wrench is essential to ensure that two parts can be fastened together securely and safely.

Exceeding the maximum torque value at the clamping bolts (e.g. at the stem, seat post or seat post clamp) leads to an excessively high clamping force. This can cause the component to fail and hence there is a high associated risk of accidents. In addition, the product guarantee would be null and void in such a case. Too loose or overtightened screws or bolts can cause a failure and hence lead to an accident. Always observe strictly the torque values indicated by Canyon.

NOTICE

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

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 number of the prescribed torque value.

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.

NOTICE

Be sure to use assembly paste for seat posts. This ensures a secure fit. Changing the height of the seat post in the frame often leads to a scratching of the surface. This is normal wear and no reason for complaint. In the case of height-adjustable seat posts scratching is not an issue.

PACKING YOUR CANYON BIKE

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

You find videos explaining step-by-step how to pack your eBike at:
https://www.canyon.com/en-de/customer-service/repair-spares-warranty/reboxing.html

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

For a transport by car be sure to secure the bike appropriately in order to avoid any shifting inside the car. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

DANGER

When taking your bike by car, make sure to remove all parts from your bike (tools, pannier bags, child seats etc.) which might come loose during transport. **Risk of accident!**

DANGER

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

CAUTION

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

The Canyon BikeShuttle

CAUTION

In the case of frame size L or larger it may be necessary to remove the rear wheel to make the bike fit into the BikeGuard.

CAUTION

With most clamps of bike carrier systems there is a risk of crushing 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 from car accessory dealers.

CAUTION

In the event your Canyon has not been packed properly for dispatch, you are not entitled to compensation from Canyon Bicycles GmbH for any transport damage that may occur. You find the videos at: https://www.canyon.com/en-de/customer-service/repair-spares-warranty/reboxing.html

NOTICE

You can also bring your bike for inspection to one of our service partners. You find an overview of the service partners at: https://www.canyon.com/en-de/customer-service/repair-spares-warranty/bike-service-finder.html

HOW TO USE THRU AXLES

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

For operating the thru axle observe the following components:

- The quick-release lever on one side of the hub which creates a clamping force via a cam when you close it.
- The thru-axle thread engaging with the thread of the fork leg.

HOW TO SECURELY MOUNT THE WHEEL

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

Opening the quick-release lever

Closing the quick-release lever

⚠ DANGER

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

⚠ DANGER

Never ride a bicycle without having checked first whether the wheels are securely fastened! A wheel that comes loose during the ride makes you crash!

NOTICE

If the wheels are fastened with quick-release levers, be sure to lock them to an immovable object together with the frame when you park the bike.

- Check the tight fit by trying to turn the closed quick-release lever.
- If you can turn the quick-release lever around, the secure fit of the wheel is not ensured. You have to open it again and increase the preload.
- Repeat the closing and check the tight fit again. If the quick-release lever can no longer be turned, it is properly fastened.
- Finally, lift the wheel a few centimetres (inches) from the ground and hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame.

To check the quick-release of the saddle try turning the saddle relative to the frame.

Closing the quick-release lever with the ball of your thumb

Trying to turn the saddle relative to the frame

⚠ DANGER

Make sure that operating the levers of both quick-releases are always on the left side of your Canyon (opposite to the chain drive). This will help you to avoid mounting the front wheel the wrong way round.
With the RockShox Maxle thru-axle systems the Maxle quick-release lever is always on the right side.

⚠ DANGER

With an insufficiently closed quick-release lever and thru axles the wheels can come loose. **Imminent risk of accident!**

⚠ DANGER

If your bike has disc brakes, do not replace the standard quick-release with a lightweight component.

NOTICE

To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

HOW TO MOUNT THRU-AXLE WHEELS

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

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

If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

You find detailed information on the different thru-axle systems in the **Quick Start Guide** of your model.

CAUTION

To mount the axle use only the tools recommended by the manufacturer. Make it a rule to use a torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) while checking the proper seat of the component in between. Never exceed the maximum torque value indicated by the manufacturer! A too tight fixing of the axle can damage the axle or the fork leg.

NOTICE

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

WHAT TO BEAR IN MIND WHEN ADDING COMPONENTS OR MAKING CHANGES

Canyon bikes are sports equipment which are equipped according to the respective usage. Keep in mind that the mounting of mudguards or the like may impair the function and as a result the safety during the ride. Before buying and mounting any accessories, check whether these particular accessories are compatible with your Canyon. In the case of additional bells or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Battery/accumulator-operated lights have to be marked with the wavy line and the letter "K" (see the chapter **"Legal requirements for riding on public roads"**).

The use of child seats and (child) trailers on your Canyon is not permitted in general.

Bikes with carbon seat posts are not approved for mounting pannier racks.

If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

Only perform jobs you are absolutely sure of.

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

Lighting set: Head lamp and rear light

Rear light with test mark

⚠ DANGER

Retrofitted accessories, such as mudguards, pannier rack, etc., can impair the functioning of your Canyon: to be on the safe side chose accessories from our product range. This will ensure you use compatible components.

⚠ DANGER

Components that come loose or break off as a result of improper assembly can cause serious accidents. Safety-relevant bolts must be tightened to their prescribed torque values.

ⓘ NOTICE

For all questions regarding the assembly of accessories, the compatibility of components or modifications, read the extended chapters of the manual further below. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

SPECIAL CHARACTERISTICS OF CARBON

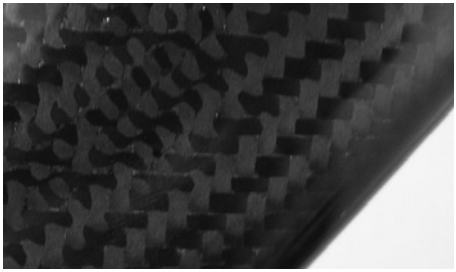
Carbon fibre reinforced plastic, also referred to as carbon (or CRP), has a number of special characteristics compared to conventional lightweight materials. Having some knowledge of these characteristics is important so that you can enjoy your high-quality Canyon for many years and have full confidence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

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

However, there is one particular drawback of this material – its brittleness. Therefore, when subjected to stress it does not undergo permanent deformation, even though its inner structure may have sustained damage. In the extreme case, the fibres may separate, thus resulting in the so-called delamination and reducing the strength properties of the component. In contrast to steel or aluminium, carbon components that have sustained damage to their inner fibres as a result of excessive stress will show no outwardly visible deformation.

Carbon components that have been subjected to overstress are therefore liable to fail during use, possibly causing an accident with unforeseeable consequences. We recommend that you have the component or, even better, your entire Canyon inspected by our master workshop or one of our service partners after an incident.

You find an overview of the service partners at: https://www.canyon.com/en-de/customer-service/repair-spares-warranty/bike-service-finder.html



Carbon

⚠ DANGER

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

⚠ DANGER

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

⚠ DANGER

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

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

CARE INSTRUCTIONS

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

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

⚠ DANGER

Depending on the respective usage, lightweight components made of carbon may wear down faster. We therefore strongly recommend that you follow the service intervals and have lightweight components checked and possibly replaced regularly by our service workshop and/or other specialist workshops.

⚠ DANGER

Check your carbon component regularly, e.g. when cleaning your bike, for external damage, such as notches, cracks, dents, discolourations etc. If the rag gets caught on something, this area must be examined. Stop using your Canyon. Contact our service hotline immediately or use the contact form on our website www.canyon.com

ⓘ NOTICE

Make sure the maximum overall weight of the rider, the baggage (rucksack) and the bike does not exceed **120 kgs/265 lbs**. Trailers are not allowed in general!

Special pads protect carbon from damage

ⓘ CAUTION

With most clamps of bike carrier systems there is a risk of crushing large-diameter frame tubes! As a result thereof carbon frames may suddenly fail during use. Suitable, special-purpose models are available in the car accessory trade.

ⓘ CAUTION

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

ⓘ CAUTION

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

ⓘ CAUTION

Avoid greasing carbon components. Grease would penetrate the surface of the carbon material, reducing the coefficient of friction and hence impairing the stability of the clamping joint when tightened within the permissible torque values. Once greased carbon fibre may never ever be fixed in a secure and safe way again!

SPECIAL FEATURES OF FREERIDE BIKES

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

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

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

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

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

Sender

Always protect yourself with suitable clothing

⚠ DANGER

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

CAUTION

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

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

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

When you set off for a **longer distance**, the saddle should be set to a height which gives maximum pedalling comfort and efficiency. When pedalling, the ball of your big toe should be positioned above the centre of the pedal spindle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point, otherwise your pedalling will become awkward.

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

For **freeriding, downhill racing** etc. the saddle is set to a very low height with a rearward tilt. Ask your trainer, your club or our service hotline for the correct seating position. Or use the contact form on our website www.canyon.com

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

⚠ DANGER

After only one season already these types of mountain bikes may be worn down to such an extent that essential and/or bearing parts have to be replaced. Have bicycles of this type thoroughly checked at least every 3 to 4 months.

During freeriding etc. the saddle is normally tilted towards the rear

Height adjustable seat post/dropper post

ⓘ NOTICE

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

ⓘ NOTICE

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

AFTER AN ACCIDENT

1. Check whether the wheels are still firmly fixed in the drop-outs and whether the rims are still centred with respect to the frame or fork. Spin the wheels and check whether the wheels run true. If the wheel wobbles visibly, it must be trued. For more information, see the chapters **"The brake system"** and **"The wheels"**.

2. Check that handlebar and stem are neither bent nor ruptured and whether they are level and upright. Check whether the stem is firmly fixed in the fork by trying to twist the handlebar relative to the front wheel. Also, briefly lean on the brake levers to make sure the handlebar is firmly fixed in the stem. For more information, see the chapters **"Adjusting the Canyon bike to the rider"** and **"The headset"**.

