

CANYON



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INTRODUCING THE ROWDY ONE

The Spectral 125 is a shredder's short-travel whip. It's a playful, "poppy" kind of trail bike – perfect for jibbing off every little trail feature in sight. With 125 mm of rear squish mated to a decidedly aggressive and low-slung chassis, the Spectral 125 is a little short on travel and a lot rowdy. Put those together and you get... a little rowdy. See what we did there?



ALWAYS READY TO SHRED

We'll start with the obvious – a bike's capability isn't measured in millimeters alone. Frame geometry, suspension quality, chassis strength and stiffness – they all combine to determine whether a bike truly shines on technical terrain or whether it proves an absolute turd on the trail.

Well, the Spectral 125 doesn't just shine. It rips. Using its longer-travel Spectral siblings as the foundation, we set about building a bike that takes the Spectral's all-rounder radness and adds even more playfulness courtesy of more progressive suspension, a bit more anti-squat, and some weight savings.

The end result is a bike that begs you to search out every lip, schralp every corner and throttle every trail for a bit more shred and style.



PROPERLY AGGRESSIVE

At this point the whole "long, low, and slack" thing is a bit cliché, but sometimes it also hits the nail right on the head. To wit, the Spectral 125 is unapologetically slack and aggressive for a short-travel 29er trail bike. While a bike's ride quality is never defined by just one or two angles or measurements, there are a few telling highlights when it comes to the Spectral 125.

The 64-degree head angle and 486mm reach (size Large) speak to the "more downhill control" bit of the equation while the 76-degree seat tube angle aids riders on climbs by putting them in a more efficient pedaling position. We kept the chainstays fairly short (437mm) without going overboard here since the goal was to create a nimble yet well-balanced bike.

While we aimed to create a progressive trail bike, we also knew that some riders don't want the longest bike possible. Thanks to the Spectral 125's low standover height and compatibility with longer-travel dropper posts, many riders in the middle of the sizing bell curve can likely fit more than one size of frame. Looking to maximize playfulness? Go with the smaller (and shorter) frame option. Want more stability at higher speeds? Choose the larger (and longer) frame size.

If you feel that geeking out on a geo chart is now in order, be our guest and geek away.



M144-01 - 140 MM FORK	S	M	L	XL
SEAT TUBE LENGTH (MM)	395	420	435	460
TOP TUBE LENGTH (MM)	587	611	636	660
EFFECTIVE SEAT TUBE ANGLE (°)	76	76	76	76
STACK (MM)	613	622	632	641
REACH (MM)	435	460	486	511
HEAD TUBE LENGTH (MM)	110	120	130	140
CHAIN STAY LENGTH (HORIZONTAL/REAL) (MM)	437	437	437	437
BB DROP (FRONT) (MM)	35	35	35	35
ACT. SEAT TUBE ANGLE (°)	70.40	70.80	71.10	71.50
EFFECTIVE SEAT TUBE ANGLE @MAX SEAT HEIGHT (°)	75.63	75.72	75.74	75.86
EFFECTIVE SEAT TUBE ANGLE @MIN SEAT HEIGHT (°)	76.68	76.58	76.50	76.56
EFFECTIVE SEAT TUBE ANGLE @STACK HEIGHT (°)	76.85	77.06	77.23	77.38
REFERENCE SEAT HEIGHT (MM)	720	760	800	840
MIN BODY HEIGHT (MM)	163	172	180	189
MAX BODY HEIGHT (MM)	177	185	194	203
WHEELBASE (MM)	1200	1230	1259	1288
STANDOVER HEIGHT (MM)	756	762	763	768
HEAD TUBE ANGLE (°)	64.07	64.08	64.09	64.10
MAX. SEATPOST INSERTION @FRAME (MM)	230	275	275	300

