

CANYON

ONE FAMILY —
ANY TRAIL.



CONTENTS

MEET THE ALL-NEW SPECTRAL FAMILY —	04
FRAMES FOR ALL —	06
THREE WHEEL SETUPS —	10
TRULY PROGRESSIVE GEOMETRY —	11
TRIPLE PHASE SUSPENSION —	12
THE FINER DETAILS —	15
G5 IN THE HOUSE —	16
FAQ —	17
SPECS SPECTRAL AL —	25
SPECS SPECTRAL CF / CFR —	26



MEET THE ALL-NEW SPECTRAL FAMILY

Last year, we launched the all new Spectral 29 CF – one of the most capable and versatile trail bikes we have ever produced. Something that could take on just about anything you could throw at it. We made the claim that this was one bike for any trail. But, what if you are looking for something other than a carbon 29er chassis? Maybe you prefer a different wheel-size setup? Or perhaps you have your sights set on an aluminium bike?

Well guess what? We aren't just talking about one bike for any trail. Now there's a whole family of Spectrals to choose from. Each and every one of them can rip up, down and around virtually any trail you point them at. We still believe if you can have one bike in your garage, the Spectral is it. Only now you have more options to choose from.

One Family – Any Trail.

WHAT'S NEW?

The Spectral CF 29 introduced an array of innovations to our Spectral line up last year. Modern, progressive geometry upped the bike's capabilities – while refinements to kinematics levelled up pedalling efficiency and climbing prowess. The chassis itself also received one serious makeover. We optimised stiffness across the front and rear triangles – giving riders more confidence to shred, then sprinkled in a host of clever touches to make the Spectral not only easy to ride, but easy to live with as well.

So what's changed for this launch? Well the Spectral 29 CF was just the tip of the iceberg. We've given the rest of the Spectral Family the same treatment, so more riders than ever can find the trail bike that suits them.



FRAMES FOR ALL

The new Spectral line-up is one hell of a family. Multiple material options, wheel size offerings and a huge range of sizes.

Starting with material – there's no denying you can build an awesome trail bike from carbon fibre. But you can also make darn good bikes from aluminium too.

With the Spectral Family we wanted to make sure no matter what frame material you choose – the experience on the trail still invokes the same levels of stoke.

AL – METAL THAT ROCKS

With an ambitious goal of making our AL Spectral feel as close to the CF chassis as possible on the trail, we couldn't just follow the 'standard' path in the development. It's no secret that typically the carbon bike receives all the attention then, when it comes time to release a more wallet-friendly aluminium version, the overall form is just replicated to make the bikes look similar. Even if this is to the detriment of performance.

Well, this time around we did things a little differently. We took the same engineering objectives we had for CF – and set out to achieve them with AL too.

But to get the most from aluminium you need to treat the design and manufacturing process very differently. How? For starters, the AL features bespoke tube profiles – with less tight radii vs the CF. The tube sections are also straighter and the overall form less organic than the CF. And the result for the rider? Hugely improved stiffness characteristics means more confidence and better handling everywhere on the trail. Wondering about weight? Well, at just over 3 kg in frame weight, this stays virtually the same as the previous Spectral AL – but after slaying the first turn on the new bike, you won't be wondering whether the bike should be a few grams lighter.

We also simplified things on the AL to ensure we were offering maximum performance at accessible pricing. Without the Flip Chip geometry adjustment seen on the CF, we dialled in the angles to offer riders a taste of both set-

tings. The AL blasts down trails with the same 64-degree head tube angle and low BB setting of the 'LO' Flip Chip position, but dances back to the top with the steeper 76.5 seat tube angle of the 'HI' position.

Making sure the AL bike spends just as much time on the trails as the CF, we didn't neglect durability or rider-friendly wrenching. At first glance the pivot bolt threads might look like standard aluminium affairs. But look closer, and you'll find steel inserts – virtually indestructible, and replaceable should the worst happen. Then, with the use of just 2 hex wrenches (5 mm and 6 mm) you can go over every bolt on the frame, easy. The bearings also get the same proprietary grease fill as the CF bike to create a truly trail-proof setup.





CF – A CLASS-LEADING CHASSIS

While not a new engineering development for this launch, our 'standard' CF platform is worthy of a mention. Weighing in at 2,600 grams (5.72 pounds), the Spectral CF's full carbon-fibre frame is impressively light for a trail bike with this much suspension travel. Actually, what's more impressive still is that we created such a lightweight frame while also improving the stiffness-to-weight ratio. A lightweight trail bike is one thing – a lightweight trail bike that aptly handles the rigors of EWS racing and an occasional excursion to the bike park is a whole lot more impressive. This is that bike.

The Spectral CF's capabilities don't just stop at its performance on the trail. The frame also packs a ton of smart details and features to ensure it keeps on shredding – day in, day out. The frame bearings have some serious weather proofing – double-sealed and filled with a proprietary grease mix which was researched and spec'd by Canyon's R&D team. Next, we took the feedback of our race teams and mechanics to make working on the bikes easy, even if you're in a hurry. Replacement thread inserts can be found at every pivot point, and the fully guided internal cable routing make tune-ups fast and painless. Finally, so that more riders can enjoy the Spectral CF on more terrain, we equipped the bike with a Flip Chip geometry adjustment. Offering 0.5 degrees of angle adjust and 8mm of BB height difference, you can set your Spectral CF exactly how you need it.



