

CANYON



CANYON TORQUE

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INTRODUCING THE ALL-NEW TORQUE

How do you improve a bike that can already hit huge jump lines, race at the Enduro World Series and max out the stoke-o-meters of park rats everywhere? That's what our engineers asked themselves when they set out to reimagine the Torque. The answer? Create one bike that would be the perfect option for a season in Whistler, Queenstown or any other all-time riding destination. The new Torque can tear through steep tech at high speed, throw shapes off massive kickers and boost little trail-side lips. It's a long-travel weapon that is stable at pace, playful in the park and still makes (relatively) quick work of big climbs when there's no chair lift around or the urge to spin the legs and explore the back country becomes too much.

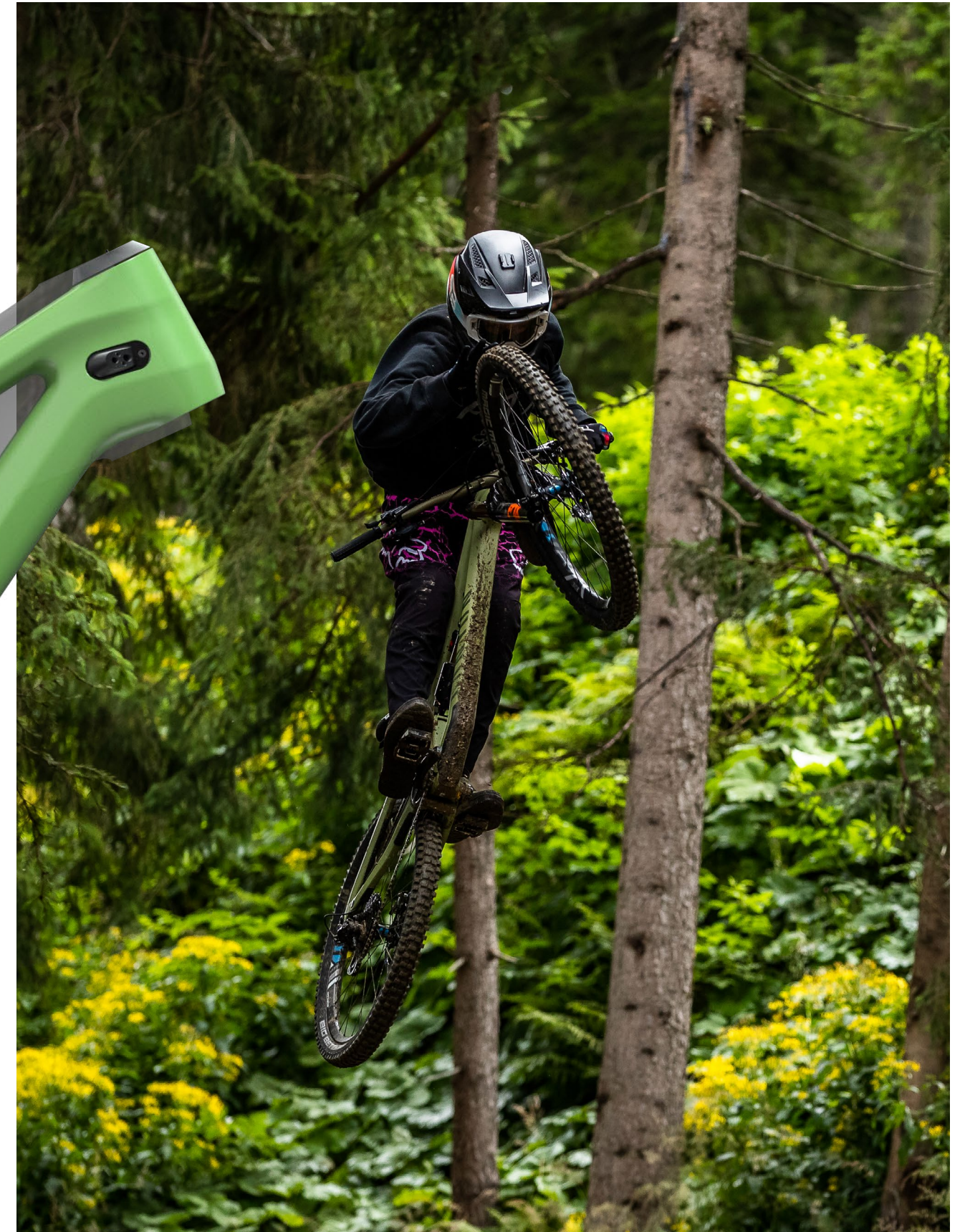
A bike that can ride almost anything should be a good fit for nearly anyone. We reengineered the entire Torque family to include wallet-friendly AL models, race-ready carbon crushers and a whole slew of different wheels sizes. With full 27.5", 29" and Mullet setups (no, sorry not 26") across both the CF and AL platforms, there's an ideal Torque for every ride style and any terrain. From parking lot jibs to hot laps at the park to multi-day big mountain Enduros, it's Torque time.