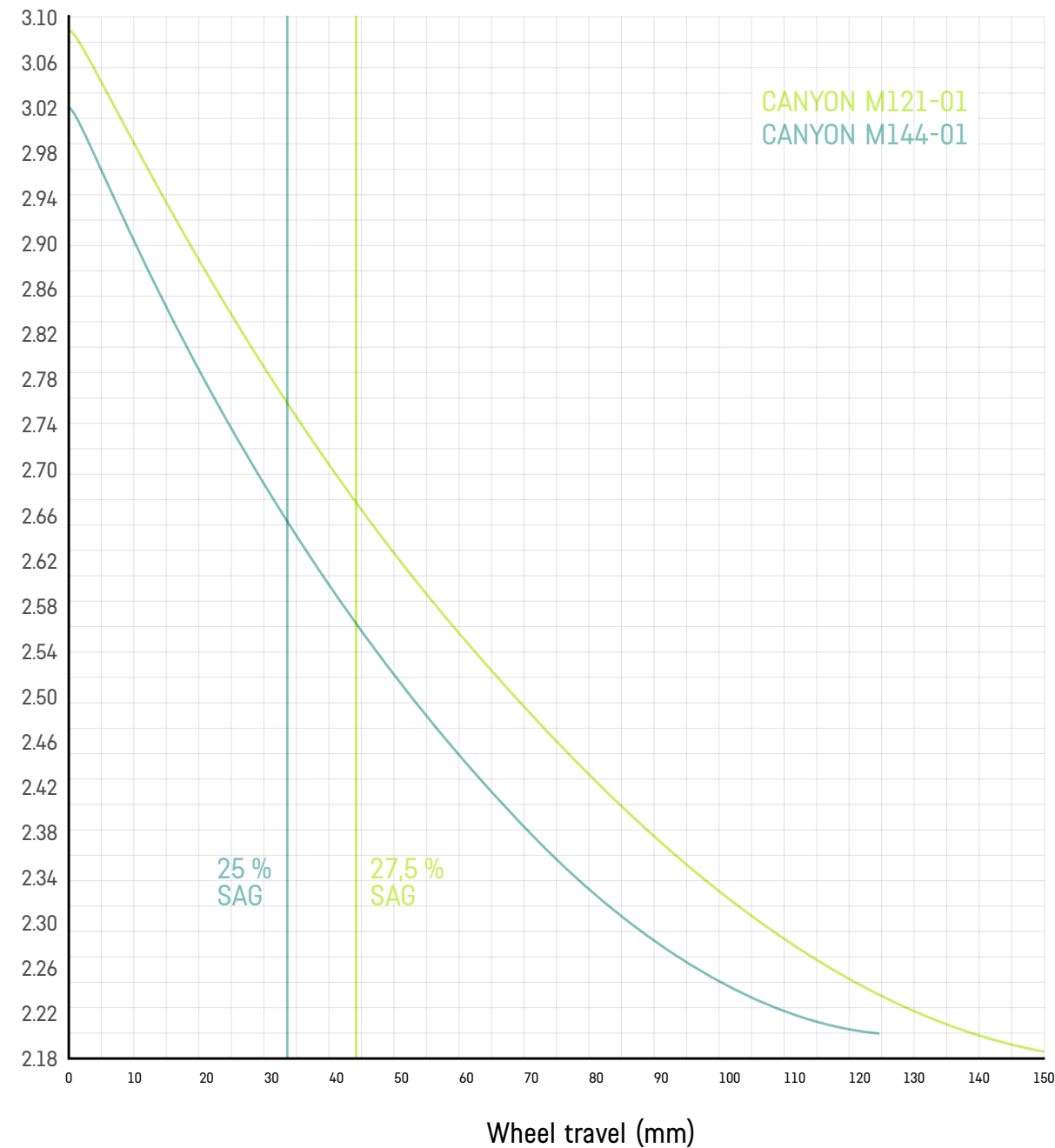
*MEASUREMENTS PROVIDED IN LO MODE

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.