CFR – WHEN WE UNLEASH THE ENGINEERS

During the development of a product, there's usually some guardrails for engineers to follow. Maybe it's cost? Material availability? Manufacturing limitations? But at Canyon, we occasionally let the engineers go into the toy shop – and pick whatever they need to build the very best bike. No holds barred. This is CFR.

Officially standing for Canyon Factory Racing, our CFR bikes are so much more than race replicas. And the Spectral CFR is no exception. With the best materials, optimised production and a level of attention to detail that even brought us to make the artwork lighter than standard. A 300 g weight saving over the already light Spectral CF, with no drop-off in stiffness or strength, means the CFR surges up the climbs and feels even more agile, more precise and more playful on the way back down. This is our statement in the trail bike market.





NO NEED TO BE SHY

When it comes to the term 'trail riding' we know that interpretations vary massively from location to location, and rider to rider. That's why we put out Spectral line-up through Canyon's brutal Category 4 testing criteria. What does this mean on the trail? Well, you can have faith that the Spectral is tested to handle the rigours of EWS racing – and won't be phased when your trail ride gets a little rowdy.



THREE WHEEL SETUPS

Have it your way. Yes, we are going to be offering the Spectral in 27.5, Mullet and 29 options.

Why? Because of the awesome variety of styles in MTB. We witness them every time we head out for a ride, or speak with a fellow MTBer. Try standing at the side of a section of trail and watch a handful of riders rip through – you might see a difference in line, in speed, in airtime- but every one of them is having a good time. Wheel size has a massive impact on how a bike feels and responds on the trail, and each setup has its benefits.

We'll leave the rider to ride how they want:

29-INCH

The benefits of 29 are well documented – improved rollover, greater traction from the tyres' larger footprint, and greater rider confidence thanks to increased centrifugal stability, typically longer wheelbases, and longer overall bike length. While there are many pros of 29ers, there are also some cons. Increased weight, reduced agility, and greater wheel flex to name a few. That's why we spent more than two years minimising those possible drawbacks and maximising the benefits of 29. The result of our work: now the Spectral 29 platforms boast dialled 29er geometry and an incredible stiffness-to-weight ratio.

27.5-INCH

From our perspective 27.5 is anything but dead. If agility, precision, and all-out playfulness are top of your list of priorities, then this is the option for you. When things get tight the shorter wheelbase will have you weaving your way out of sight of the big wheels, but thanks to the confident chassis and progressive geo, the Spectral 27.5 still loves to go fast.

MULLET

Taking its name from a staple haircut of the 80's, and a style which is making a swift comeback in 2021, the Mullet offers up a blend of ride qualities. Like the hair style, it's case of 'Business in the front, party in the back.' A larger 29er front wheel provides traction and rollover for a very business-like dose of speed and confidence, while ultra-manoeuvrable 27.5 wheel

at the back is where the party happens. The shorter backend ups the agility on the trail, and also offers riders more clearance between themselves and the rear wheel – meaning you can swing off the back on the steeps without buzzing the tyre.





TRULY PROGRESSIVE GEOMETRY

When designing a bike to take on just about anything, we had to find a perfect balance with geometry.

We shaped the Spectral geometry to give riders more stability on descents, and greater efficiency and comfort on the climbs.

The Spectral's slacker headtube angle and long reach give riders excellent high-speed stability, low-speed manoeuvrability, and even more even weight distribution for superior control. Likewise, the bike's steep seat tube angle shifts your centre of mass forward, cancelling out the longer reach, and providing riders with a better climbing position and more forward momentum from every pedal stroke. You can find a full geometry chart and breakdown on the geometry chart in the FAQ section.



TRIPLE PHASE SUSPENSION

Triple Phase Suspension originally debuted on our Sender downhill bike. In short, Triple Phase is a suspension characteristic rather than a single suspension design. Triple Phase Suspension is smooth in the early stages of rear suspension travel, so that the bike is supple on small hits and trail chatter, yet it has ample mid-stroke support, which lets you ride high in the travel, pump the bike for speed and get proper lift-off on jumps. Finally, Triple Phase gives you that necessary end-of-stroke progression that keeps the bike from blowing through its travel on big hits and jumps.