3. See whether the chain still runs on the chainring and sprockets. If your bike fell over to the chain side, check that the gears still function properly. Ask somebody to lift the bike by the saddle, then gently switch through all the gears. Pay particular attention when switching to the small gears, making sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets. A bent rear derailleur or bent drop-outs can make the rear derailleur collide with the spokes – **risk of a fall!**

Check the reliable attachment of the wheels

Try twisting the handlebars relative to the front wheel

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

NOTICE

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

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

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

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

If you are in doubt about the performance of your bike, have yourself picked up by car, instead of taking a risk. Back home the bike must be examined thoroughly. Damaged parts must be repaired or replaced. Read the extended chapters of the user manual further below. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

⚠ DANGER

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

Check that the rear derailleur keeps clear of the spokes

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

Replace lightweight components after an accident for you own safety

FRAMESETS – ASSEMBLY TECHNICAL DATA

Canyon also offers the high-quality carbon and aluminium frames individually for customized assembly with parts.

Forks for Canyon mountain bike frames must be selected with due consideration to spring travel. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

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

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

Frameset

CAUTION

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

NOTICE

Have your Canyon assembled at our workshop!

NOTICE

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

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

Mount all add-on parts (except from: carbon seat posts, stems on forks with a carbon steerer tube and all seat posts on carbon frames) to the frame with high-value assembly grease. This helps to avoid corrosion. If you omit the grease, you may find it impossible to disassemble your Canyon at a later date.

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

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

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

Always observe the tightening torques


Make it a rule to use a torque wrench

DANGER

Whoever assembles a Canyon bike frame from a bare frame carries the responsibility for ensuring that the components are selected and mounted in accordance with the manufacturers' guidelines, generally accepted standards and the state of the art in science and technology. In case there are any questions regarding the compatibility of individual parts with the frame, contact our service hotline or use the contact form on our website www.canyon.com

CAUTION

Do not mount any other than the delivered stem.

NOTICE

You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers.

HEADSET

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

SUSPENSION FORKS

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

Observe the installation height of the fork that must match the frame geometry. You find the installation height of your suspension fork and the sizes of the nominal diameter of the fork steerer tube on our website at www.canyon.com

Mounting another fork leads at least to a deteriorated riding behaviour. Under certain circumstances, your Canyon bike may become uncontrollable – **Risk of accident!** Make sure the fork crown can turn freely, passing below the frame.

The fork crown must be freely rotatable without touching the frame

Observe the installation height of the suspension fork

⚠ DANGER

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

CABLE STOPS

Apply load to the cable stops riveted to the Canyon carbon mountain bike frame according to the course of the force only in direction of the gear cable routing. Load applied at an oblique angle or opposite to the direction of the routing can result in damage to the frame.

Do not exceed the torque values of the bearing manufacturers

Do not exceed the maximum torque value when replacing the replaceable derailleur hanger

Strictly observe the torque value indicated for the bottle cage

NOTICE

You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers:

NOTICE

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

SEAT POST

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

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

Do not overtighten the bolt of the seat post clamp. Observe the indications in the chapter **"Adjusting the saddle to the correct height"** as well as the permitted torque values in the chapter **"General notes on care and inspection"** and also observe the instructions of the component manufacturer. Overtightening may damage the seat post and result in an accident and/or injury of the rider.

Make sure the seat post matches accurately the frame

Observe the indicated torque value for the seat post clamp

⚠ DANGER

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

⚠ DANGER

Your seat post must be inserted into the seat tube beyond its minimum mark and its end must reach beyond the top tube. Never ride your Canyon with the minimum mark of the seat post being visible.

⚠ DANGER

Never grease a carbon seat post or the seat tube of a carbon frame.

NOTICE

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

NOTICE

Observe the information on seat post diameters at https://www.canyon.com/en-de/support-articles/seat_post_diameters.html

ADJUSTING THE CANYON BIKE TO THE RIDER

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

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

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

When choosing the frame size make sure that it offers enough crotch clearance when you stand over the bike.

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

Be sure there is enough clearance between crotch and top tube

Typical position of a freerider riding downhill

⚠ DANGER

All the tasks described in the following require some experience, appropriate tools and manual skills. After the assembly be sure to make a short check (chapter **"Before every ride"**) and do a test ride in an unfrequented place or on a quiet road. This will allow you to safely check whether everything is in good order. If you are not sure, we recommend that you only check the seating position. If in doubt, ask an expert to adjust your Canyon.

ADJUSTING THE SADDLE TO THE CORRECT HEIGHT

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

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.

- 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.

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

Do not pull the seat post out beyond the marking available on the post. In the case of frames with long seat tube which continues beyond the top tube, the seat post should at least reach below the height of the top tube! This can mean a minimum insertion length of 10 centimetres (4.0 in.) or more.

To adjust the saddle height loosen the saddle clamp

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

⚠ DANGER

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

CAUTION

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

- The loosened seat post can now be adjusted in height. Make sure the part of the seat post inside the seat tube is always well greased. (Exception: frames and seat posts made of carbon). Do not use brute force, if the seat post does not move easily inside the seat tube. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com
- Align the saddle with the frame using the saddle nose and the bottom bracket or top tube as references.
- Clamp the seat post tight again by turning the seat post binder bolt clockwise. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post may be the wrong size for the frame. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com
- Check the tight fit of the seat post. Take hold of the saddle with your hands at both ends and try to turn the seat post in the seat tube. If it does not move, the seat post is firmly seated.

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

Try twisting the saddle relative to the frame

⚠ DANGER

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

NOTICE

In the case of height adjustable seat posts, such as the Reverb from RockShox, the height is adjusted by pressing a button on the handlebar. Read the operating instructions of the manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

- 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.
- Check whether you can balance safely on your bike while sitting on the saddle by stretching your feet to the floor. If you cannot, you should lower the saddle a little.

For dirt biking, freeriding, downhill racing etc. the saddle is set to a very low height with a rearward tilt. You find further information also in the chapter **"Special features of freeride bikes"**. Ask your trainer, in your club or contact our service hotline or use the contact form on our website www.canyon.com

The ideal pedalling position: If the ball of your big toe is in the centre of the pedal, your knee should be slightly bent

DANGER

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

CAUTION

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) while checking the proper seat of the component in between. Never exceed the maximum torque value indicated by the manufacturer!

NOTICE

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

ADJUSTING THE HEIGHT OF THE HANDLEBARS

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

AHEADSET® STEMS OR THREADLESS SYSTEM
(Aheadset® is a registered trademark of the Dia-Compe company)

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

Aheadset®-stem

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

⚠ DANGER

The stem is one of the load bearing parts of your bike. Changes to it can endanger your safety. Keep in mind that you tighten the bolted connections of the stem and the handlebar properly. You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers. If you plan any changes, contact, if necessary, our service hotline or use the contact form on our website, www.canyon.com

! CAUTION

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

i NOTICE

Also observe the enclosed operating instructions of the component manufacturers.

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

DANGER

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

NOTICE

If you want to reduce the number of spacers, you have to shorten the steerer tube. This change is irreversible. For this reason, a shortening should not be carried out until you are absolutely sure about the seating position. Have this job carried out by an experienced mechanic. Wrong handling or using a wrong tool when shortening the steerer tube leads to irreparable material damage which may be dangerous under certain circumstances. Canyon does not assume any liability for damage to the steerer tube caused by inappropriate handling. This shall render the warranty null and void. We recommend that you contact our service hotline or use the contact form on our website www.canyon.com

Loosen the bolts on the side of the stem

Remove the spacers under the stem and place them above the stem

Readjust the bearing and retighten the stem

NOTICE

Make sure the handlebar clamping area is free of sharp edges. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

If you want to turn around the stem, you have to additionally remove the handlebars.

- To do so release the bolts of the stem front plate clamping the handlebars and remove them carefully.
- Apply a little Canyon carbon assembly paste in this clamping area and retighten the handlebars after having turned around the stem.
- Centre the handlebars accurately in the stem clamp.
- Tighten all bolts of the stem clamp with a torque wrench according to the indications. Keep in mind that when using carbon assembly paste you generally do not have to apply the maximum torque value. It will do already to tighten the bolts with tightening torques that are 20 to 25 % below the maximum tightening torques, i.e. 6 Nm instead of 8 Nm. That will prevent the material from damage.
- Readjust the bearing.
- Realign the stem by making sure it is in alignment with the front wheel and at right angle relative to the handlebars and the direction of motion. Tighten the stem after having aligned it and do a twist test (see the chapter **"The headset"**).

Release the bolts of the front plate of the stem

Retighten the bolts

⚠ DANGER

Keep in mind that the bolted connections of the stem and the handlebar have to be tightened to specified torque values. Otherwise, the handlebar or the stem may loosen or break. This can lead to a severe crash. You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

⚠ DANGER

If you have a Canyon mountain bike with a carbon steerer tube (which you can tell by the black or black shining colour in the stem slit), you have to be extremely careful when tightening the stem. This is a job for experts only!

NOTICE

Make sure the handlebar clamping area is free of sharp edges. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

FORE-TO-AFT POSITION AND SADDLE TILT

The position of the saddle is essential for your ride and for painless riding.

The distance between the grips of the handlebars and the saddle has an influence on the inclination of your upper body and thus on the riding comfort and dynamics. This distance can be altered slightly by changing the position of the saddle rails on the seat post. However, moving the saddle rails in the seat post also influences pedalling. The rider pedals more or less from the back.

When the saddle is not adjusted horizontally, the rider cannot pedal in a relaxed manner. He must constantly support himself or hold on the handlebar to avoid sliding off the saddle.

Make sure that the upper edge of the saddle remains horizontal as you retighten the bolt(s). The bicycle should stand on level ground while you adjust the saddle.

With full suspension mountain bikes it can be advantageous to lower the saddle nose, i.e. to tilt it slightly.

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

The upper edge of the saddle should remain as horizontal as possible

⚠ DANGER

Keep in mind that the bolted connections of the seat post have to be tightened to the prescribed torque values. Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers.

The setting range of the saddle is very small. With adjustable stems or stems at different lengths you can realise more important adjustments in length. You can achieve a difference of more than 10 cm. In most cases, you then have to also adjust the shift and brake cables. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

After the mounting check whether the re-tightened saddle tilts or can be twisted when you alternately apply load with your hands on the nose and the end of the saddle.