LEVERAGE RATIO



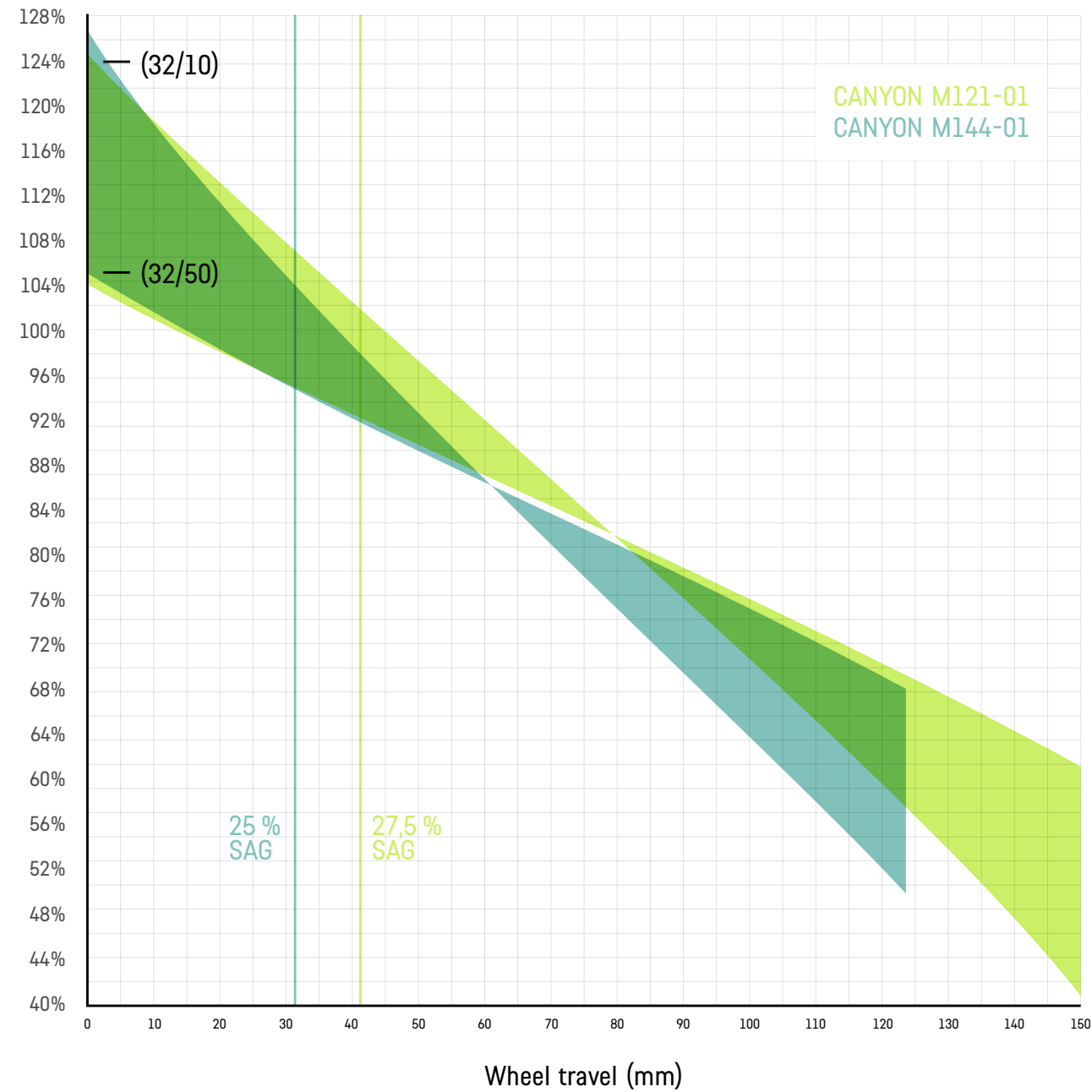
PLENTY OF "POP"

We wanted to build a short-travel bike that begged to be rallied – dialing in the suspension curve was key to making that a reality. While the Spectral 125 shares the same fundamental Triple Phase suspension design as its longer-travel Spectral siblings, we steepened the gradient of the 125's leverage curve. That quicker ramp-up in the rear suspension gives the Spectral 125 a bit more "pop". We

were careful, however, to refrain from going overboard here. If the suspension ramps up too quickly on a short-travel bike, things quickly stop feeling awesome and start feeling harsh. We're happy with the balance we've achieved on the Spectral 125 – smooth suspension that resists bottoming out and helps you achieve lift off at a moment's notice.

ANTI-SQUAT

Center of gravity 800 mm above BB



IT'S QUICK ON THE GAS

While our overriding obsession was to build a little shredder of a trail bike, we knew the Spectral 125 couldn't be a one-trick "downhill only" pony. So while we won't tell you to put on a skinsuit and enter your local cross-country race aboard this bike, we can definite-

ly say that the Spectral 125 sails up climbs. Like the longer-travel Spectral, the anti-squat is relatively high in the early stage of the Spectral 125's rear travel and at the sag point. The end result is crisp, efficient pedaling without annoying levels of pedal kickback.





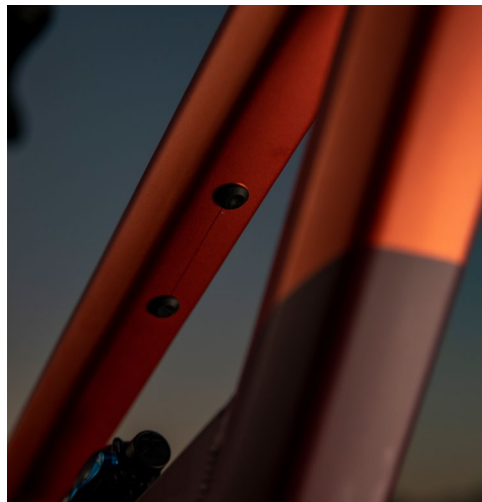
STELLAR IN CARBON

Tipping the scales at an impressive 2,500 grams (5.51 pounds), the Spectral 125 CF's full carbon-fibre frame is impressively light. More impressive still, we built the Spectral 125 to withstand the same Category 4 strength and impact testing as our EWS-winning Strive model. Spectral 125 is short on travel and big on strength, giving riders the peace of mind to cut loose and push the bike to its limits.