WHAT'S NEW?

What isn't new? To update the Torque and put it at the forefront of modern long travel bikes we redesigned it from the ground up. The new version has a slacker headtube angle, reduced offset fork, a longer reach and a steeper seat tube angle. The frame is stiffer, more durable and, guess what, can fit a bottle cage!

The long wheelbase and slacker headtube angle keep the bike stable at speed. The reduced offset fork, longer reach and compact chainstays keep it playful and improve traction through tight corners. The steeper seat tube angle is ideal for the long, steady climbs that lead to the top of the burliest trails. But you've heard this all before. What's special about the Torque is that even after having our pro riders and engineers put it through the

wringer to come up with the ultimate one-size-fits-all long travel bike, we decided that that one size doesn't really exist. That you, the rider, knows best and even though it took a lot more engineering and a lot more planning, we wanted to give riders their pick of wheel size and frame material without compromising the Torque's all-out performance across each of the six different models.



THREE WHEELSIZES. NO COMPROMISES.

Have it your way. The Torque will be available with 27.5", Mullet and 29" options. Why? Because depending on your ride style and line choice, there are a lot of killer ways to ride the same trail. We see this every time we head out for a ride or chat on trail with a mountain biker. Stand by the side of a trail segment and watch a handful of riders rip through, you might see differences in line, speed or airtime, but every one of them is having a blast. Wheel size has a massive impact on how a bike feels and responds on trail, and each setup has its benefits. We'll leave the rider to ride how they like.

29-INCH

The benefits of 29ers are well documented: Better rollover, additional traction from the tyres' larger footprint, and improved rider confidence thanks to increased centrifugal stability, and longer overall bike length. Where there are many pros, there are also a few cons – increased weight, reduced agility, and greater wheel

flex to name a few. That's why we spent more than two years working to minimise any drawbacks and maximise the benefits of the 29" wheel. The result of our work: The Torque 29" platform boasts a dialled 29er geometry and an unbeatable stiffness-to-weight ratio.

27.5-INCH

27.5" is anything but dead. If agility, precision, and all-out playfulness top your list of priorities, then this is the wheel size for you. When the trail gets tight, the responsive handling will have you weaving your way out of sight of the big wheels, but thanks to the confident chassis and progressive geo, the Torque 27.5" still loves to go fast.

MULLET

Borrowing the name of the timeless, iconic hairstyle, the "mullet option" offers a rowdy blend of ride qualities. You know the saying, it's business in the front and party in the back. A larger 29" front wheel delivers traction and rollover for a high-performance dose of speed and confidence, while the ultra-maneuvrable 27.5" wheel at the back is where the party starts. The shorter backend ups the bike's agility on the trail and offers riders more clearance between themselves and the rear wheel so they can swing off the back on the steeps without buzzing the tyre.