DANGER

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

NOTICE

The setting range of the saddle is very small. Replacing the stem allows you to make far larger changes to the fore-to-aft position, because stems come in lengths differing by more than ten centimetres (4.0 in.). In most of the cases the length of the cables must be adjusted. Be sure to have this job done by a specialist workshop. If you have any questions or in case you want to make an appointment, contact our service hotline or use the contact form on our website www.canyon.com

ADJUSTING SADDLE POSITION AND TILT

Patent clamp with one or two parallel bolts

With patent seat posts one or two bolts fix the clamping mechanism, which controls both the tilt and the horizontal position of the saddle. Most seat posts have two bolts side by side.

To adjust the saddle position undo the bolt or the bolts at the seat post head. To do so loosen both bolt(s) two to three turns at the most, otherwise there is a risk that the entire mechanism will fall apart. Move the saddle horizontally to adjust the fore-to-aft position. You may have to give it a light blow to move it. Observe the marking on the saddle rails and do not go beyond.

After you have found the desired position, check that both halves of the clamp mechanism fit snugly around the saddle rails.

Make sure that the saddle or the clamp mechanism engages in one of the serrations on the seat post head while you start to tighten. Tighten the bolt(s) gradually.

If everything fits turn the bolt or the bolts by using a torque wrench according to the instructions.

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

Check the firm seat of the retightened saddle

CAUTION

Check the bolts by using a torque wrench once a month according to the values indicated in the chapter **"Recommended torque values"**, in the enclosed manuals and/or on the components themselves.

Clamping with two bolts in line

In the case of seat posts with yoke clamp two vertical Allen bolts hold the head that fixes both the tilt as well as the horizontal position of the saddle. One bolt is behind the seat post, another one in front of it or in the centre of the seat post.

To adjust the saddle position undo both bolts two to three turns at the most, otherwise there is a risk that the entire mechanism will fall apart. Move the saddle horizontally to adjust the fore-to-aft position. You may have to give it a light blow to move it. Observe the marking on the saddle rails and do not go beyond. After you have found the desired position, check that both halves of the clamp mechanism fit snugly around the saddle rails.

In doing so, observe the recommended torque values in the chapter **"General notes on care and inspection"**. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle.

Release both bolts by two to three turns at the most

Retighten the bolts evenly and alternately to the prescribed torque value

Be sure the saddle rail is clamped within the marked area

⚠ DANGER

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

⚠ DANGER

When replacing the saddle, bear in mind that seat posts are normally designed for a saddle rail diameter of seven millimetres (0.28 in.). Saddle rails of other dimensions may result in seat post failure, possibly throwing the rider off the bike.

HANDLEBARS AND BRAKE LEVER ADJUSTMENT

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

ADJUSTING THE HANDLEBAR POSITION BY TURNING THE HANDLEBAR

- Release the Allen bolt(s) at the front side of the stem.
- Turn the handlebars to the desired position.
- Make sure the handlebars are accurately centred in the stem.
- Retighten the bolts carefully by using a torque wrench. Observe the prescribed torque values. You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers: After adjusting the handlebars you have to readjust the brake and shift levers, as well.
- Release the Allen bolt at either shifter/brake lever mount.
- Turn the brake and shift lever on the handlebars. Sit on the saddle and place your fingers on the brake levers. Check whether the back of your hand forms a straight line with your lower arm.
- Retighten the levers.
- Check the firm seat of the handlebars by standing in front of your Canyon and taking hold of the handlebars at both brake levers. The handlebars must not turn downwards, not even in case of a jerk. Gently retighten the clamping bolt(s), if necessary.

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

Retighten the bolts to the prescribed torque

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

Tighten the brake and shift lever mounts to the prescribed torque values

Bar ends provide additional options of gripping the handlebar. They are usually fixed in a position that gives the rider a comfortable grip when pedalling out of the saddle. The bar ends are then nearly in parallel to the ground or at an angle of approx. 25 degrees upwards.

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

Bar ends give you additional ways of gripping the handlebar

Retighten the bolts to the necessary torque value

⚠ DANGER

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

⚠ DANGER

Never fix bar ends in a vertical position or with their ends pointing towards the rear as this would increase the risk of injury in the event of an accident.

⚠ DANGER

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

ADJUSTING THE BRAKE LEVER REACH

With many brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives riders with small hands the convenience of being able to bring the brake levers closer to the handlebar. The position of the brake lever where the brake starts to act has also to be adjusted to the length of the fingers.

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

⚠ DANGER

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

Brake lever reach

Adjusting the gripping distance of the brake lever

⚠ DANGER

Keep in mind that the bolted connections of the stem, the handlebar and the brakes have to be tightened to the prescribed torque values. If you disregard the prescribed values, the components may come loose or break. This can lead to a severe crash. You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers.

⚠ DANGER

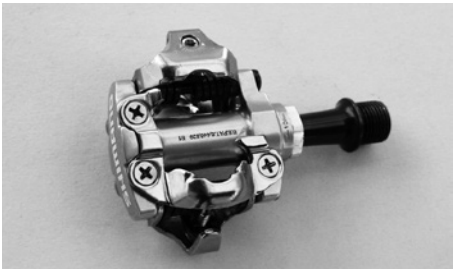
You should not be able to pull the brake levers all the way to the handlebars. Your maximum brake force must be reached short of this point!

ⓘ NOTICE

Also observe the additional manuals of the brake manufacturer.

THE PEDAL SYSTEMS

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



Step-in pedal

Shoes for step-in pedals

DIFFERENT SYSTEMS AT A GLANCE – HOW THEY WORK

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

NOTICE

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

NOTICE

Read the operating instructions of the pedal manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

With clipless step-in pedals a special type of cycling shoe forms a locking in connection with the pedal as is the case with a ski binding. First, you turn the pedal with the tip of the cleat and then you step on the horizontal pedal. Most mountain bikes are equipped with a double-sided lock-in mechanism, you need not turn the pedal. The shoe engages with a clearly audible and perceptible "click". Step-in pedals are often also referred to as clipless pedals.

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

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

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

The clipless pedal disengages by an outward twisting of the heel

Cleats are recessed in cycling shoe soles

⚠ DANGER

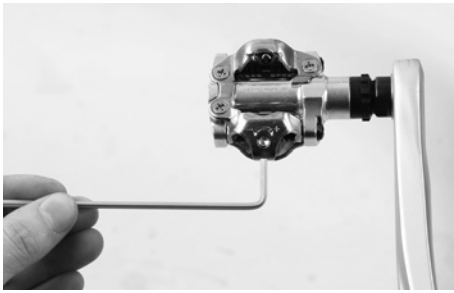
Taking up the pedals, engaging the shoes and disengaging them by turning the heel outward should first be practised while stationary. Later you can refine your technique in a place clear of traffic. Read the operating instructions of the pedal and shoe manufacturers carefully. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

ADJUSTMENT AND MAINTENANCE

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

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

Your feet should assume a natural position when pedalling


Adjust the required releasing force according to your needs

⚠ DANGER

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

⚠ DANGER

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

THE BRAKE SYSTEM

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

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

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

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

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

Brake lever

Disc brake

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

CAUTION

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

DANGER

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

BRAKES – HOW THEY WORK AND WHAT TO DO ABOUT WEAR

Actuating the hand lever on the handlebar causes a stationary brake pad to be pressed against a rotating braking surface generating friction. The resulting friction slows down the wheel. It is not only the force with which the brake pad presses against the braking surface, but also the coefficient of friction between the friction partners sliding against each other that is decisive.

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

Rear disc brake

DANGER

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

CAUTION

Make sure that the rotors and brake pads remain absolutely free of grease, lubricant and wax. Once brake pads have come into contact with oil, they can no longer be cleaned. They have to be replaced!

NOTICE

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

NOTICE

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

CHECKING AND READJUSTING DISC BRAKES

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

FUNCTIONAL CHECK

Regularly check the lines and connections for leaks while pulling on the lever. If hydraulic oil or brake fluid leaks out, you should take appropriate measures immediately, as a leak can render your brakes ineffective. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

Check the pads for wear by inspecting the thickness of the braking material attached to the backing plate within the brake calliper or view through the window on the upper side of the calliper. If there is approximately 1 mm of material left on each brake pad, remove the pads according to the manufacturer's operating instructions, check them thoroughly and replace them, if necessary.

NOTICE

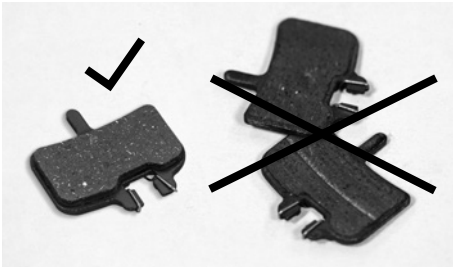
Manufacturers of disc brakes deliver their products with detailed manuals. Be sure to read these operating instructions carefully before you dismount a wheel or do any maintenance work.

NOTICE

When replacing any parts be sure to only use original spare parts!

Disc brake

Adjusting the gripping distance of the brake lever



Worn down disc brake pads must be replaced

DANGER

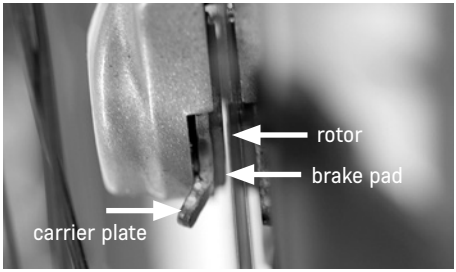
Dirty brake pads and rotors can lead to drastically reduced braking power. Therefore, make sure the brake remains free of oil and other fluids, especially when you clean your bicycle or grease the chain. Dirty brake pads can under no circumstances be cleaned, they must be replaced! Rotors can be cleaned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

DISC BRAKES

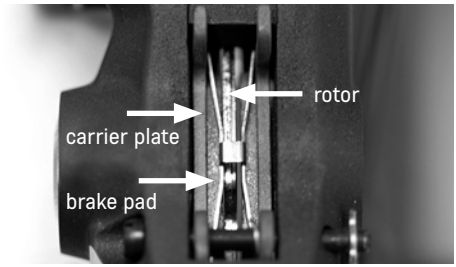
These brake models are equipped with a mechanism which automatically compensates for the wear. Before every ride, check whether you get a clear-cut braking response before the lever touches the handlebars. Check at regular intervals, whether the brake pads are still sufficiently thick.