Each carbon Spectral 125 frame is also loaded with smart features that boost durability. Double-sealed frame bearings, for instance, fend

off contaminants and keep the Spectral 125 cycling smoothly through its suspension travel. Replaceable thread inserts at every pivot point reduce the risk that riders will unintentionally bung up the frame when getting overzealous with torquing down bolts. Likewise, fully guided, internal cable routing takes the hassle out of snaking rear brake line or derailleur cable housing through the frame. Finally, the Spectral CF's Flip Chip geometry adjuster lets riders tweak their headtube and seatube angles by a half degree and raise or lower their bottom bracket by 8 millimeters.





METAL MADE BRILLIANT

Carbon fibre may get all the glory, but aluminum frames can deliver a hell of a lot of performance at a great price. That's definitely the case with the Spectral 125 AL models. We didn't set out to just hit some random price point here. We focused on creating alloy versions of the Spectral 125 that rode as close to their carbon twins as possible... and which just happened to boast a wallet-friendly price tag.

At 3,000 grams (6.61 pounds), the Spectral 125 AL's frame still rolls in at an impressive fighting weight. It also meets the same demanding Category 4 strength and impact testing standards as our full-fledged enduro race whips.

While the Spectral 125 AL frames don't feature flip-chip geometry adjusters, the aluminum Spectral 125 is absolutely dialed – combining the most progressive elements of the carbon bike's geo into one stellar bundle. You get the slack head angle and low bottom bracket

captured in the Spectral 125 CF's "LO" setting paired to the steeper seat tube angle provided by the "HI" flip chip setting. Simple yet awesome.

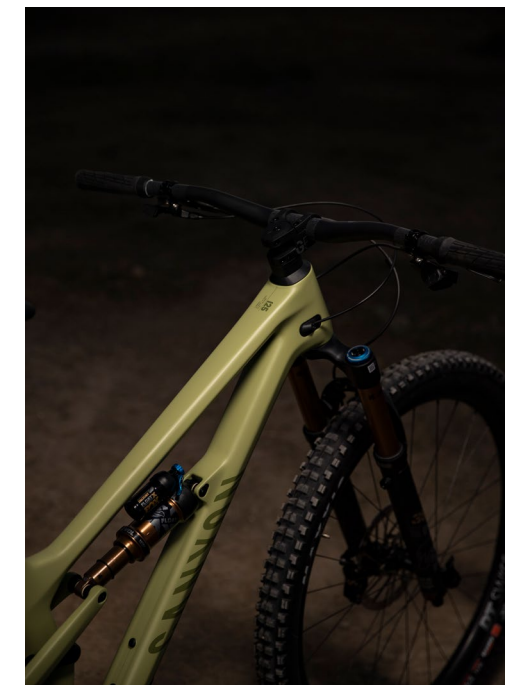
Each aluminum Spectral 125s also features clean and simple cable routing, with housing channeled within the front triangle through foam tubes. No rattling. No hassles. Routing is external on the rear end of the bike, with cable guides forged into the bottom bracket and chainstays.

Finally, while replaceable thread inserts aren't on the table with the aluminum Spectral 125s, we still built in a bit of wrenching insurance. Look closely at the pivot bolt threads and you'll find steel inserts – virtually indestructible, and replaceable (by a trained mechanic) should someone get particularly ham-fisted with their wrenching.



BUILT TO SHRED

While we obsessed over every millimeter of the Spectral 125 chassis we were just as demanding when it came to choosing every component bolted to those frames. That's why you'll find our own G5 components on many models. 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? Certainly. Designing these parts ourselves gives us total control over quality and helps us better integrate each component into the Spectral 125 platforms. Simply put, G5 components help us build the best bike possible.