ALL GAS. NO BREAKS.

Tested and rated to the same Category 5 as the downhill-world-cup-winning Sender, the new Torque was built to handle the biggest hits. Optimised stiffness and improved durability make the Torque safer and more confidence-inspiring than ever before. Whether you're running laps to get that jump line dialled or venturing farther afield to ride remote, technical singletrack, the Torque is a bike you can count on.

Even though the new version is beefed up and bombproof, the Torque is no tank. By enhancing frame strength where it matters, the Torque gains durability and stiffness while still cutting weight. The slightly steeper seat tube and wide gear ranges make it a perfectly capable climber and the Torque family even shares spare parts with the Spectral range. Things like flip chips, pivot bolts and thread inserts work on both bike families which makes it quicker and easier for us to get you the parts you need and fix your bike when you inevitably send it a little too hard. Your speed was right, the take off just needs reshaping.



DO IT FOR THE FRAME

There's no denying you can build a best-in-class, long travel mountain bike from carbon fibre, but for some riders, aluminium is the material of choice. When developing the Torque family, we wanted to maintain the ride quality across the entire range to guarantee riders are stoked about the bike no matter what frame material they choose.

CF – LONG LIVE CARBON

Weighing in at 2,652 grams (5.85 pounds), the Torque CF's full carbon-fibre frame is surprisingly light for a park bike with at least 170 mm of travel. What's even more impressive is that we created such a lightweight frame while still improving the stiffness-to-weight ratio. A lightweight long travel bike is one thing – a lightweight long travel bike that aptly handles the rigors of freeriding and regular laps at the bike park is something special. You may have even seen the Torque CF in action already as Tommy G put it to the ultimate test at this year's Red Bull Rampage.

The Torque 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 no matter the conditions. Thanks to double-sealed frame bearings – filled with a proprietary grease mix researched and spec'd by Canyon's R&D team – the important pivot points are seriously weatherproof. We also took feedback from our race teams and mechanics to make working on the bike simpler even if you're in a hurry. Replacement thread inserts can be found at every pivot point, and the fully guided internal cable routing makes tune-ups fast and painless. Finally, so that more riders can get the most out of the Torque CF on more terrain, we equipped the bike with a Flip Chip geometry adjustment. Offering 0.5 degrees of head tube and seat tube angle adjustment as well as 8mm of BB height difference, you can set your Torque CF exactly how you want it.



AL – SO METAL

We started with an ambitious goal: Build the Torque AL to have the same ride qualities as the CF chassis when out on the trail. It's no secret that the carbon model often receives the most attention during development. Then, when it comes time to release a more budget-friendly aluminium version, the overall form is just replicated to make the bikes look similar, even if this is to the detriment of performance.

This time we did things differently. We took the same engineering objectives we had for the CF models and set out to achieve them with the AL versions as well. But to get the most from aluminium, we needed to treat the design and manufacturing process differently. For example, the AL features bespoke tube profiles with larger radii than the CF. The tube sections are also straighter, and the overall form is less organic. The result for the rider? Vastly improved stiffness characteristics for more confident riding and better handling from jumps to rock gardens. What about weight? At just over 3 kg in frame weight, the new bike comes in at 200 g less than the previous Torque AL.

We also simplified the Torque AL to ensure we offer maximum performance at more accessible price points. We skipped the Flip Chip geometry adjustment used on the CF and dialled in the angles. The AL blasts down trails at the 63.5-degree head tube angle and BB height of the 'LO' Flip Chip position of the Torque CF before it easily pedals back to the top with the steep 78-degree seat tube angle of the 'HI' position.

To make sure the Torque AL spends less time in the workstand and more time out on the trail, we focussed on durability and rider-friendly wrenching. The frame features a new seat stay bridge and improvements to the rocker and chainstay bridges to make the rear triangle stiffer and more durable. At first glance the pivot bolt threads might look like your average aluminium affairs but look closer and you'll find virtually indestructible steel inserts that are 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. The bearings also get the same proprietary grease fill as the CF bike to create a truly trail-proof setup.