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

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



Brake pad check of a SRAM brake – the carrier plate must never touch the disc



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

NOTICE

New brake pads need a break-in period before they reach their optimal braking performance. Accelerate your Canyon 30 to 50 times to around 30 km/h (19 mph) and bring it to a halt each time.

NOTICE

For more information visit the following websites:
https://www.rideformula.com
https://www.magura.com/en/EUR/
https://si.shimano.com
www.sram.com

NOTICE

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

DANGER

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

DANGER

Loose connections and leaky brake lines drastically impair braking power. **Risk of accident!** If there are any leakages in the system or bent hoses, contact an expert or our service hotline or use the contact form on our website www.canyon.com

DANGER

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

THE GEARS

The gears on your Canyon serve to adjust your own performance to the terrain and the desired speed. The physical work to be done is not reduced by the gears, as it remains always the same for the same distance and speed. What changes, however, is the pedalling force per crank rotation. In other words: A low gear allows you to climb steep hills with moderate pedalling force. You have to increase, however, your cadence.

Downhill you switch to a high gear. Every turn of the pedals takes you many metres (miles) forward at correspondingly high speed. You need to shift gears frequently to save energy. Like a motor vehicle, your "engine" has to be kept at speed to achieve optimum performance.

On level ground your pedalling speed, also referred to as cadence, should be higher than 60 strokes a minute. Racing cyclists pedal at a rate between 90 and 110 strokes a minute on level ground. When climbing uphill, your cadence naturally drops slightly. However, you should still pedal smoothly. Finely graduated adjustments as well as modern bike gears that are easy to use are the best preconditions for an efficient riding. In addition, it reduces chain and sprocket wear as well as the strain on your knee joints.

Derailleur gears are the most effective type of transmission on bikes. About 97 to 98 percent of the pedalling force performed is transmitted to the rear wheel with well-maintained and greased derailleur gears. The control of the gear system as well as the braking performance leave nothing to be desired.

Derailleur gears

Rear derailleur

DANGER

Do not shift under load, as this will shorten the durability of the chain considerably. Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainrings. Avoid shifting while pedalling hard.

CAUTION

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

NOTICE

Keep on pedalling without force during gear shifting. This ensures precise gear shifting, prevents noises and reduces wear.

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

THE GEARS – HOW THEY WORK AND HOW TO USE THEM

Shifters in form of gear levers work in two different ways. With most of them pressing the large shifter moves the chain to the larger chainrings. The small shifter located in front of the handlebars, from the rider's viewpoint, moves the chain towards the smaller chainrings. This means that shifting gears with the right hand on the large thumb shifter on the right-hand side results in a lower gear ratio. If, on the other hand, you press with the left hand on the left-hand thumb shifter and shift to the larger chainwheel, this results in a heavier gear.

Changing gears under load shortens, however, the service life of your chain considerably. Therefore, avoid shifting while pedalling very hard.

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

The shifting of a shift lever is communicated to the rear derailleur via Bowden cable. Then the rear derailleur swivels, causing the chain to climb onto the next sprocket. It is therefore important when changing gears to continue pedalling smoothly without too much force as long as the chain moves between the sprockets! There are, however, special guides in the chainrings which allow for changing gears under force.

Press shifter from SRAM

Press shifter from Shimano

Shift levers from Shimano

⚠ DANGER

Practise gear shifting in a place free of traffic. Make yourself familiar with the functioning of the different levers. Making yourself familiar with gear shifting in road traffic, could distract your attention too much from possible risks.

CHECKING AND READJUSTING THE GEARS

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

REAR DERAILLEUR

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

Retightening the Bowden cable at the rear derailleur: loosen the bolt that holds the Bowden cable tight first

Then you can tighten the Bowden cable with your hand

NOTICE

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

ADJUSTMENT OF LIMIT STOPS

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

If your Canyon topples over, the rear derailleur or its mount is however at risk of bending. You should therefore check the swivel range after any incident or when mounting other wheels onto your Canyon.

- Shift the shift lever to the highest gear (smallest sprocket). The inner cable is then totally relaxed and the chain will automatically run on the smallest sprocket. Look from the rear on the cassette sprockets and check, whether the pulleys of the rear derailleur are exactly under the cogs of this sprocket.
- If this is not the case, you have to adjust the position by means of the limit screw. The limit screws on rear derailleurs are often marked "H" for high gear and "L" for low gear. In this case high gear stands for high transmission ratio, i.e. with the chain running on the smallest sprocket.
- If the screws are not marked, you will have to find out by trial and error. Turn one of the screws counting the number of turns and observe the rear derailleur. If it does not move, you are just about to turn the wrong screw. Turn the screw back to its original position.
- Turn the screw clockwise to move the pulleys towards the wheel and anticlockwise to move them away from the wheel.

Look from the rear on the cassette sprockets and check, whether the pulleys of the rear derailleur are exactly under the cogs of the matching sprocket

Limit screws

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

- Shift to the biggest sprocket. Be careful as you do so, to ensure that the rear derailleur does not immediately get caught in the spokes. When the chain runs on the largest sprocket, you should consciously overshift and then push the rear derailleur towards the spokes by hand. To do so let the wheel rotate.
- If the pulley cage touches the spokes or if the chain climbs over the largest sprocket, you should reduce the swivel range. Turn the screw marked "L", until you are absolutely sure the rear derailleur does not collide with the spokes.
- Now, check the position of the pulley cage towards the cassette. The gap between pulley and the largest sprocket should leave a clearance of one to two links at least.

Check whether the rear derailleur can get caught in the spokes

⚠ DANGER

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

CAUTION

Adjusting the rear derailleur is a job for an experienced mechanic. If you want to try it by yourself, observe the gear manufacturer's operating instructions. If you have problems with the gears, contact our service hotline or use the contact form on our website www.canyon.com

- The rear derailleur is equipped with a bolt located at the drop-out front which serves the purpose of adjusting this clearance. Screw in this bolt until the clearance is as desired. Turn the cranks backwards for checking. The pulley should not touch the sprocket during this movement, as well.
- In case the clearance still does not suffice, changing gears being thus impeded, you have to shorten the chain by one link. This means an increased tension on the rear derailleur. It must, however, be ensured that the chain can run on the largest chainring as well as on the largest sprocket. Due to the extremely oblique run of the chain, this gear should however be avoided.

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

DANGER

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

CAUTION

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

CAUTION

Be sure to do a test ride in an area free of traffic, after you have adjusted the gears.

CAUTION

The entire adjustment of the rear derailleur is a job for an experienced mechanic. Maladjustments may cause severe mechanical damage. Also observe the operating instructions of the gear manufacturer. If you have problems with the gears, contact our service hotline or use the contact form on our website www.canyon.com

SHIMANO DI2

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

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

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

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

Di2 rear derailleur

Shifting unit

⚠ DANGER

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

ⓘ NOTICE

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

CONTROL

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

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

By tapping the upper, smaller shift switch the chain moves to the smaller sprockets. In the case of the rear derailleur you can shift through several gears with one movement. The number of gears depends on the programming.

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

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

System display

NOTICE

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

NOTICE

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

BATTERY

A new, fully charged battery allows you to ride approx. 800 to 1,000 km (500 to 600 miles). An about 25 % charged battery still runs approx. 200 to 250 km (120 to 150 miles).

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

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

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

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

- green light is on for about 2 seconds:
  battery's state of charge 100 %
- green light blinks 5 times:
  battery's state of charge about 50 %
- red light is on for about 2 seconds:
  battery's state of charge about 25 %
- red light blinks 5 times:
  battery's state of charge empty

Di2 rear derailleur

⚠ DANGER

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

⚠ DANGER

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

⚠ CAUTION

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

i NOTICE

Recharging the (empty) battery will take about 1.5 hours.

SRAM Eagle AXS

With the SRAM Eagle AXS you shift the gears at the derailleur gear by pressing the paddle shifter on the handlebar.

Press the paddle shifter of the controller downwards to shift into a lower gear (larger sprocket). Press the paddle shifter of the controller upwards to shift into a higher gear (smaller sprocket).

You can shift several gears by pressing down the paddle shifter. The SRAM AXS App can be used to make a wide range of individual adjustments on the gear system.

If you want to charge your SRAM battery, remove it from the rear derailleur. Then, charge the battery with the supplied charger.

You find more information at www.sram.com

SRAM Eagle AXS paddle shifter

SRAM battery

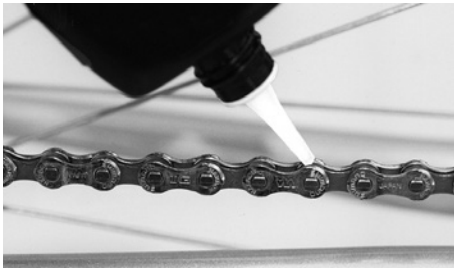
Remove the SRAM battery for charging

CHAIN MAINTENANCE

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

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

Clean the chain from dirt and oil with a rag


Clean the chain as thoroughly as possible and apply lubricant

⚠ DANGER

Make sure the rotors or the brake pads remain clear of lubricants. Otherwise, the brakes will fail!

ⓘ NOTICE

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

CHAIN WEAR

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

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

For this purpose run the chain on the large chainring if available. Take the chain between your thumb and index finger and try to lift it off the teeth. If you can lift it off clearly, it is severely lengthened and has to be replaced.

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

Check of chain condition

Professional wear measurement

⚠ DANGER

An improperly riveted chain can break, possibly throwing you off your bike. Let your chain be replaced by an experienced mechanic.