SPECS

	SPECTRAL 125 AL 5	SPECTRAL 125 AL 6	SPECTRAL 125 CF 7	SPECTRAL 125 CF 8	SPECTRAL 125 CF 9
FRAME	Canyon Spectral 125 AL	Canyon Spectral 125 AL	Canyon Spectral 125 CF	Canyon Spectral 125 CF	Canyon Spectral 125 CF
FORK	Rockshox 35 Gold	Fox 36 Rhythm	Rockshox PIKE Select+	Fox 36 Performance Elite Grip2	Fox 36 Factory Grip2
SHOCK	Rockshox Deluxe Select+	Fox Float X Performance	Rockshox Deluxe Select+	Fox Float X Performance	Fox Float X Factory
GROUPSET	Shimano Deore (10-51T)	Shimano SLX (10-51T)	Sram GX (10-52T)	Shimano XT (10-51T)	Sram GX AXS (10-52T)
CRANKS	Shimano MT512 (32T)	Shimano SLX (32T)	Sram Stylo 6k (32T)	Shimano XT (32T)	Sram X1 Carbon (32T)
BRAKES	Shimano Deore (203/180 mm)	Shimano SLX (203/180 mm)	Sram Code RS (200/180 mm)	Shimano XT (203/180 mm)	Sram Code RSC (200/180 mm)
WHEELSET	Raceface AR30, Shimano MT400 MT410	DT LN Allmountain	DT Swiss M1900	DT Swiss XM1700	DT Swiss XMC1501
TIRES	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Dissector 2.4 Maxxterra, EXO	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Dissector 2.4 Maxxterra, EXO	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Dissector 2.4 Maxxterra, EXO	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Dissector 2.4 Maxxterra, EXO	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Dissector 2.4 Maxxterra, EXO
HANDLEBAR	G5 AL	G5 AL	G5 AL	G5 AL	G5 CF
STEM	G5	G5	G5	G5	G5
SEATPOST	Iridium Dropper Post	Iridium Dropper Post	G5 Dropper Post	G5 Dropper Post	G5 Dropper Post
SADDLE	Selle Italia X3	Ergon SM10 Enduro	Ergon SM10 Enduro	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp
COLOURS	Real Raw, Flat Earth	Real Raw, Flat Earth	Funkturm Grey, Big Bamboo	Big Bamboo, Rollercoaster	Funkturm Grey, Big Bamboo
WHEELSIZE	29"	29"	29"	29"	29"
FRAMESIZES	S, M, L, XL	S, M, L, XL	S, M, L, XL	S, M, L, XL	S, M, L, XL
WEIGHT	15.7 kg	15.4 kg	13.9 kg	13.8 kg	13.8 kg

SPECTRAL

125 FAQ

WHEN CAN I TALK ABOUT THE NEW SPECTRAL 125?

The embargo expires at **11am CET** (that's 2 am Pacific Standard for the Yanks reading this) on **17th of February, 2022**. At that point, feel free to plaster the news in print, on websites, or on the walls of subway stations.

WHEN WILL BIKES ACTUALLY BE AVAILABLE TO THE GENERAL PUBLIC?

A significant segment of the 2022 Spectral 125 line-up will be available outside the USA the 17th of February.

Riders in the United States will begin seeing carbon models in early Spring of 2022.

WHAT KIND OF BIKE IS THE SPECTRAL 125?

The Spectral 125 is a shredder's short-travel whip. It's a poppy, little machine that's perfect for jibbing off every trail feature in sight. It also has the aggressive geo to tackle steep and sketchy trails.

Of course, this bike is only packing 125mm of rear squish, so if tackling the world's chunkiest gnar line is your constant and abiding passion, you'll obviously have less

margin for error with the Spectral 125 than with a long-travel model like the Spectral 29 or Torque. Different horses for courses and all that jazz ...

WHO IS THE IDEAL RIDER FOR THE SPECTRAL 125?

There are two big groups of riders that this bike logically appeals to.

The first group are aggressive riders who prefer an aggressive trail bike, but don't necessarily want the Spectral's full 160/150mm travel package. These riders simply prefer the poppy, playful feel of a slacked-out, short-travel bike. They charge hard, but prefer to do so with less suspension travel. Some people call that "under-biking", but in capable hands, a bike like the Spectral 125 is a hell of a trail weapon.

The other group of riders are people who desire a rowdy kind of whip, but who don't need a long-travel bike because they don't live and ride somewhere littered with tons of massive hits. Plenty of people fall into this latter camp – riders whose home trails simply don't require 150mm or more of rear suspension. It's that age-old philosophical question: If you aren't regularly knocking the O-ring off your shock stanchion, do you really need 150 to 180mm of suspension travel? If you answer "no", but you

still yearn to shred, the Spectral 125 is your pony.

WHAT WAS CANYON AIMING TO ACHIEVE WITH THE SPECTRAL 125?

We set out to build the perfect short-travel, trail slayer. The bike needed to be lightweight, playful, and quick-pedaling, yet also boast much of the descending prowess you'd expect from a longer-travel model like the Spectral 29.

With the longer-travel Spectral 29 as our original benchmark/starting point, we aimed to:

- Reduce weight
- Retain core downhill capability/character
- Boost playfulness
- Increase pedal efficiency/climbing performance

HOW DID CANYON'S ENGINEERS ACTUALLY ACHIEVE THAT GOAL?

A lot of small changes add up to a noticeable difference between the longer-travel Spectral models and the Spectral 125.