FRAME SIZE	S	M	L	XL
SEAT TUBE LENGTH (MM)	395	430	445	460
TOP TUBE LENGTH (MM)	577	604	631	658
HEAD TUBE LENGTH 27.5 (MM)	120	130	140	-
HEAD TUBE LENGTH 29ER (MM)	100	105	115	125
HEAD TUBE ANGLE (°)	63.5/64	63.5/64	63.5/64	63.5/64
SEAT TUBE ANGLE EFFECTIVE (°)	77.5/78	77.5/78	77.5/78	77.5/78
EFFECTIVE SEAT TUBE ANGLE @ MAX	76,89	76,91	76,95	77,17
EFFECTIVE SEAT TUBE ANGLE @ MIN	78,34	78,07	77,97	78,15
EFFECTIVE SEAT TUBE ANGLE @ STACK	78,44	78,79	79,04	79,23
REFERENCE SEAT HEIGHT	720	760	800	840
CHAINSTAY LENGTH 27.5/ MULLET (MM)	435	435	435	435
CHAINSTAY LENGTH 29ER (MM)	440	440	440	440
BB OFFSET 27.5 (MM)	14	14	14	14
BB OFFSET 29ER (MM)	30	30	30	30
WHEELBASE (MM)*	1225	1252	1282	1311
STACK 27.5 (MM)	618	627	636	-
STACK 29ER (MM)	624	629	638	647
REACH (MM)	440	465	490	515
SPACERS (MM)	20	20	20	20
STEM (MM)	40	40	40	40
HANDLEBAR WIDTH (MM)	760	780	780	780
CRANK ARM LENGTH (MM)	165	170	170	170
SEATPOST DIAMETER (MM)	30,9	30,9	30,9	30,9
DROPPER LENGTH (MM)	150	150	170	200

* -5 mm for Mullet

PROGRESS MAKES PERFECT

The updates to the Torque's geometry are the combination of the newest advancements in mountain bike technology and hours upon hours of testing by engineers, pro riders, and amateurs. The bikes have a slacker headtube angle, that once paired with the latest reduced-offset forks, make the Torque more stable at speed while also maintaining its playful ride quality and serious traction through corners. The bike also relies on short (but not too short) chainstays to keep things quick and manoeuvrable on the back end, while its long reach places riders in the perfect position for aggressive downhill riding.

The Torque wasn't designed for rolling XC terrain, it was made to chug along to the top of the mountain before letting it fly on the way back down. To home in on this style of riding we gave the Torque a much steeper seat tube angle. At 78-degrees in the HI setting and 77.5 in the LO (all AL models are in the HI setting), the Torque places riders in a comfortable and upright position when seated and climbing. The steep seat tube angle shifts riders' centre of mass forward to offer a better climbing position and gain more forward momentum from every pedal stroke.