THE WHEELS – TYRES, INNER TUBES AND AIR PRESSURE

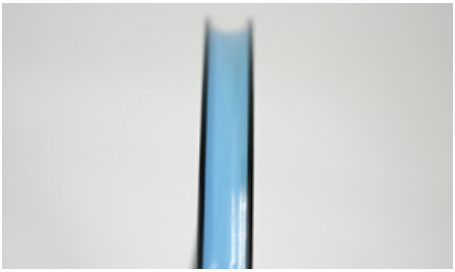
The wheels of your Canyon make contact with the road. They are loaded with the weight of the rider and the luggage as well as affected by bumpy road surfaces. Although the wheels are manufactured with great care and delivered accurately trued, the spokes loose tension on the first kilometres (miles). For this reason it may happen that the wheels must be trued up after a short break-in period of about 100 to 300 kilometres (60 to 180 miles) already. Check the wheels regularly after this break-in period. It will, however, rarely be necessary to retighten the spokes.

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

If you want to replace a tyre, you need to consider the actual size of the old tyre. It is marked on the side of the tyre. There are two designations, the more precise of which uses millimetres. The number sequence 57-622 means that the tyre is 57 mm wide when fully inflated and that it has an inner diameter of 622 millimetres. The other designation for the same tyre indicates the size in inches and reads 29 x 2.25. By choosing a bigger tyre you risk that the tyre drags along the fork or the rear frame. Therefore, mount a tyre of identical dimension.

Wheel

Dimension and air pressure range of the tyre



Rim tape in the rim

⚠ DANGER

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

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

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

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

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

Race or Sclaverand valve

Unscrewing the plastic cap

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

Air pressure in psi, bar and kPa

⚠ DANGER

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

⚠ DANGER

Make sure not to exceed the maximum permissible pressure when inflating your tyre! Otherwise it might burst or come off the rim during the ride. **Risk of a fall!**

⚠ DANGER

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

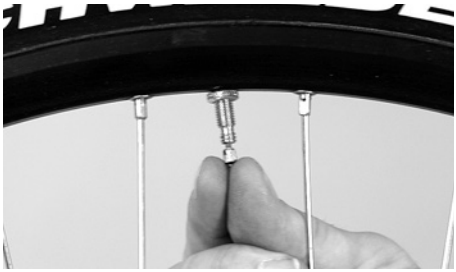
⚠ DANGER

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

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

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

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



With race or Sclaverand valves the valve must be unscrewed

Valve adapter

⚠ DANGER

Always ride your bicycle with the prescribed tyre pressure and check the pressure at regular intervals, at least once a week.

⚠ DANGER

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

⚠ DANGER

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

⚠ DANGER

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

CAUTION

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

NOTICE

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

RIM TRUENESS, SPOKE TENSION

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

Check the wheel trueness

Truing stand

⚠ DANGER

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

CAUTION

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

CAUTION

Truing (retruing) wheels is a difficult job which you should definitely leave to an expert.

WHEEL FASTENING WITH THRU-AXLE SYSTEMS

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

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

Opening the quick-release lever

Closing the quick-release lever

Thru axle fastening

DANGER

Never ride a bicycle without having checked first whether the wheels are securely fastened! A wheel that comes loose during the ride makes you crash!

CAUTION

If the wheels are fastened with quick-releases, be sure to lock them to an immovable object together with the frame when you park the bike.

NOTICE

Always observe enclosed the notices of the fork manufacturer in the enclosed instructions.

NOTICE

Canyon mountain bikes are also equipped with thru-axle systems. For more information read the chapter **"How to use thru axles"**.

REPAIRING PUNCTURES

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

WHEEL REMOVAL

- With hydraulic disc brakes make sure not to actuate the brake lever with the wheel belonging to that brake being dismounted. When remounting the wheel, check that the rotor does not drag along the brake calliper. Avoid touching the rotors immediately after braking, as they get very hot and you might hurt yourself.
- If you have derailleur gears, you should shift the chain to the smallest sprocket before removing the rear wheel. This shifts the rear derailleur right to the outside where it does not interfere with the removal of the wheel.
- Open the quick-release, as described in the chapter **"How to use thru axles"**. If the wheel cannot be removed after loosening, you have to open the preload nut of the quick release a few more turns.
- You will find it easier to remove the rear wheel, if you pull the rear derailleur rearwards a little.

Shift to the smallest sprocket before removing the rear wheel

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

DANGER

Rotors can become hot. Let them cool down before removing the wheel.

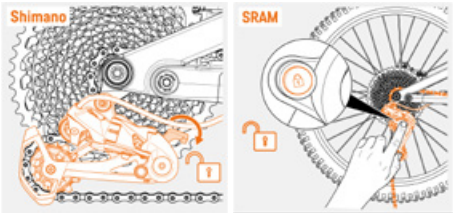
CAUTION

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

NOTICE

Observe the operating instructions of the brake and the gear manufacturers.

- With Shimano gears the rear derailleur must be "unlocked" with a lever first. Subsequently, the rear derailleur can be pulled to the rear.
- With SRAM gears the rear derailleur must be pulled in the position to be mounted and then to be locked with a button.
- Lift your Canyon a little off the ground and give the wheel a light blow with your hand so that it drops out.



Rear derailleur handling for wheel removal with Shimano and SRAM

REMOVING CLINCHER AND FOLDING TYRES

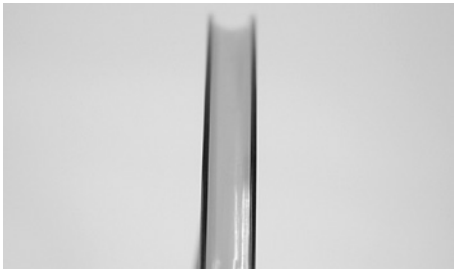
- Screw the valve cap and the fastening nut off the valve and deflate the tyre completely.
- Press the tyre from the rim side towards the centre of the rim. You will find it easier to remove the tyre, if you do this around its entire circumference.
- Apply the plastic tyre lever to one bead of the tyre about 5 cm left or right from the valve and lever the tyre out of the rim. Hold the tyre lever tight in its position.
- Slip the second tyre lever between rim and tyre at a point about ten centimetres (4.0 in.) beyond the first one and lever the next portion of the bead over the edge of the rim.
- After levering a part of the tyre bead over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference.
- Now you can pull out the inner tube. Make sure that the valve does not get caught in the rim and that the inner tube remains undamaged.
- Repair the puncture according to the operating instructions of the repair kit manufacturer.


Press the tyre towards the centre of the rim

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


Remove the inner tube from the tyre

- After having removed the tyre, you should check the rim tape. The tape should lie squarely in the base of the rim covering all spoke ends and should neither be torn nor brittle. In the case of rims with double base – known as double chamber rims – the tape must cover the entire rim base. For this type of rim only use rim tapes made of fabric or durable plastic. If you have problems with the rim tape, contact our service hotline or use the contact form on our website www.canyon.com
- If necessary, you can remove the whole tyre by pulling the other tyre bead off the rim.



Rim tape in the rim

Put he valve into the rim hole

Press the tyre with your hand onto the rim

MOUNTING CLINCHER AND FOLDING TYRES

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

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

⚠ DANGER

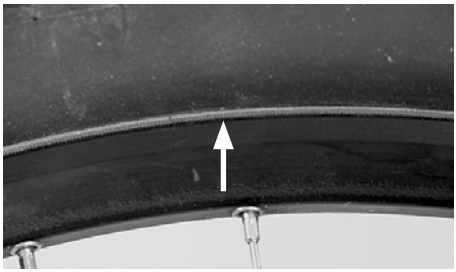
If the fabric of the tyre is destroyed by the perforating object, replace the tyre as a precaution.

⚠ DANGER

Replace spoilt rim tapes immediately.

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

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



Witness line all around the side of the tyre

NOTICE

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

REMOVING TUBELESS/UST TYRES (TUBELESS / UST TYRES)

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

Press the tubeless tyre towards the centre of the rim

REPAIRING TUBELESS/UST TYRES (TUBELESS / UST TYRES)

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

⚠ DANGER

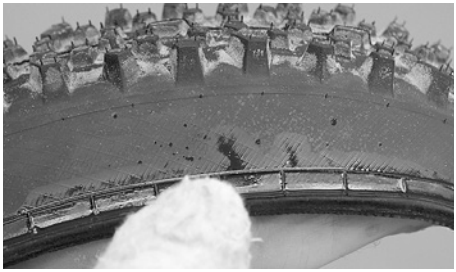
Improper mounting may cause malfunction or even brake failure. It is therefore absolutely necessary to follow the manufacturer's operating instructions enclosed with the delivery.

MOUNTING TUBELESS/UST TYRES (TUBELESS / UST TYRES)

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

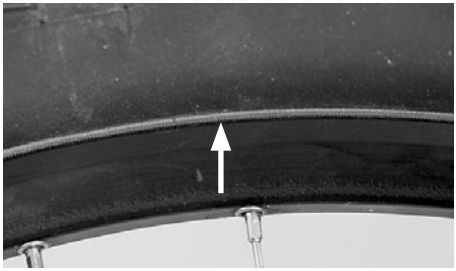
Press the tyre onto the rim with your hands only to avoid damage to the beads. Press one bead over its entire circumference over one edge of the rim. Then press the second tyre bead over the rim edge. Centre the tyre in the rim. Make sure the tyre is properly seated in the rim base and the beads lie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

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



Wet both beads all around with soapy water before mounting

Air pressure range on the side of the tyre



Witness line to check the correct seat of the tyre

CAUTION

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

MOUNTING WHEELS

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

Make sure the quick-release lever is accurately closed

⚠ DANGER

Before you set off again, check that the disc brake is not dragging. Check the proper seat of the wheel fastening. After mounting the wheel check that the rotor is free of grease or other lubricants. Be sure to do a brake test!

⚠ DANGER

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

⚠ DANGER

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

THE HEADSET

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

CHECKING AND READJUSTING

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

⚠ DANGER

Riding the bike with a loose headset increases the stress on fork and bearing. This may damage the bearing or lead to a fork break with serious consequences!