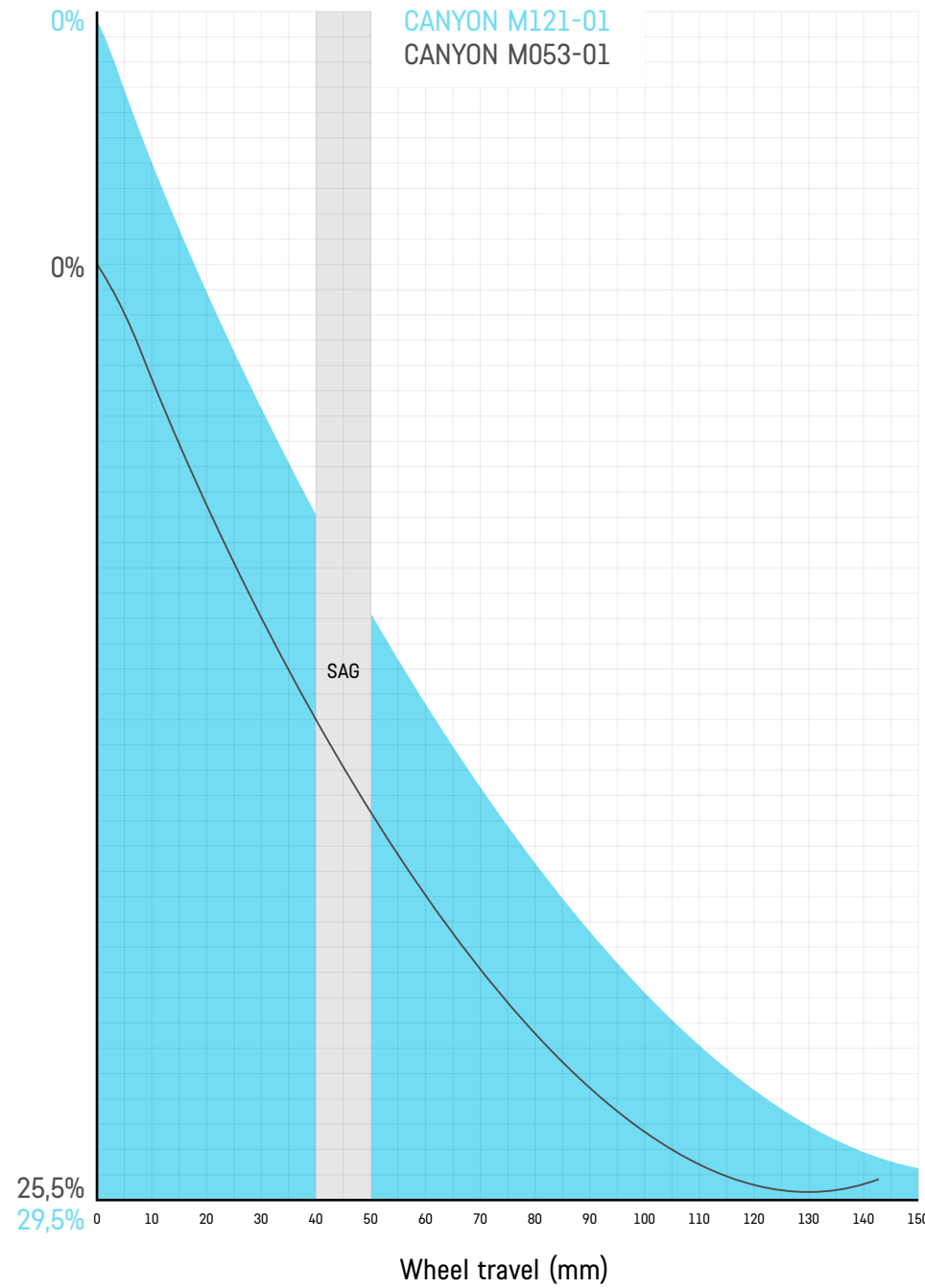
Triple Phase isn't a single design element like a chainstay pivot or a counter-rotating link. Instead, Triple Phase is the actual shape of the suspension curve, the total progression, and the corresponding suspension traits that help our bikes deliver outstanding performance in all conditions.