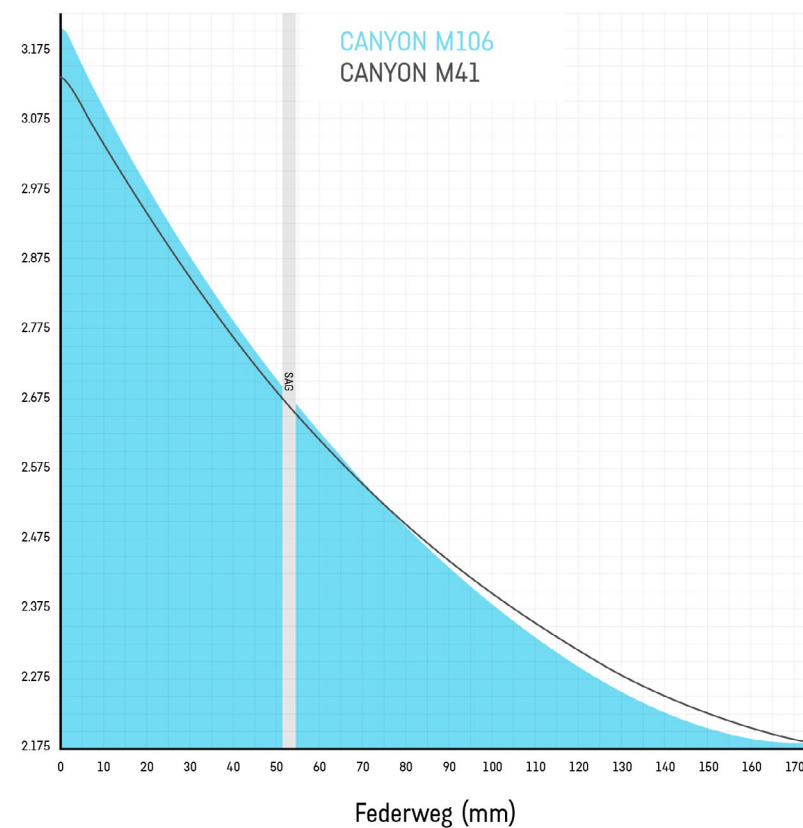
TRIPLE PHASE SUSPENSION

Triple Phase Suspension originally debuted on our World Cup-winning Sender downhill bike and, in short, it's more of a suspension characteristic rather than a single suspension design. The stroke is smooth in the early stages of rear suspension travel, so that the bike is supple on small hits and reduces trail chatter. 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 oh-so-important end-of-stroke progression that keeps the bike from blowing through its travel on big hits and kickers.

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.

On every Canyon full suspension platform, we employ this Triple Phase leverage characteristic, but optimise it for the intended use of each bike. Alongside this, we are always searching for ways to improve and refine suspension feel. So, what we see on the new Torque is additional progression towards the end of the stroke when compared to the previous generation. The new Torque is just a faster bike that we expect to be ridden harder than its predecessor, so we wanted to decrease the chances of rowdier riders bottoming out the suspension.

