

ASSEMBLY FROM THE BIKEGUARD

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

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

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

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



First, open the BikeGuard.

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

CHECKING THE CONTENTS OF THE BIKEGUARD



The BikeGuard contains the assembled frameset with the rear wheel mounted and all add-on parts as well as the front wheel that is sometimes packed in a wheel bag, the saddle with seat post, a box with small parts (e.g. quick-releases, reflectors and pedals, if available) and the toolcase with Canyon Torque Wrench incl. bits, Canyon assembly paste as well as the bicycle manual Road bike with enclosed CD.

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

 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.

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

GENERAL INFORMATION ON ROAD BIKE ASSEMBLY

Your Canyon had been fully assembled at the factory and given a test run. The bicycle should be fully functional without any further adjustments being made once the assembly steps explained below have been completed.

The following section gives you a concise description of the assembly. In the event that you are neither skilled nor experienced in that kind of work, please read the more detailed chapters in your bicycle manual Road bike; also observe the instructions of the component manufacturers on the enclosed CD. Before your first ride, carry out the checks described in chapter “Before every ride”.



 Do not clamp a frame tube or a carbon seat post of your Canyon in the holding jaws of the workstand! Be sure to only use a suitable aluminium seat post for clamping. It is best to use a workstand that holds the frame from inside at three points or else ask someone to help while you assemble your bike.

USING THE CANYON TORQUE WRENCH



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



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



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

Insert the Allen key fully into the screw head.



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

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

USING THE CANYON ASSEMBLY PASTE



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



This is especially useful in the clamping areas of handlebars and stem, steerer tube and stem and seat post and stem, 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.

UNPACKING



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 tightening torque! Remove excessive Canyon assembly paste and re-seal the small sachet after use.



Remove the protective cardboard at one end and the box with small parts. Take out the cardboard box with the front wheel stowed in parallel to the bike frame in the BikeGuard. The front wheel may be packed additionally in a wheel bag.



Please note that the saddle and the seat post are fixed to the front wheel. Put the cardboard box carefully aside.

 Keep the entire packaging material as well as the BikeGuard in a dry place. If you intend to ship your Canyon or to take it with you on a trip, you will have everything at hand.

 You will not find the wheels packed in wheel bags in every BikeGuard.

MOUNTING THE HANDLEBARS



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



Keep hold of the handlebars and undo the band with Velcro fastener in the top at the stem fixing the handlebars.



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



Keep hold of the handlebars to prevent any twisting, dropping and damage. Undo the band with Velcro fastener fixing the handlebars in the bottom to the fork.



Hold the handlebars tightly while lifting the frame out so that they are not twisted, cannot drop and get damaged.



Remove the protective film and sleeves from the handlebars. It is recommended that you remove the protective material in general by hand. If that is not possible, it is best to use scissors, and if it is really necessary, use a box cutter.

Let the handlebars carefully hang down.



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



Put the matching bit into the holder of the Canyon Torque Wrench. Release the clamping bolts of the stem faceplate and remove the faceplate.



Position the handlebars by means of the marking accurately centred in the stem clamp. Make sure the bowden cables and the lines are not twisted or bent, but run in a smooth curve to the cable stops or brakes.

Retighten the clamping bolts of the faceplate evenly in a cross pattern until they lightly hold the handlebars in place.



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

MOUNTING THE FRONT WHEEL



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

Saddle and seat post are fixed to the front wheel with a band with Velcro fastener and protective film. Carefully undo the band and put the saddle and the seat post aside.



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

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



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



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



Remove the protective film from the shift/brake levers.

Open the front brake by releasing the release lever at the brake (Shimano, SRAM) or by displacing the pin in the shifter/brake lever (Campagnolo) to allow the lever to tilt back a little.



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



Mount the front wheel by sliding the hub together with the quick-release into the drop-outs.

Make sure the rim including front wheel tyre is accurately centred in the fork blades.

Read beforehand chapter “**How to use the quick-release**” in your bicycle manual Road bike and on the enclosed CD.

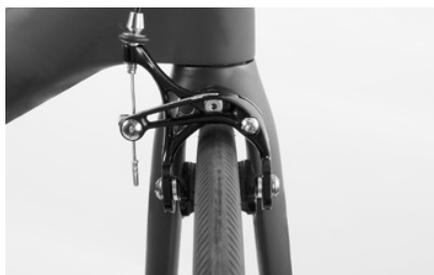
 Do not pull the (disc) brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel.