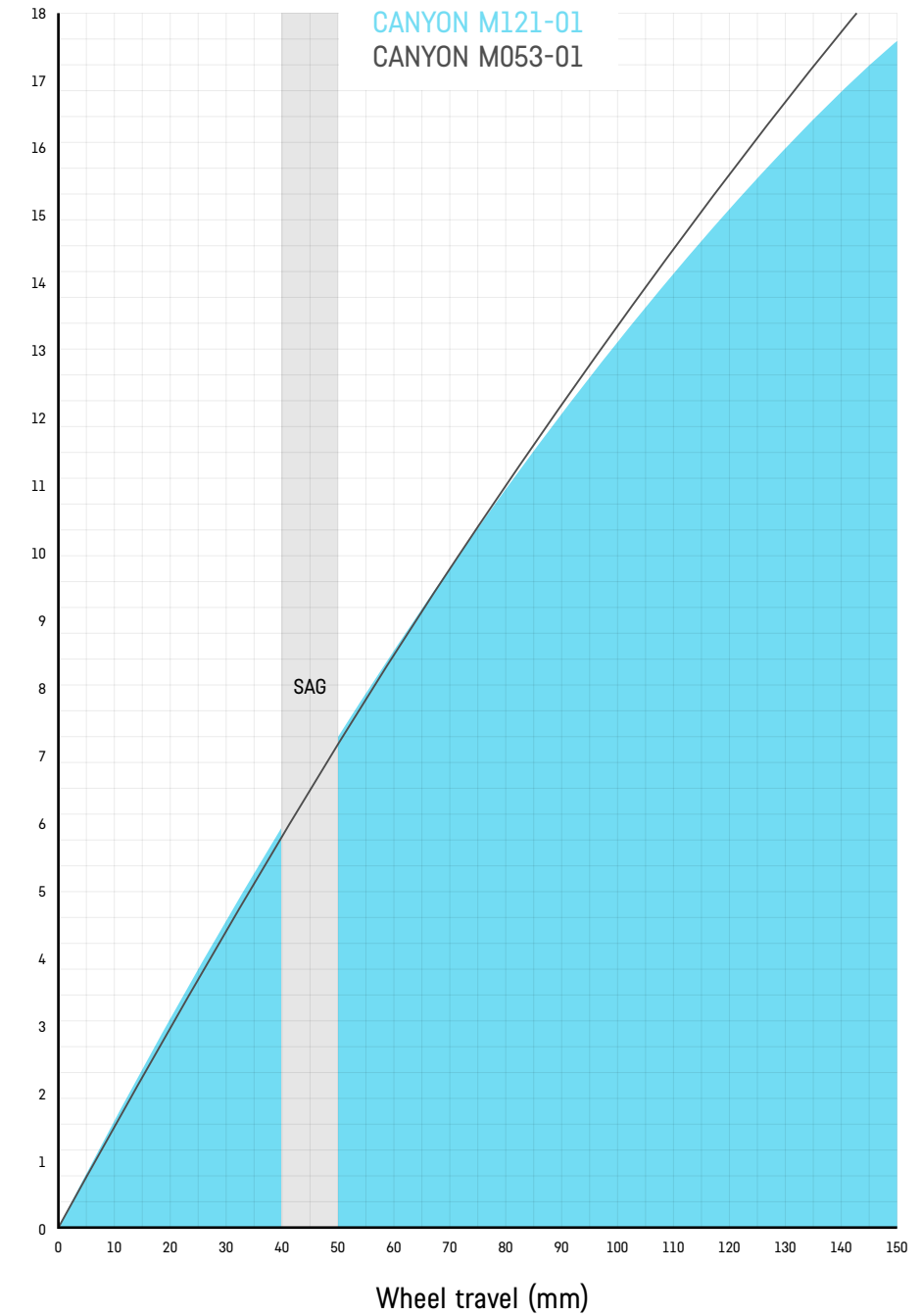
MAXIMUM CONTROL, MORE SPEED

We built the Spectral around the same Triple Phase Suspension that's taken DH, Enduro, and XC riders alike to the winners' podium the world over... then we refined the rear suspension to make the Spectral faster on both climbs and descents. For starters, we increased anti-squat in the early stages of rear travel and at the sag point, for even crisper pedaling performance (without the associated ills of increased pedal kickback). Next, we added a bit more progression to the leverage curve, which boosts your control on the rowdiest of trails by increasing bottom-out resistance to big, high-speed impacts.

LEVERAGE RATIO



PEDAL-KICKBACK (32/36)