- More anti-squat, less travel
- Quicker suspension ramp-up
- Smaller rocker (facilitated by less travel)
- Optimized stiffness-to-weight ratio
- Slightly smaller tube cross sections

HOW MUCH SUSPENSION TRAVEL DOES THE SPECTRAL HAVE?

140mm of front suspension, 125mm of rear suspension.

HOW MANY BIKES ARE IN THE SPECTRAL 125 LINE-UP?

There will be five complete bike models offered globally in 2022 – two aluminium versions and four carbon versions.

The USA will offer five complete models – two aluminum and three carbon versions – all with the same spec as the "global" versions.

Prices range from downright affordable to damn good for a bike with a lot of bling bolted to it. You'll find actual pricing in the press release.





HOW HAS TRAIL RIDING EVOLVED IN RECENT YEARS AND HOW DID THIS IMPACT THE SPECTRAL 125'S DEVELOPMENT?

Trail riding continues to get more aggressive – everyday riders are pushing for greater speeds and more control on increasingly challenging terrain. Some of the best bikes of the past decade have paired downhill-taming geometry with a more playful, “poppier” suspension feel that blends a bit less travel with progressive suspension.

This “aggressive short-travel” corner of the mountain biking world is also constantly evolving. The trend towards slacker head angles, steeper seat angles, and longer reach definitely impacted the Spectral 125's development.

WHERE DOES THE SPECTRAL 125 SIT ON THE “AGGRESSIVE SHORT TRAVEL” SPECTRUM?

The Spectral 125 is on the slacker and rowdier edge of the “long, low, and slack” spectrum in this shorter-travel category. With its 64-degree head angle, 76-degree seat angle, and 486 mm reach on a size Large (460 mm on a size Medium) the Spectral 125 is intentionally aggressive. There are, of course, slacker and longer bikes out there in the short-travel world, but not many.

HOW DOES THIS ALL COMPARE TO THE STANDARD SPECTRAL? ARE THERE ANY WEIGHT SAVINGS ON THE NEW CHASSIS? WHAT WILL I NOTICE ON THE TRAIL?

Starting with the obvious “how much does it weigh?” metric, the Spectral 125 frame weighs about 100 grams less than its longer-travel counterpart. The 125's lighter build kit introduces additional weight savings. This all adds up to a more responsive and connected trail experience.

Since making this bike playful was a core objective, we also tweaked the rear suspension. The Spectral 125 features more anti squat, a slightly more progressive leverage curve, and less travel than its longer-travel Spectral 29, Mullet, and 27.5 siblings. Those tweaks help the Spectral 125 get up the climbs more quickly, though it also means that riding the Spectral 125 requires a bit more finesse on the way down. Get it right, however, and the Spectral 125 absolutely flies.

HOW DOES THIS THING COMPARE TO THE NEURON?

While the Neuron and Spectral 125 have similar amounts of travel, the millimeters alone don't tell an accurate story... these are very different bikes.

The Neuron is more of an evenly balanced bike that appeals to riders seeking a comfortable bike that climbs and descends equally well. The Neuron boasts a very neutral seat position and geometry that delivers all day comfort – particularly on less extreme, more rolling terrain profiles

Spectral 125 is a short-travel bike for gravity riders. It has a more descending-oriented geometry and suspension tune than the Neuron, and a more responsive/capable chassis when ridden hard in technical terrain.

WHAT IS THE SPECTRAL 125'S STRONG SUIT?

The Spectral 125 is a rowdy, short-travel trail bike with a true trail bike chassis that's rated to the same Category 4 (enduro-level strength and impact resistance) standards as the longer-travel Spectral models.

Compared to a trail bike with 150 mm or more of rear suspension, the Spectral 125 boasts more responsiveness and pop – giving the rider a more direct feel, while still having the capability to take on some serious terrain should the mood and your skills take you there.

MY READERS WANT A 120-130 MM FULL SUSPENSION BIKE. HOW SHOULD THEY CHOOSE BETWEEN THE LUX TRAIL, NEURON, AND SPECTRAL 125?

If riders are looking for the lightest possible weight and fastest climbing performance, they should choose the Lux Trail.

If they are looking for an efficient, comfortable trail bike that evenly balances climbing and descending, they should opt for the Neuron.

Finally, if they are looking for a rowdy trail bike that excels on technical descents, yet climbs better than long-travel models, they should get the Spectral 125.

PLATFORM	M121	M144	WEIGHT DIFFERENCE (G)
	CF	125 CF	M144 vs. M121
TOTAL WEIGHT	2598	2239	-222
FRONT TRIANGLE	1223.4	1010	-216.6
CHAIN STAYS	415.6	343	40.6
SEAT STAYS	452.9	380	-142.1
ROCKER	89.8	89.8	14.8
SMALL PARTS	416.4	416.4	42.4



WHAT WAS THE MOST CHALLENGING ASPECT OF THE DESIGN?