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

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

⚠ DANGER

Check the secure seat of the stem after having adjusted the bearings, by holding the front wheel between your knees and trying to twist the handlebars relative to the front wheel. Otherwise, a loose stem can throw you off your bicycle.

CAUTION

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

THREADLESS HEADSET: AHEADSET®

The special feature of this system is that the stem is not inserted in the steerer tube, but clamped externally around the steerer tube which in this case is threadless. The stem is an important part of the headset bearings. Its clamping force secures the bearing in its set position.

- Release the clamping bolts located on the sides or rear side of the stem.
- Gently tighten a little the countersunk adjusting bolt on the top by using an Allen key.
- Realign the stem with the frame so that the handlebars are not slanted when the wheel points straight ahead.
- Retighten the clamping bolts located on the side of the stem by using a torque wrench. Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers:
- Check the headset for play, as described on the picture on the right. Be sure not to adjust the bearing too tight.

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

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

Retighten the clamping bolts located on the side of the stem by using a torque wrench

Try twisting the handlebars relative to the front wheel

⚠ DANGER

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

⚠ DANGER

Bear in mind that by overtightening the bolts the stem can crush the steerer tube.

! CAUTION

Do not turn this bolt tight, as it is intended for adjusting the play!

SUSPENSION

GLOSSARY – SUSPENSION

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

Rear shock (colloquially shock absorber, damper)
The rear shock is the element which combines the spring as well as the damping in the rear frame of a full-suspension bike.

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

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

Compression damping slows down the compression

Rear-frame suspension

The suspension fork

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

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

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

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

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

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

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

Lockout on the handlebars

Sag – suspension fork

Sag – rear shock

Rebound damping slows down the rebound

THE SUSPENSION FORK

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

Suspension forks differ in their design of suspension elements and damper type. Suspension is provided by steel coil springs or sealed air compartments or combinations of these.

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

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

The suspension fork


Lockout on the handlebars

⚠ DANGER

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

NOTICE

Almost all fork manufacturers include well-written manuals with their deliveries. Read them carefully before changing any settings or doing any maintenance on the fork.

NOTICE

For more information see the suspension glossary heading this chapter.

HOW IT WORKS

When a shock acts on the front wheel, the bottom part of the fork, also referred to as lower legs, is pressed upwards. They slide on thinner stanchion tubes that are firmly screwed, press-fitted or glued to the fork crown. The fork retracts as a spring inside is compressed.

The spring ensures that the fork extends after the shock and assumes its original position. An ideal spring would rebound immediately. To ensure a controlled rebound and prevent the fork from bobbing, the fork is equipped with an oscillation damper. The telescopic forks differ in their design of suspension elements and damper type. Suspension is provided by steel or titanium springs or sealed air compartments or combinations of these.

ADJUSTING THE SPRING RATE

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

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

The suspension fork

CAUTION

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

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

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

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

Slip a cable binder over the stanchion tube

With the displaced cable binder you can find out the used spring travel

Adjusting the spring rate with a damper pump

Suspension fork and rear shock pump

NOTICE

Carry out this important work step-by-step; in case of inquiries contact our service hotline or use the contact form on our website www.canyon.com

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

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

If your bike has an air suspension fork, adjust the pressure accordingly.

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

In the case of most suspension forks with steel coil springs a preload can be applied to the springs within tight limits by turning a knob at the top of the fork crown. If that is not possible and the desired negative suspension travel ("sag") cannot be set, the steel coil springs must be replaced by harder or softer models. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Always make a test ride over different types of terrain after each change to the setting.

Preload fork with steel coil spring

DANGER

Suspension forks are designed in a way that they can or must absorb shocks. If the fork is too rigid and jammed, shocks are introduced undiminished into the frame which is usually not designed for this in these areas. If your suspension has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).

CAUTION

Check the setting and the air pressure of your suspension fork after your first ride and at regular intervals in the following. Improperly adjusted suspension forks are liable to malfunction or damage to the suspension fork.

NOTICE

If you have found the desired setting, write down the ideal inflation pressure for later checks.

NOTICE

Observe the respective notes in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

Check afterwards the position of the rubber ring/cable tie. Its distance from the wiper is the maximum suspension travel that you have used. If the rubber o-ring/cable tie has moved a few millimetres (inches) only, the fork setting is too hard. Reduce the air pressure or in the case of steel coil springs the spring preload. If that brings no improvement, have the steel springs replaced.

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

SETTING THE DAMPING

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

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

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

Suspension fork – adjusting the suspension travel

Activation of lockout mechanism

Adjusting device of the compression damping

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

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

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

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

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

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

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

Adjustable rebound damping


Compress the fork with the front wheel brake activated

⚠ DANGER

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

⚠ DANGER

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

Proceed click by click as a too strong compression damping prevents the suspension fork from using the complete suspension travel. The setting of the compression damping can be a long process which must be carried out consciously and always in small steps.

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

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

If you are not sure about how to adjust the damping or face any problems during the adjustment, follow the respective notices in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

LOCKOUT

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

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

MAINTENANCE

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

Keep the upper tubes of the fork legs always clean

DANGER

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

CAUTION

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

CAUTION

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

NOTICE

Observe the respective notes in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

The following routines are essential for maintenance:

1. Make sure the sliding surfaces of the stanchion tubes and the wiper rings are absolutely clean.

2. Clean the suspension fork, if it is soiled, directly after the ride with plenty of water and a soft sponge.

3. After washing your bike, spray the stanchion tubes of the suspension fork with a little grease spray approved by the manufacturer or apply a very thin film of hydraulic oil. Compress the fork several times and wipe off excess lubricant with a clean rag before you set off for your next ride.

4. Do not use a steam jet or aggressive cleaning agents for cleaning! Observe the respective notes in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

5. Forks with air suspension have to be checked regularly for air pressure, as the air escapes over time.

6. If your suspension fork has steel coil springs, you should regularly have the springs cleaned and lubricated with non-corrosive resin-free grease. Some fork manufacturers provide special greases for fork maintenance. Strictly observe the recommendations of the manufacturers. These are routines for the suspension fork service centre. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

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

Apply some authorized lubricant after cleaning

Check the air pressure of air suspension forks regularly

CAUTION

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

NOTICE

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

NOTICE

You find more tips on adjustment and maintenance
also on the internet at
https://www.sram.com/en/rockshox
www.ridefox.com
www.srsuntour-cycling.com

FULL-SUSPENSION

Full-suspension bikes are not only equipped with a suspension fork but also with movable rear frame that is sprung and dampened with a rear shock. It gives you better control of your bike when riding off-road or on rough trails as the tyre has more contact to the ground. The (shock) loads acting on the bike and the rider are noticeably reduced.

Rear shocks differ in their design of suspension elements and damper type The rear shock usually works with an air spring element or – less frequently – with steel coil springs. Damping is usually provided with oil. Depending on the system the rear shock has one or more bearing axles.

WHAT TO BEAR IN MIND WHEN ADJUSTING THE SADDLE

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

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

Rear-frame suspension

Rear shock with air spring element

Rear shock with steel coil spring element

NOTICE

Carry out this important work step-by-step; in case of inquiries contact our service hotline or use the contact form on our website www.canyon.com

NOTICE

For more information see the suspension glossary heading this chapter.

NOTICE

Rear shock manufacturers normally include manuals with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your rear shock. If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

ADJUSTING THE SPRING RATE

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

In general, it is important to note that the rear frame must compress a little as soon as you sit on your bike – this is the negative suspension travel, also referred to as sag. If you ride over a pothole the spring rebounds and the rear frame compensates for the unevenness. If the air pressure or the spring preload is too high, this effect is lost as the rear frame is already fully rebound. This means that an important comfort and safety aspect is lost when the tyre briefly loses contact with the ground.

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

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

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

The O-ring on the damper in top position

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

DANGER

On full-suspension frames the rear frame is designed in a way that it can or must compensate shocks. If the rear shock is rigid and jammed, shocks are introduced undiminished into the frame which is usually not designed for this in these areas. If your rear shock has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads, field tracks).

NOTICE

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

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

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

Compare it with the total spring travel (manufacturer specifications) of the rear shock, not rear frame, or measure as a reference point the straight and smooth area which compresses to determine whether the suspension needs harder or softer setting.

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

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

In the case of most **rear shocks with steel coil springs** a preload can be applied to the springs within tight limits by turning a knob. If that is not possible and the desired negative suspension travel ("sag") cannot be set, the steel coil spring must be replaced by a harder or softer model. Contact our service hotline or use the contact form on our website www.canyon.com

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

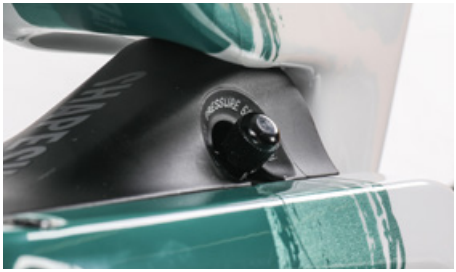
Air dampers are adjusted by modifying the air pressure

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

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

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

If the rubber ring/cable tie has shifted over the entire length of the tube or if the rear shock audibly bottoms out and hits the top repeatedly when riding in the terrain or on poor roads, the suspension setting is too soft. In the case of air-spring rear shocks the pressure must be increased. Contact our service hotline or use the contact form on our website www.canyon.com



Make sure the valve cap is always on the valve during the ride

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

CAUTION

Check the setting and the air pressure of your rear shock after your first ride and at regular intervals in the following. Improperly adjusted rear shocks are liable to malfunction or damage to the rear shock.

CAUTION

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

NOTICE

Observe the respective notes in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

CHASSIS ADJUSTMENT

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

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

SETTING THE DAMPING

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

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

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

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

Turn the red adjusting knob in the direction "+" until you hear a click. Press the saddle downwards once again and remove your weight all at once. You will note that the rear shock extends more slowly.