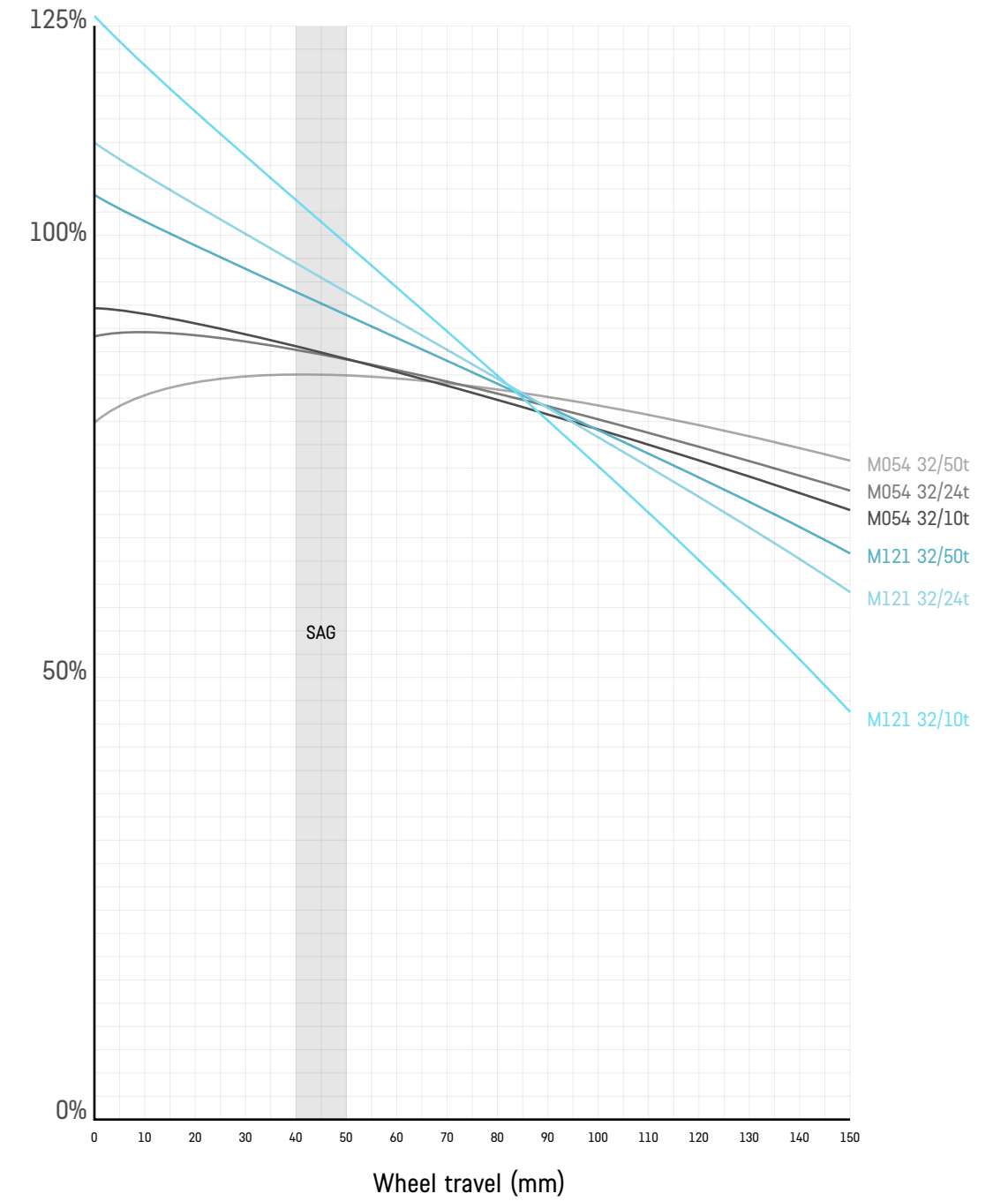


MORE EFFICIENCY



MORE ANTI-SQUAT WHERE YOU NEED IT

ANTI-SQUAT
Center of gravity 800 mm above BB



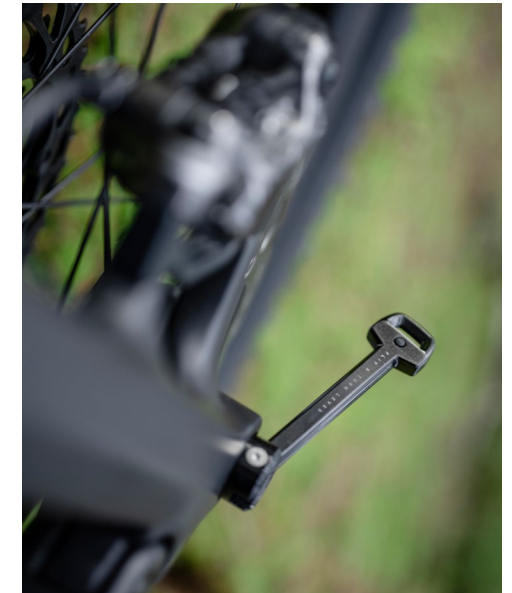
THE FINER DETAILS

Sure, making a super versatile bike that rides great, is easy to live with and keeps on working day in day out is a big part of the Spectral's DNA. But that doesn't mean we overlooked some extra features which make the bikes even sweeter.

For some riders, on-bike storage rocks. They cannot live without it. For others, who maybe just blast local loops with minimal risk for mechanicals – it's something they take or leave. That's why all Spectrals have the option for on-bike storage, thanks to nifty rivets under the top tube. These

provide a mounting point for a tube strap/bag bracket. Meaning you can carry some spares if you want, without buffing paintwork with a standard enduro strap setup, or run it clean.

The Spectral family now rolls on SRAM's UDH across the line-up, making sourcing a spare hanger that much easier, especially in current times. And finally, often taken for granted, but a bummer when it's missing – you fit get a sideloader cage and a 600 ml bottle on all frame sizes of Spectral. Hydrate!





G5 IN THE HOUSE

The G5 components found on the Spectral range aren't mere 'house brand' parts. Nope, they are specifically designed by Canyon to deliver the best combination of on-trail performance and reliability (and some badass looking industrial design doesn't hurt either.)

Named after our toughest (Category 5) testing protocol, all G5 components are tested and approved for the most brutal gravity disciplines. Rampage? Check. DH World Cups? Also check.

Designing these parts ourselves gives us absolute control over quality and helps us better integrate each component into the Spectral platforms. Simply put, G5 components help us build the best bike possible.



FAQ

WHEN CAN I TALK ABOUT THE NEW SPECTRAL MODELS?

The press embargo for the new Spectral models runs until 26 October at 11 am CEST. After that, fire away with stories, photos, and info regarding the new bike. Not until the embargo expires, please do not publish any content or information regarding the new Spectral bikes.

WHAT WAS CANYON'S ULTIMATE GOAL WHEN DESIGNING THE NEW SPECTRAL FAMILY?

As with every Spectral we have produced over the years our original goal was to create a highly capable, highly versatile trail bike. A bike you never regret taking for a ride – enough burliness to handle whatever you might find on the hill, but without too much bulk taking the fun away from mellower sections or sapping strength on all day adventures. With the introduction of this complete family, we wanted to make sure as many riders as possible can have a great time on a Spectral.



HOW DID YOU ACTUALLY ACHIEVE THOSE GOALS?

First we took the poppy playful character of the previous Spectral, and worked up upping the speed and capability both up and down the trail. Our first incarnation of this was the Spectral 29 last year. Then we took this geometry architecture and transferred it across multiple wheel size and frame size configurations.

Now all Spectrals inspire extreme confidence and stability at high speeds thanks to modern geometry (longer reach, steeper seat angle, slacker head angle) and a more progressive spring curve. The Spectrals now share better climbing performance thanks to increased anti-squat around the sag point.

WHAT KIND OF BIKE IS THE SPECTRAL?

If you can have one mountain bike in your garage, the Spectral is that bike. It's a solid, do-it-all trail bike. Both an efficient climber and downhill ripper. Enough travel to bail you out of trouble, but with enough pop to enable you to play on the trail. Whether you

choose AL, CF or our flagship CFR platform, you can expect a bike that truly is ready for any trail.

HOW MUCH SUSPENSION TRAVEL DOES THE SPECTRAL HAVE?

All bikes have 160 mm front and 150 mm rear travel. The only exception is the Spectral Young Hero, our Youth trail MTB, which has 150 mm front and 140 mm rear travel.

WHAT IS THE SPECTRAL'S STRONG SUIT?

60% down, 40% up. The Spectral is a versatile trail bike with a planted feel on fast trails, and outstanding agility on tight techy sections. It delivers great climbing performances and incredible descending capability on everything from singletrack and flow trails to full gas enduro laps.

WHAT IS SO SPECIAL ABOUT THE SPECTRAL YOUNG HERO? WHAT SORT OF RIDER IS IT SUITED FOR?

The Spectral Young Hero is the youth trail bike we all wished we could have had as kids. Suitable for riders from around 145–160 cm, and with a rock-solid spec to make help little shredders enjoy getting themselves up and down the trails. With slightly less travel than the adult bike (150 mm front, 140 mm rear) the Spectral Young Hero also has a trick up its sleeve – kinematics designed specifically for lighter riders. This enables riders to get the most from their suspension.