The biggest challenge was shaving weight from the already light-weight, longer-travel Spectral chassis.

IS THE SPECTRAL 125, IN FACT, LIGHTER THAN THE LONGER-TRAVEL SPECTRAL?

Yes. The Spectral 125 CF frame weighs 100 grams less. Weight savings were achieved in the front triangle, chainstays, and seatstays. Naturally, are additional weights savings are introduced on some models courtesy of component spec.

WHAT IS THE COMPLETE FRAME WEIGHT FOR THE CARBON "CF" FRAME?

The Spectral CF frame weighs 2,500 grams.

WHAT IS THE COMPLETE FRAME WEIGHT FOR THE ALUMINUM VERSION?

The Spectral AL frame weighs 3,000 grams.

ASIDE FROM WEIGHT, WHAT SETS THE CARBON AND ALUMINUM SPECTRAL 125 FRAMES APART?

There are a number of hardware differences, including minor variations in headset spec and shock stroke (50mm stroke on the CF frames versus 47.5mm on the AL frames). We've summarized the more substantive feature differences in the table.

DID WE HAVE SPECIFIC FRAME STIFFNESS GOALS WITH THE NEW SPECTRAL 125?

Using the Spectral CF 29 as our foundation, we engineered the Spectral 125 CF's frame stiffness to better match the reduced suspension travel. The actual differences are quite subtle, however, and on-trail stiffness is still quite similar to what you'd experience on the longer-travel Spectral models. For the aluminum models, we focused on making sure the frame was up to task and that it felt as close to the CF chassis as possible out on the trail.

WHAT WHEELSIZE ARE YOU RUNNING ON THE NEW SPECTRAL 125?

29er only – front and rear.

WHY NOT A 27.5 OR MULLET? WHY IS THE SPECTRAL 125 A STRICTLY 29ER AFFAIR?

The superior roll-over capabilities of 29 really comes in handy with this little suspension travel. The full 29er set up helps the shorter-travel Spectral 125 keep up with the bigger bikes in terms of speed,

while the 125's low weight and poppy nature keep the bike playful and fun.

CAN I SWITCH WHEELSIZES MYSELF AND MAKE THIS 29ER A MULLET INSTEAD?

Short answer: No. Longer answer: Still no, because putting a smaller rear wheel on this frame will mess up the geometry and lead to more pedal strikes than any rider will find acceptable.

IS THE SPECTRAL 125 GEOMETRY DIFFERENT THAN THE GEO ON THE STANDARD SPECTRAL? IF SO, HOW AND WHY?

They're nearly identical. We wanted to keep it as a version of the beloved Spectral, therefore the headtube and seat tube angles (among other dimensions) are the same. Headtube length and bottom bracket heights are slightly different since the Spectral 125 has less suspension travel and should be run with less sag than the longer-travel bike. Given the bike's shorter-travel inclinations, we also gave the Spectral 125 a bit more reach (5mm), which opens up the cockpit a bit and benefits riders on climbs.

PLATFORM	PIVOT BOLTS	GEO ADJUST	CABLE GUIDES	BEARING SEALING	ISCG TABS
AL	Steel thread inserts (replaceable by trained technician)	None	Internal, foam-lined routing on front end, external routing on back end	Quality, sealed bearings with proprietary grease fill	None
CF	Replaceable 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	Optional AL ISCG mount plate (EP1266-01)



DOES THE SPECTRAL 125 FEATURE ANY GEO ADJUSTABILITY?

The Spectral 125 CF has a flip chip in the seatstay shock mount that allows for some geometry adjustment. We developed the bike around the Low (LO) mode, as we personally love the benefits of the low bottom bracket. Admittedly, the climbing here in Koblenz, Germany is not particularly rocky. Consequently, we added the High (HI) mode since riders whose trails feature more technical climbing can benefit from a higher bottom bracket height and less pedal smacking. The flip chip on the CF frames raises the bottom bracket 8mm and makes the head tube and seat tube angle half a degree steeper for more climbing control.

The Spectral 125 AL, on the other hand, does not feature a flip chip. Instead, we focused on creating the best balance of performance and affordability, which required simplifying certain frame features. The Spectral 125 AL consequently has fixed geometry but boasts a mix of the Spectral 125s 'most progressive' angles. To be specific, the AL models feature the slack headtube angle and low bottom bracket height that you'd experience in the Spectral CF's LO setting, combined with the steeper seat tube angle you'd achieve in the CF's HI setting.