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

Chassis adjustment

Rebound damping at the rear shock

Press the saddle downwards

NOTICE

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

NOTICE

Observe the respective notes in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

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

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

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

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

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

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

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

Compression damping at the rear shock

⚠ DANGER

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

⚠ DANGER

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

⚠ DANGER

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

⚠ CAUTION

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

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

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

If you are not sure about how to adjust the damping or face any problems during the adjustment, follow the respective notices in the operating instructions of the suspension fork manufacturer, contact our service hotline or use the contact form on our website www.canyon.com

LOCKOUT

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

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

MAINTENANCE

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

The following routines are essential for maintenance:

1. Make sure the sliding surfaces of the piston rod are clean.

2. Clean the rear shock and the rear frame, in particular the bearings, when they are dirty by using plenty of water and a soft sponge directly after a ride.

Cleaning the rear shock with a sponge and water

Apply some authorized lubricant after cleaning

⚠ DANGER

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

CAUTION

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

CAUTION

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

3. After having washed your bike, apply a little grease spray approved by the manufacturers on the piston rod of the rear shock and the bearings or apply a very thin layer of hydraulic oil. Compress the rear frame several times and wipe off excess lubricant with a clean rag before you set off for your next ride. Use the lubricant recommended by the manufacturer.

4. Do not use a steam jet or aggressive cleaning agents for cleaning!

5. In the case of rear shocks with steel coil springs you should clean the springs and the piston rod underneath at regular intervals and grease the piston rod with spray approved by the manufacturer. Strictly observe the recommendations of the manufacturers.

6. Rear shocks with air suspension must be checked regularly for air pressure, since the pressure escapes over time.

7. Check the tight fit of all rear frame screwings by using a torque wrench according to the values on the rear frame. Also check whether the rear frame bearings show lateral or the bearing of the rear shock vertical play.

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

To check whether the rear shock has play, place down the rear wheel gently and lift it again subsequently. Listen for rattling noises. Remove possible play immediately, contact our service hotline or use the contact form on our website www.canyon.com

Check the air pressure of air suspension forks regularly


Check the tight fit of all rear frame screwings regularly according to the prescribed torque values

CAUTION

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

NOTICE

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

NOTICE

More information on adjusting and maintenance is available on the internet at
https://www.sram.com/en/rockshox
www.ridefox.com
www.srsuntour-cycling.com

K.I.S. – KEEP IT STABLE

Some Canyon MTBs are equipped with the revolutionary K.I.S. system (i.e. "Keep It Stable").

K.I.S. is an integrated spring mechanism connecting a cam ring on the fork steerer tube with an anchor point in the top tube of the frame. When the handlebar turns away from straight ahead, the springs gain tension and actively work to pull the steering assembly back towards the centre.

The system actively counters a bottoming out of the wheels, filters out front wheel deflection and even helps to minimise understeer. As a result, you keep better control of your bike.

The K.I.S. system stabilises your steering and improves control. K.I.S. helps you actively to keep your handlebars in straight-ahead position.

ADJUSTING THE K.I.S. SYSTEM

You can adjust the K.I.S. system to your individual riding style. Choose between maximum support for maximum stability or reduced support for increased agility.

Loosen the Allen bolt of the K.I.S. system on the top tube of your bike by one to two turns by using the Canyon torque wrench and the 4-mm-bit.

Do not unscrew the bolt completely, as this could cause the entire mechanism to fall apart.

Now, you can adjust the value of the K.I.S. system by means of the marking.

To do so you can displace the K.I.S. adjuster.

We from Canyon recommend that you start with a value between -3 and 0.

After you have made the adjustment, tighten the Allen bolt of the K.I.S. system on the top tube of your bike by using the Canyon torque wrench and the 4-mm-bit to a value of 4 Nm.

Check the function of the K.I.S. system by lifting the front wheel and by turning the handlebars slightly out of the straight-ahead position. Then, let the handlebars go and continue to keep the bike up. The K.I.S. system is correctly adjusted when the handlebars turn back to the straight-ahead position.

CAUTION

Adjusting the K.I.S. system requires a certain amount of experience. Therefore, you should perform this work only when you are skilled at using a torque wrench. If you want to try it on your own, carry out this important work step-by-step; in case of inquiries contact our service hotline or use the contact form on our website www.canyon.com

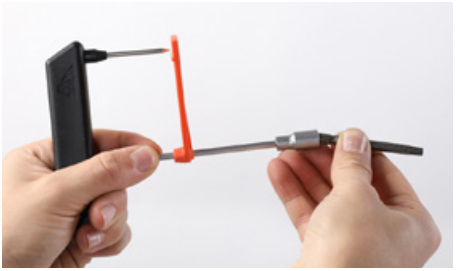
NOTICE

You find more information and videos about the K.I.S. system at https://www.canyon.com/en-de/customer-service/mountain/spectral/spectral-k.i.s.-2022---2023/

CENTERING, I.E. SETTING THE STRAIGHT-AHEAD POSITION OF THE HANDLEBAR INCLUDING STEM WITH TOOLS

Lift the front wheel of your Canyon bike a little. When the handlebar automatically turns to one side you have to level the cockpit.

Place down the front wheel. Take your Canyon torque wrench and the extension of the 4-mm-bit.



Remove the cover on the side of the head tube of your Canyon bike and put it aside.

Loosen the cam screw on the side of the head tube by one to maximum one and a half turns. Do not unscrew the cam screw completely, otherwise the mechanism inside the frame will fall apart.

Hold the front wheel tight and centre the handlebar, i.e. the handlebar is at right angle to the front wheel.

Make sure that the saddle is not twisted using the top tube or the BB shell as a reference. If necessary, re-align the handlebar. You find more information in the chapter **"The Headset"**. In case of inquiries, contact our service hotline or use the contact form on our website www.canyon.com

Lift the front wheel again. Now, the handlebar must not turn away from the centred position.

If everything is OK, place the front wheel down. Tighten the cam screw to a torque value of 1.5 Nm by using the Canyon torque wrench.

Finish by closing the cover on the side of the head tube.

CENTERING THE HANDLEBAR WITHOUT TOOLS

The alternative centering of the handlebar including stem without tools is described in the following.

Lift the front wheel slightly. The handlebar moves easily to the right or to the left.

Place down the front wheel. Now, turn the handlebar as far to the right or left side as possible and press the handlebar with a little jerk downwards.

Turn the handlebar back to the straight-ahead position and slightly lift the front wheel again. Now, the handlebar must not turn away from the centred position.

⚠ DANGER

If you have carried out this adjustment on the road, e.g. after a crash on the trail, you should definitely carry out the precise adjustment described above with tools at home afterwards.

TRANSPORT OF YOUR CANYON BIKE

TAKING YOUR CANYON BY CAR

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

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

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

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

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

⚠ DANGER

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

Transport by car

⚠ DANGER

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

⚠ CAUTION

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

⚠ CAUTION

Transporting Canyon mountain bikes on conventional bike carriers with clamps is not permitted. Most clamps are potential sources of damage to large-diameter frame tubes! In particular frames made of carbon can sustain irreparable damage. Invisible damage occurring on this occasion may lead to severe crashes.

Rear carriers are becoming more and more popular. Their big advantage over roof carriers is that you do not have to lift up the bicycles so high to attach them. Make sure the fastenings do not create any damage to the fork or frame. **Risk of breakage!**

Whatever system you opt for, make sure it complies with the relevant safety standards of your country. Check the safety standards in the country where you use the bicycle.

The Canyon BikeGuard

TAKING YOUR CANYON BY PLANE

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

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


The Canyon BikeShuttle

DANGER

Check whether your bicycle is properly fastened before and at regular intervals during the ride. A bicycle that detaches from the roof carrier may endanger other road users.

CAUTION

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

NOTICE

Please make sure the lights and the number plate of your car are not hidden from view. For some carriers a second exterior rear view mirror is required by the road traffic regulations.

CAUTION

In the event your Canyon has not been packed properly for dispatch, you are not entitled to compensation from Canyon Bicycles GmbH for any transport damage that may occur.

NOTICE

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

GENERAL NOTES ON CARE AND INSPECTION

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

In addition, on lightweight bikes important components have to be replaced regularly (see the chapter **"Service and maintenance schedule"**). This is the only way to ensure the safe and reliable functioning of all components as well as fun and safety on your bike for many years.

WASHING AND CLEANING YOUR CANYON

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

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

Cleaning the Canyon with rag and water

Check all lightweight components

CAUTION

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

CAUTION

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

NOTICE

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

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

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

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

Polishing paint and metal surfaces with hard wax


Finish cleaning your Canyon by lubricating the chain

⚠ DANGER

While cleaning, look for cracks, scratches, dents as well as bent or discoloured material. If you are not absolutely sure or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com. Have defective components replaced immediately and touch up paint defects.

⚠ DANGER

Keep the brake pads and the rotor free of cleaning agents and chain oil! The brakes could fail (see the chapter **"The brake system"**)! Do not apply grease or oil on clamping areas made of carbon, e.g. the handlebars, the stem, the seat post and the seat tube.

CAUTION

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

CAUTION

Remove tough oil or grease stains with a petroleum-based cleaning agent. Do not use degreasing agents containing acetone, methyl chloride etc., non-neutral, chemical or solvent-containing cleaning agents. They could attack the surface!

SAFEKEEPING AND STORING YOUR CANYON

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

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

- During the long standing time, the inner tubes gradually lose air. If your Canyon is left standing on flat tyres for an extended period, this can cause damage to the structure of the tyres. It is therefore better to hang the wheels or the entire bike or to check the tyre pressure regularly.
- Clean your Canyon and protect it against corrosion as described above.
- Dismount the saddle and allow for any moisture that may have entered to dry away. Spray a little finely atomized oil into the seat tube (exception: carbon frames).
- Store your Canyon in a dry place.
- Switch the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and springs as much as possible.

Hang your Canyon for an extended storing period

Store the bike with the chain on the smallest sprocket

Check the tyre pressure at regular intervals

⚠ DANGER

If your Canyon has carbon rims, do not hang it on the rims! **Risk of breakage!**

SERVICING AND INSPECTION

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

Regular annual service:
Following a long and challenging season we recommend that you have your bike thoroughly checked. Who could do this better than those who built your bike? The annual service will be carried out by our skilled staff according to a maintenance schedule tailored to your bicycle type.