HOW MANY BIKES ARE IN THE SPECTRAL LINE-UP, AND WHAT ARE THEIR PRICES, AND WHAT WHEEL SIZE CAN I GET THEM IN?

There are 8x bikes in the Spectral line-up:

AL MODELS:

- Spectral Young Hero (27.5 only)
- Spectral 5 (27.5 and 29er options)
- Spectral 6 (27.5 and 29er options)

CF MODELS:

- Spectral CF 7 (27.5 and 29er options)
- Spectral CF 8 CLLCTV (Mullet only)
- Spectral CF 8 (27.5 and 29er options)
- Spectral CF 9 (27.5 and 29er options)

CFR MODEL

- Spectral CFR (29er only)

The USA will release the same models, with some limitations on colour choices. Final pricing for your local market will be shared with you directly before the launch.

WHAT FORCES INFLUENCED THE SPECTRAL DESIGN?

Trail riding itself has evolved, becoming faster and more aggressive in the past few years, and that evolution is exactly what shaped the Spectral. Better brakes, forks and shocks are allowing us to pedal further and descend with greater speed than ever before. Naturally, frame geometry and construction needs to keep up.

The Spectral is not simply a bike to travel at warp speeds, however. The demand for incredibly versatile trail bikes also influenced our approach. A bike in this class will often be a rider's sole tool for everything from multi day excursions to the occasional weekend in the bikepark. The Spectral had to excel everywhere – while being light, durable, and reliable.

WHAT WAS THE MOST CHALLENGING ASPECT OF THE REDESIGN?

Whether we are talking about AL or CF, the challenge was meeting our stiffness to weight ambitions, while ensuring the bikes were reliable and rider friendly when it comes to maintenance. Making a bike lightweight, durable, and easy to work on is always a challenge, since those traits are often in conflict with one another. We're stoked on the balance we achieved with both AL and CF Spectrals.

GEOMETRY

HOW DID YOU SHAPE THE SPECTRAL GEOMETRY?

Our motivation was to meet riders' need for both more stability on descents and greater efficiency/comfort on climbs, all while still making the bike truly grin-inducing when it comes to fun on the trail.

It's hard to isolate the individual benefits of, say, extending the reach, slackening the headtube angle, or lengthening the wheelbase, since these frame dimensions work together in many ways to impact what riders actually feel on the trail. Here, however, is an overview of the changes and their benefits:

SLACK HEADTUBE: The Spectral features a 64-degree headtube angle when the flip chip is in the low setting. Riders can steepen the head angle a half degree by using the flip chip built into the seatstays. For AL bikes, the

head tube angle is fixed at 64 degrees. When combined with reduced-offset (44 mm) forks, short (40 mm) stems, and longer reach, this slacker headtube angle offers riders a blend of excellent high-speed stability and low-speed handling and agility.

LONG REACH: To give riders greater stability. Combined with the slack headtube the longer reach makes it easier to evenly distribute your weight. This, in turn, makes it easier to achieve maximum traction and better body positioning in corners. It also boosts your stability over bumps and jumps. Finally, the longer reach gives you a less cramped cockpit when climbing and helps offset the reduction in top tube length that accompanies the bike's steeper seat tube angle.

STEEP SEAT TUBE: Depending on your flip chip setting, the Spectral has a seat tube angle of 76/76.5 degrees (or fixed at 76.5 degrees for AL models). The steeper seat angle shifts your centre of mass forward, giving you a better climbing position and more efficient pedalling performance.

Short cranks, (165 mm/170 mm, depending on frame size) help keep your hip angle open during steep climbs, promote higher cadence for more efficient climbing, and reduce pedal strikes on technical climbs.

AGILE CHAINSTAYS: We kept the chainstays short enough to retain the Spectral's playful, agile handling.

SHORTER SEAT TUBE AND HEADTUBE: By reducing head and seat tube lengths, the Spectral range offers riders more choice for 'sizing up', while still covering the needs of taller riders thanks to longer-travel (200 mm travel) dropper seat posts.



FLIP CHIP GEOMETRY ADJUSTMENT

We equipped Spectral CF bikes with a 2-position flip chip that changes the head and seat tube angles by 0.5 degrees, and alters BB height by 8 mm. We developed the Spectral around LO mode, as the ideal setup for riling turns and offering all round trail capability. But the HI mode is there for riders wanting a little more pedal clearance on technical climbs.

The AL bike is all about keeping things simple – while performing at the highest level. So you while you won't find a flip chip on the AL options, you will find an awesome hybrid of the LO/HI geometries. Featuring the low BB and slack 64-degree head tube angle of the LO mode on the CF bikes, combined with the steeper 76.5 degree seat tube angle found on the HI setup.