WHAT RIDE QUALITY WAS CANYON AIMING FOR AND HOW DID YOU ACHIEVE IT?

The overriding goal was to create a bike that felt poppy on descents and pedaled well on climbs.

When it comes to descending, the challenge with short-travel bikes often boils down to finding a balance between providing smooth, traction-enhancing performance on small impacts while keeping the suspension from bottoming out in high-speed, big-hit conditions.

The Spectral 125 shares the same fundamental Triple Phase suspension design as the longer-travel Spectrals, but the gradient of the leverage curve is steeper. That quicker suspension ramp-up keeps the rider from wallowing in the suspension, gives the bike a bit more "pop", and imbues the Spectral 125 with a "deep" feeling on chunky trails. Achieving all of that is easier said than done. We were careful not to make the suspension too progressive – otherwise the rear suspension would ramp up so quickly that the bike would become unforgiving and harsh.

We also sought to make the Spectral 125 a strong climber. Accordingly, we bumped up the anti-squat a bit, making it even more efficient than the "regular" Spectral.

WHAT SIZE OF SHOCK DOES THE SPECTRAL 125 USE?

The carbon Spectral 125 models wear shocks measuring 210x50 (eye-to-eye/stroke) and which have 25x8 mm (F) and 40x8 mm (R) mounting hardware widths. The aluminum models sport shocks measuring 210x47.5 mm (eye-to-eye/stroke) and which have 20x8 mm (F) and 40x8 mm (R) mounting hardware widths.

CAN I SLAP ON A COIL SHOCK?

Nope. There generally isn't enough clearance on the bike for coil shocks, so from a legalese "don't break this bike by doing that thing" perspective, we are telling customers to not put on coil shocks. From a sheer performance standpoint, the Spectral 125 is also far better suited to air shock characteristics and we designed the bike's kinematics with air-sprung suspension in mind.

DO PIGGYBACK SHOCKS FIT WITH A BOTTLE TOO?

Air-sprung, piggyback shocks fit fine within the Spectral 125 frame – even with a 600 ml water-bottle mounted within the front triangle. We recommend our Side-loader cage and Fuel 600 water-bottle.

WHAT BB STANDARD DOES THE SPECTRAL 125 HAVE?

73 mm British Threaded BB.

ARE THERE ISCG TABS?

The Spectral 125 CF does not have ISCG tabs affixed to the bottom bracket shell, but we offer a removable ISCG mount (part #EP1266-01)

that can be purchased on Canyon.com The bike does feature an integrated top chain guide as standard. The Spectral 125 AL does not feature ISCG tabs or the removable ISCG mount offered for carbon Spectral models.

WHAT IS THE MAX CHAINRING SIZE FOR THE SPECTRAL 125?

34T is the biggest possible, 30T is the smallest possible. We recommend running a 32T chainring.

HOW MUCH DROPPER POST TRAVEL DOES EACH SPECTRAL 125 FEATURE?

It depends on frame size. Not surprisingly, dropper-post travel increases as frame sizes get bigger.

- S - 150 mm travel max
- M - 170 mm travel max
- L - 200 mm travel max
- XL - 200 mm travel max

All Spectral CF models are equipped with the latest Canyon G5 dropper post. Riders can adjust the travel of that dropper post by up to 25 mm (in 5 mm increments). This means riders can customise how much drop they get. The adjustability also allows more riders who are between sizes to either size up or down on frames, depending

on whether they want the more nimble feel of a smaller bike (with its shorter wheelbase) or the more stable feel of a larger bike (with its longer wheelbase). Adjusting the G5 dropper post is straightforward for home mechanics, but it's definitely a 'set and forget' kind of adjustment riders will likely make once, rather than an adjustment they'd make frequently, mid-ride.

WHAT'S THE MAXIMUM TIRE SIZE (WIDTH) FOR THE SPECTRAL 125?

Max tire width is 66 mm, which amounts to 2.5" on most common tires

WHAT CHAINLINE DOES THE SPECTRAL 125 HAVE? WHY?

While you might expect the Spectral 125 to have a 52 mm chainline (like many other Boost 148-equipped bikes), we gave the Spectral 125 a 55 mm chainline instead (like the Spectral 29).

Going 55 mm helps us equip the Spectral 125 with big, strong, and stiff chainstays while still achieving good clearance between that chainstay and the chainring. You could argue that a potential downside to our doing that is that the q-factor's a bit wide. We'd suggest, however, that narrow Q-factors

matter more to roadies and that aggressive trail riders are most concerned with a bullet-proof bike that handles like it's on rails when you are pushing hard and fast in the corners.





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