Canyon safety check:
If you ride your Canyon less than 1000 km (600 miles) a year, it requires correspondingly less servicing. In this case the Canyon safety check is exactly what you need. For this purpose our specialists have developed a schedule for this demand-oriented maintenance. This schedule includes less routines than an annual service, however all safety-relevant issues. We recommend that you have this check carried out before setting off into the new bike season or before going on a bike trip so that you can take off without a care.
Make an appointment in advance to ensure that your Canyon runs through this check as quickly as possible.

⚠ DANGER

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

CAUTION

To be able to enjoy your Canyon for many years it needs to be serviced regularly. The schedule given in the chapter **"Service and maintenance schedule"** is a rough guide for cyclists who ride their bike between 750 and 1,500 km (500 and 1,000 miles) a year. If you regularly cycle a lot more on poor road surfaces or cross-country, it will require correspondingly shorter maintenance periods. This includes frequent rides in the rain or generally in moist conditions, as well.

CAUTION

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

NOTICE

If you have to pack your Canyon to send it to our master workshop, make sure that it is properly packed. You find videos explaining step-by-step how to pack your bike at: https://www.canyon.com/en-de/customer-service/repair-spares-warranty/reboxing.html

NOTICE

You will find numerous service details on our website www.canyon.com that will help you carry out small repair and maintenance works. Never do work on your bicycle unless you feel absolutely sure about it! If you are in doubt or if you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

SERVICE AND MAINTENANCE SCHEDULE

After the bedding-in period you need to have your bike serviced by an expert at regular intervals. The intervals given in the schedule below are meant as reference for cyclists who cycle between 750 and 1,500 km (500 and 1,000 miles) approx. 50 to 100 hours, a year. If you regularly cycle more or a lot on poor roads, the service intervals will shorten according to the harder use.

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Lighting	Check	•			
Tyre equipment	Check pressure	•			
	Check tread and side walls		•		
Brakes (disc)	Check wear of brake pads		•		
Brake hoses	Visual inspection		✕		
Rear shock	Service			✕	
Suspension fork	Check bolts		✕		
	Change oil, service			✕	
Fork (aluminium and carbon)	Check				✕ At least every 2 years
bottom bracket	Check bearing play		✕		
	Regrease			✕	
Chain	Check and/or lubricate	•			
	Check and/or replace				✕ after 750 km (500 miles)
Crank	Check and/or retighten			✕	
Coating	Polish				• At least every 6 months

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked "•" by yourself. If you come across any defects, take appropriate measures without delay. If you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

Jobs marked "✕" should be left to an experienced and skilled bicycle expert (e.g. in an authorized, specialist bicycle workshop). If you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Wheels/spokes	Check wheel trueness and tension		●		
	True and/or retrue				✕ If necessary
Handlebars and stem, carbon and aluminium	Check				✕ At least every 2 years
	Replace				✕ After a fall or 3 years
Headset	Check bearing play		●		
	Regrease			✕	
Metal surfaces	Polish (exception: rotors)				● At least every 6 months
Hubs	Check bearing play		●		
	Regrease			✕	
Pedals	Check bearing play		✕		
	Clean locking mechanism		●		
Front/rear derailleur	Clean, grease		●		
Quick-release	Check seat	●			
Bolts and nuts	Check and/or retighten		✕		
Valves	Check seat	●			
Stem/seat post	Dismount and regrease and/or apply new assembly paste in the case of carbon (**caution:** no grease on carbon)			✕	
Cables: gears/ brakes	Disassemble and regrease			✕	

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked "●" by yourself. If you come across any defects, take appropriate measures without delay. If you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

Jobs marked "✕" should be left to an experienced and skilled bicycle expert (e.g. in an authorized, specialist bicycle workshop). If you have any questions, contact our service hotline or use the contact form on our website www.canyon.com

RECOMMENDED TORQUE VALUES

The Canyon torque wrench

Assembly with the Canyon torque wrench

DANGER

All bolted connections on the components of your Canyon have to be tightened carefully and checked regularly to ensure the safe operation of your bike. This is best done with a torque wrench that switches off as soon as the desired torque value is reached. Tighten the bolts carefully by approaching the maximum permissible torque value in small steps. Check the secure seat of the component, as described in the relevant chapters. For parts without torque specifications, tighten the bolts gradually and check in between whether the component is already fastened sufficiently, as described in the relevant chapters. Do not exceed the maximum torque value.

NOTICE

You find the torque values on the components themselves, in the Quick Start Guide of your model and/or in the instructions of the component manufacturers. Call, if necessary, our service hotline or use the contact form on our website www.canyon.com

CAUTION

Be sure to always observe the manuals of the component manufacturer when doing any work.

LEGAL REQUIREMENTS FOR RIDING ON PUBLIC ROADS

If you want to use your bicycle for riding on public roads, it has to be equipped according to the regulations of the respective country. If you want to purchase or use the bike in another country, ask your bicycle dealer about the applicable regulations in that country.

When riding on public roads cyclists must principally observe the same regulations as car drivers. Make yourself familiar with the rules in your country.

IN GREAT BRITAIN
(Last update: January 2024)

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

1. **Lighting, rear lights, reflectors:**
   At night your bicycle must have:
   - a white front light
   - a red rear light
   - a red rear reflector
   - four amber pedal reflectors
     (if manufactured after October 1, 1985)

   In addition, it **should** be equipped with:
   - a white front reflector
   - spoke reflectors
   - flashing lights are permitted, a steady front lamp is however recommended.

   (Law RVLR regs 13, 18 & 24)

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

Front light with test symbol

Rear light with test mark

⚠ DANGER

For your own safety, be sure to switch on the light as soon as dusk sets in. Riding without lighting set and reflectors when visibility is poor may cause severe accidents with unforeseeable consequences for your life and limb.

⚠ DANGER

Keep the lighting set clean and check its functioning at regular intervals. Particularly check before every ride, whether the battery/accumulator-operated lights are sufficiently charged.

i NOTICE

You find more important tips in the section **"General notes on this manual"**.

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

2. **Brakes**
   Every bicycle must be equipped with at least one braking system.
   (Laws PCUR regs 6 & 10)

3. **Signalling devices**
   It is recommended that a bell be equipped.

4. **Cycle helmets**
   Wearing a cycle helmet which conforms to current regulations in the correct size and securely fastened is recommended.

5. **Child transport**
   There are no rules as to the transport of children with bicycles.

6. **Bike trailer lighting**
   Cycle trailers must be equipped with a red rear lamp and a triangular-shaped rear reflector with an ECE mark III or IIIA.

7. **Hand held mobile phones**
   Cycling with a hand held mobile phone is not illegal as such. You could, however, commit an offence of "careless riding" or "riding without due care and consideration". For safety reasons, you are strongly advised against using a mobile phone during cycling.

8. **Other issues**
   Using cycle lanes is not compulsory, but can make your journey safer. You must not cycle on a pavement.
   (Laws HA 1835 sect 72 & R(S)A 1984, sect 129)

Battery-powered lighting

Lights and reflectors

NOTICE

As there are too many different pedal systems, pedal reflectors are not made available by Canyon. In case you have more questions in this regard, contact the regional agency of your pedal manufacturer. You will find the address on the internet.

NOTICE

A range of lighting devices which you can obtain by mail order is listed on our website at www.canyon.com. Check whether these lighting devices are also approved for use in your country.

LIABILITY FOR MATERIAL DEFECTS

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, be sure to keep it in a safe place.

To ensure a long service life and good durability of your bike only use it for its intended purpose (see the chapter **"Intended use"**). Also observe the permissible load specifications and the instructions on transporting luggage and children (see the chapter **"Intended use"**). The manufacturers' assembly instructions (above all the torque values for bolts) and the prescribed maintenance intervals must also be followed strictly. Observe the tests and routines listed in this manual and in any other manual supplied (see the 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 a safe ride with your bike. In case of any inquiries, contact our service hotline or use the contact form on our website www.canyon.com

Always use your bike according to its intended use

CAUTION

The rear shock mountings of full-suspension frames are designed in a way that the rear shock can or must compensate shocks. If the rear shock is too rigid and jammed, the terrain induced shocks pass directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. Therefore, when using dampers with lockout, keep generally in mind that the lockout function must not be used on rough terrain, but only on smooth terrain (roads, smooth trails).

NOTICE

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 clipless pedals, gear and brake components are in your possession and keep them in a safe place together with this manual and the Canyon bicycle manual.

NOTICE

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 (mileage, 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.

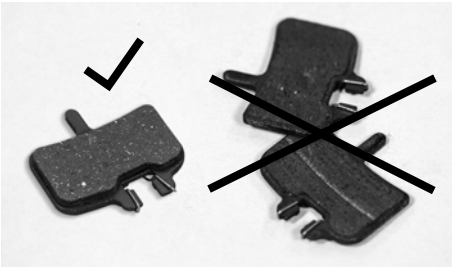
These components require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on conditions and intensity of use.

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.

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

BEARINGS AND REAR SHOCKS OF FULL-SUSPENSION FRAMES

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



Brake pads with a width of less than a millimetre (0.04 in.) must be replaced with original spare parts

Bearings are subject to wear

GUARANTEE

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

This guarantee runs from the date of purchase and only applies to claims made by the 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. This is the only guarantee claim. Canyon reserves the right to charge the customer for the assembly costs of rebuilding the bike.

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

⚠ DANGER

Canyon mountain bikes are high-end sports equipment, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient servicing can render the racing machine unsafe. **Risk of 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 will receive the same or a similar frame (without add-on parts, such as seat post, front derailleur, damper 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.

If you want to make use of the CR services, contact our service hotline or use the contact form on our website www.canyon.com

You find more information on our website at **www.canyon.com**

Crash Replacement – Damaged Canyon frames are replaced at reduced prices

NOTICE

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

Canyon Bicycles GmbH
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D-56073 Koblenz