FRAME SIZE	XS	S	M	L	XL
SEAT TUBE LENGTH (MM)	395	395	430	460	490
TOP TUBE LENGTH (MM)	553	582	609	636	663
HEAD TUBE LENGTH 27.5 (MM)	105	125	135	145	-
HEAD TUBE LENGTH 29ER (MM)	-	95	105	115	125
HEAD TUBE ANGLE (°)	64/64.5	64/64.5	64/64.5	64/64.5	64/64.5
SEAT TUBE ANGLE EFFECTIVE (°)	76/76.5	76/76.5	76/76.5	76/76.5	76/76.5
SEAT ANGLE @MAX	75.93	75.94	76.03	76.08	76.2
SEAT ANGLE @MIN	77.17	77.27	77.24	77.07	77.09
SEAT ANGLE @STACK	77.28	77.48	77.79	77.99	78.18
REFERENCE SEAT HEIGHT	680	720	760	800	840
CHAINSTAY LENGTH 27.5/MULLET (MM)	432	432	432	432	-
CHAINSTAY LENGTH 29ER (MM)	-	437	437	437	437
BB OFFSET (150 MM)	28/36	28/36	28/36	28/36	28/36
WHEELBASE (MM)	1165	1195	1224	1253	1283
STACK 27.5 (MM)	595	613	622	631	-
STACK 29ER (MM)	-	610	619	628	637
REACH (MM)	410	435	460	485	510
SPACERS (MM)	20	20	20	20	20
STEM (MM)	40	40	40	40	40
HANDLEBAR WIDTH (MM)	760	760	780	780	780
CRANK ARM LENGTH (MM)	165	165	170	170	170
SEATPOST DIAMETER (MM)	30,9	30,9	30,9	30,9	30,9
DROPPER LENGTH (MM)	125	150	150	170	200

THE FRAME

DID CANYON HAVE ANY SPECIFIC FRAME STIFFNESS GOALS WHEN DEVELOPING THE SPECTRAL PLATFORMS?

Definitely. The faster you go, the more stiffness you need to stay confident and in control. A lot of work went into shaping each frame member to get the stiffness 'feel' we were looking for.

The goal on both materials (AL and CF) was to create chassis better matched to the higher speeds and rowdier terrain trail bikes find themselves on these days. Getting the stiffness right was also key to maintaining the 'poppy' and playful ride feel we have loved on every Spectral version to date. During development, feedback from testers was 'it's easier to rider faster on this bike than I usually do'. In a nutshell, this is the feeling we were aiming to create.

THE SPECTRAL MEETS 'CATEGORY 4' TESTING STANDARDS. WHAT DOES THIS MEAN? WHAT ARE THE UPPER LIMITS OF THE SPECTRAL'S CAPABILITY?

'Category 4' testing incorporates both load/stress cycles and impact testing. In simple terms 'Category 4' means a product is up to EWS levels of strength and stress. Whereas our 'Category 5' gravity bikes are suitable for World Cup DH and Red Bull Rampage.

ARE THERE ANY WEIGHT SAVINGS?

As you may have read during the launch of our Spectral 29 CF last year – we were able to save around 20g from the previous generation Spectral CF with the redesign, while upping the stiffness and durability. Our flagship CFR model takes off a further 300g from this, thanks to optimised construction processes and some of the best materials available. And the AL? It stayed close to the weight of the previous version, but with significant improvements to stiffness and confidence on the trail.

CAN WE SEE THE WEIGHTS?

Sure, here are the weights for all frames in size M (29er configuration)

AL: 3000 g
CF: 2600 g
CFR: 2300 g





THE NITTY GRITTY DETAILS

THERE IS A MULLET SPECTRAL IN THE LINE-UP. HOW WAS THIS ACHIEVED FROM A CHASSIS PERSPECTIVE? CAN I SLAP A 27.5 WHEEL IN MY 29ER AND GO MULLET?

We wanted to create a mullet trail bike with no compromises. A chassis that carries the same geometry and kinematic as the 27.9 and 29er options. For this reason, simply offering a different geo-adjust rocker was not an option for us. However, that doesn't mean we couldn't be smart about how we produced the mullet Spectral. Thanks to some seriously crafty engineering, the 29 and 27.5 front and rear triangles are

modular. Meaning to get a perfect mullet, we simply take the 29er front triangle and marry it with the 27.5 backend. All wheel sizes run the same rocker. 27.5 rear ends will not be available as an aftermarket purchase, and we advise against simply running the 27.5 rear wheel in a 29er due to the impact on bb height and geo. So if you want mullet, go for it from the start.



THE PRESS KIT MENTIONS RELIABILITY AND EASE OF MAINTENANCE WERE PRIORITIES OF BOTH AL AND CF SPECTRAL PLATFORMS. CAN YOU PROVIDE AN OVERVIEW OF THESE, AND ANY OTHER DIFFERENCES BETWEEN THE TWO MATERIALS?

Yes indeed. Both bikes were developed with the same objectives in mind, but the final execution for each material carry some subtle differences. The chart below summarises these:



PLATFORM	PIVOT BOLTS	GEO ADJUST	CABLE GUIDES	BEARING SEALING
AL	Steel thread inserts (replaceable by trained technician)	No adjustment. Fixed in low BB/slack 64 HTA setting w/ steep 76.5 STA	Internal foam lined routing on front end, external routing on back end	Quality sealed bearings with proprietary grease fill
CF	Replacable thread inserts (replaceable by anyone)	Flip chip offering 0.5 degree adjust, +- 8mm BB height	Fully guided internal routing	Double sealed bearings plus proprietary grease fill

Both frame materials also feature some time and hassle saving features like requiring just 2 hex keys (5 mm and 6 mm) to check all frame bolts, and the heads of these bolts all be accessible from the non-drive side (apart from the drive-side horst link bolt).

The AL and CF bikes are well protected and silent on the trail thanks downtube covers and a profiled rubber chainstay protector (inspired by the custom modifications made by our Enduro World Series mechanics).