 For more information on mounting read chapter “**The wheels - tyres, inner tubes and air pressure**” in your bicycle manual Road bike on the enclosed CD.

 For more information on road bike brakes read chapter “**The brake system**” in your bicycle manual Road bike on the enclosed CD.



Tighten up the counter nut with the quick-release lever open until the quick-release lever builds up force when closed. Make sure the closed lever is close to the fork and does not stand out to the side or the front.



Verify that the brake is accurately centred with regard to the rim.

You can find further information in chapter **“The brake system”** in your bicycle manual Road bike on the enclosed CD.



Re-close the release lever of the brake (Shimano, SRAM) immediately or move the bolt at the shift/brake lever back to its original position (Campagnolo) with the brake lever slightly activated.



After mounting the wheel and tightening the quick-release pull the brake lever (several times, if you have disc brakes). Check the braking response of both brakes. It must be reached after the same travel and be stable at once.



Check whether the brake pads hit the braking surfaces of the rims with their entire surface.



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



Check whether the front wheel is properly seated in the drop-outs and whether it runs accurately in the centre between the fork arms.



Check the proper functioning of the gears.

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



Spin both wheels to make sure they run true.

You can find further information in chapter **“The wheels - tyres, inner tubes and air pressure”** in your bicycle manual Road bike on the enclosed CD.



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

MOUNTING THE SADDLE AND THE SEAT POST



Remove the protective cap from the top end of the seat tube. Release the seat post binder bolt at the seat tube. Read beforehand chapter “Adjusting the Canyon road bike to the rider” in your bicycle manual Road bike and on the enclosed CD.



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

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



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

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



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

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

SPECIAL CASE CANYON SPEEDMAX



Remove the protective film from the saddle, if available.

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

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

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

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



Some Canyon models (e.g. Speedmax CF and Speedmax AL) have an oval shaped seat post. Mounting anything than the standard seat post is therefore impossible. Release both Allen bolts at the seat post clamp.



Apply a little Canyon assembly paste on the bottom part of the seat post and inside the seat tube.

 Do not clamp a frame tube or a carbon seat post of your Canyon in the holding jaws of the workstand! This could crush the tubes! It is recommended that you use a workstand which holds the frame at three points from inside or which holds the fork and bottom bracket shell.

MOUNTING THE PEDALS



Slide the seat post into the seat tube to the desired saddle height. Insert the built-in seat post clamp.

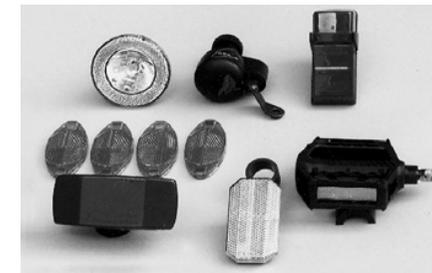


Canyon road bikes can be fitted with standard race pedals of the major brands.



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

ADD-ON PARTS MAKING YOUR CANYON FIT FOR PUBLIC ROADS



Fix the white reflector to the handlebars and the red reflector to the seat post, the spoke reflectors as well as a bell.



Tighten up the Allen bolt of the seat post clamp to the prescribed torque of 4 Nm up to a maximum of 6 Nm.

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



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



Screw each pedal manually into the thread of its crank by two to three full turns. Continue by using a pedal spanner to tighten the pedals firmly. Some pedal types have to be tightened with an Allen key.



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



Check the reliable fit of the pedals after about 100 km (60 miles). The pedals can come loose, and this can destroy the thread and throw the rider off his bike.



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

CHECKING AND ADJUSTING



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



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



Verify that the upper grip areas of the shift/brake levers are in horizontal position. The ends of the drops are then in parallel to the ground or point slightly downwards.



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

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



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



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



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



Inflate both tyres to the maximum pressure indicated on the side of the tyres. You can find more information on tyres and inner tubes in chapter **“The wheels - tyres, inner tubes and air pressure”** in your bicycle manual Road bike on the enclosed CD. Finish the assembly by carrying out thoroughly the tests described in chapter **“Before your first ride”**.



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



After completing the assembly and checks it is essential to give your Canyon a test ride in a level, unfrequented area (e.g. in a parking lot)! Wrong assembly or improper adjustments that become apparent in road traffic or during use of your bike can make you lose control of your Canyon!