SPECS SPECTRAL AL

	SPECTRAL YOUNG HERO	SPECTRAL 5	SPECTRAL 6
FRAME	Canyon Spectral AL YH	Canyon Spectral AL	Canyon Spectral AL
FORK	Rockshox Recon Silver (150 mm)	Fox 36 Rhythm (160 mm)	Rockshox Lyrik Select+ (160 mm)
SHOCK	SRAM Deluxe Select+ (140 mm)	Fox Float X Performance (150 mm)	Rockshox Super Deluxe Select+ (150 mm)
BRAKE	SRAM Guide T	Shimano Deore	SRAM Code R
WHEELS	Shimano MT400/ Race Face AR25	Shimano MT510/ Race Face AR30	DT Swiss MTB LN
RIM WIDTH	25 mm	30 mm	30 mm
TYRES	F: MAXXIS Minion DHF 2.3 WT MT EXO R: MAXXIS Agressor 2.3 WT MT EXO	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+
CHAINSET	SRAM SX 32T	Shimano Deore 32T	SRAM Descendant 6k 32T
GROUPSET	SRAM SX (w/ NX Trigger)	Shimano Deore	SRAM GX
GEAR RATIO	11-50t	10-51t	10-52t
COCKPIT	G5 AL Stem (40 mm) G5 AL Bar (740 mm)	G5 AL Stem (40 mm) G5 AL Bar (760 mm XS-S, 780 mm M-XL)	G5 AL Stem (40 mm) G5 AL Bar (760 mm XS-S, 780 mm M-XL)
SADDLE	Ergon SM10 Enduro	Ergon SM10 Enduro	Ergon SM10 Enduro
SEATPOST	Canyon Iridium Dropper (125 mm)	Canyon Iridium Dropper (125 mm XS, 150 mm S-M, 170 mm L, 200 mm XL)	Canyon Iridium Dropper (125 mm XS, 150 mm S-M, 170 mm L, 200 mm XL)
COLOURS	Shockwaves Grey	Raw / Black, Earth Orange	Raw / Black, Earth Orange
SIZES	2XS	27.5: XS-L 29er: M-XL	27.5: XS-L 29er: M-XL
WRIGHT	14.7 kg	15.7 kg	15.0 kg



SPECS SPECTRAL CF / CFR

	SPECTRAL CF 7	SPECTRAL CF 8 CLLCTV	SPECTRAL CF 8	SPECTRAL CF 9	SPECTRAL CFR
FRAME	Canyon Spectral CF	Canyon Spectral CF	Canyon Spectral CF	Canyon Spectral CF	Canyon Spectral CFR
FORK	Fox 36 Rhythm (160 mm)	Fox 36 Performance Elite Grip2 (160 mm)	Fox 36 Performance Elite Grip2 (160 mm)	Rockshox Lyrik Ultimate (160 mm)	Fox 36 Factory Grip2 (160 mm)
SHOCK	Fox Float X Performance (150 mm)	Fox DHX Performance Elite (150 mm)	Fox Float X Performance Elite (150 mm)	Rockshox Super Deluxe Ultimate (150 mm)	Fox Float X Factory (150 mm)
BRAKE	Shimano SLX	Shimano XT	Shimano XT	SRAM Code RSC	Shimano XTR
WHEELS	DT Swiss XM1900	DT Swiss EX511 / 370LN	DT Swiss XM1700	DT Swiss XMC1501	DT Swiss XMC1200
RIM WIDTH	30 mm	30 mm	30 mm	30 mm	30 mm
TYRES	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+	F: MAXXIS Assegai 2.5 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+	F: MAXXIS Minion DHR 2.4 WT MT EXO R: MAXXIS Minion DHR 2.4 WT MT EXO+
CHAINSET	Shimano SLX 32T	Shimano SLX 32T	Shimano XT 32T	SRAM X1 CF 32T	Race Face Next SL 32T
GROUPSET	Shimano SLX	Shimano XT (SLX Cassette)	Shimano XT	SRAM GX AXS	Shimano XTR (XT Cassette)
GEAR RATIO	10-51t	10-51t	10-51t	10-52t	10-51t
COCKPIT	G5 AL Stem (40mm), G5 AL Bar (760mm XS-S, 780mm M-XL)	G5 AL Stem (40 mm) G5 AL Bar (760 mm S, 780 mm M-XL)	G5 AL Stem (40 mm) G5 CF Bar (760 mm S, 780 mm M-XL)	Canyon CP009 One Piece Cockpit CF (40 mm Stem / 760 mm XS-S, 780 mm M-XL)	Canyon CP009 One Piece Cockpit CF (40 mm Stem / 760 mm S, 780 mm M-XL)
SADDLE	Ergon SM10 Enduro	Ergon SM10 Enduro	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp
SEATPOST	Canyon G5 Dropper w/ -25 mm adjustment (150 mm XS-M, 170 mm L, 200 mm XL)	Canyon G5 Dropper w/ -25 mm adjustment (150 mm XS-M, 170 mm L, 200 mm XL)	Canyon G5 Dropper w/ -25 mm adjustment (150 mm XS-M, 170 mm L, 200 mm XL)	Canyon G5 Dropper w/ -25 mm adjustment (150 mm XS-M, 170 mm L, 200 mm XL)	Canyon G5 Dropper w/ -25 mm adjustment (150 mm S-M, 170 mm L, 200 mm XL)
COLOURS	Black, Olive	Grey	Black, Olive	Black, Olive	Silver
SIZES	27.5: XS-L 29er: S-XL	Mullet: S-XL	27.5: XS-L 29er: S-XL	27.5: XS-L 29er: S-XL	29er: S-XL
WEIGHT*	14.4 kg	15.1 kg	13.8 kg	13.6 kg	13.3 kg

*Weights listed are for framesize M, and 27.5 wheelsize where applicable. 29er weights are approx 300g heavier than 27.5.



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