FEDERKENNLINIE



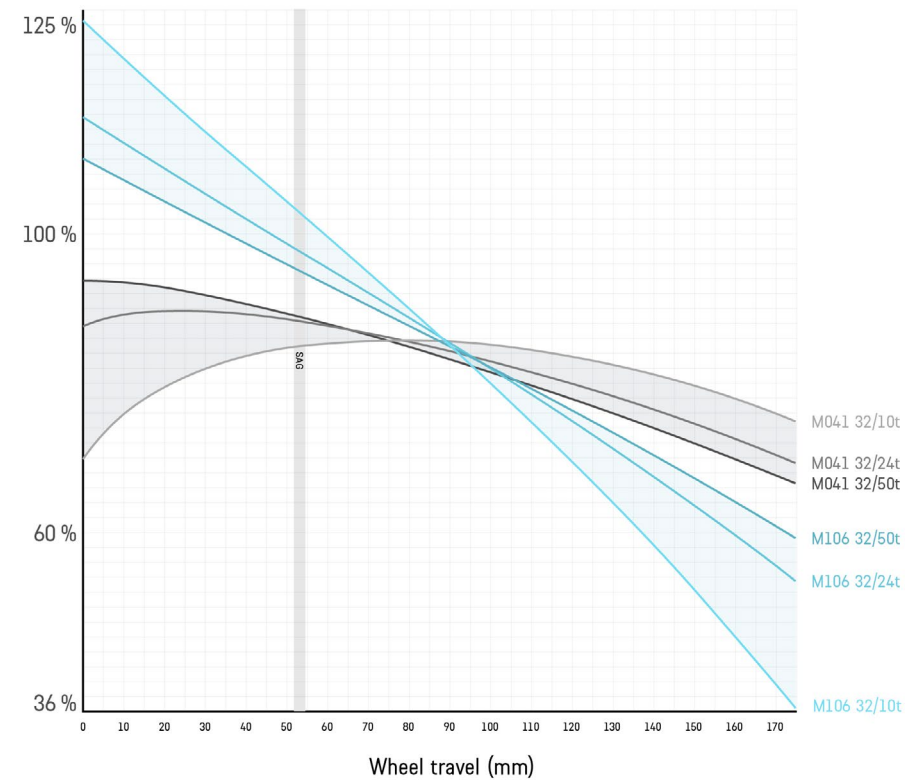
PRO ANTI-SQUAT

Influenced by what we learned developing the EWS-winning Shapeshifter technology of the Strive, we took the topic of pedalling efficiency over to the long travel Torque. While, at first glance, the overall anti-squat figures have not changed hugely, one major difference is the increase of anti-squat around the SAG point (30%). This increase improves overall pedalling performance, and thanks to the rapid decrease in anti-squat after the SAG point, our engineers were able to successfully mitigate the negative effects of pedal kickback out on the trail.

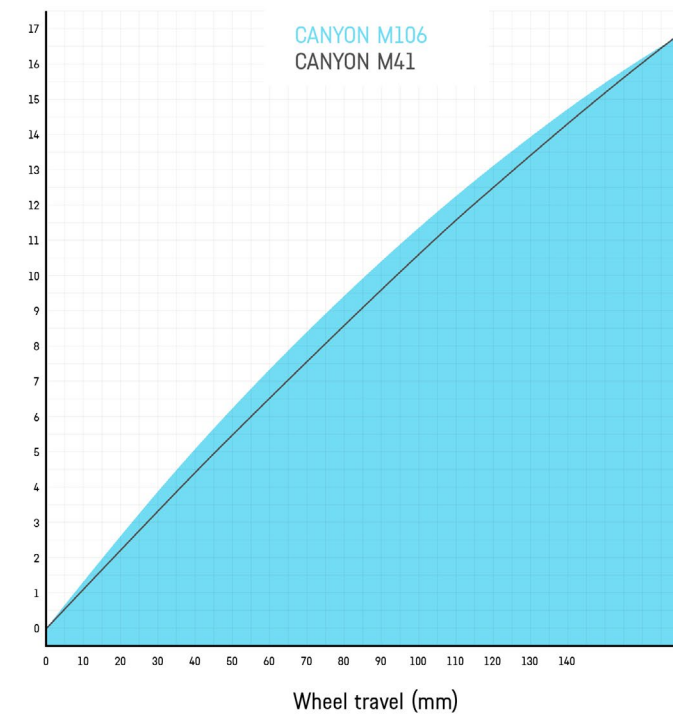


ANTI-SQUAT

Center of gravity 800 mm above BB



PEDAL-KICKBACK (32/24)



LESS MAINTENANCE. MORE RIDING.

From the double-sealed bearings to the replaceable thread inserts and proprietary grease fills, our engineers put in a lot of work to make the new Torque a more durable bike that is easier to service. All Torque CF models feature plastic internal cable guides. Not only does this give the bike a clean look and keep your cables safe from the elements, but the plastic guides also keep frame chatter shockingly quiet through technical terrain and makes swapping out cables a breeze. Just run a cable or brake line in at the chain stay and it'll pop out right at the head tube. All Torque AL models, use internal cable routing in the front triangle before leading out of the frame at the back end. But don't worry about cable clatter, the AL models use foam sleeves to keep them silent and make running the internal routing easier.



The Torque range also uses SRAM's UDH to make it simple to swap out when your shifting takes a hit. Additionally, the shared spare parts across the Torque and Spectral families reduce production waste, decrease the amount of stock we must carry and improve availability of extra parts should anything go wrong with your bike.



ALL THE SMALL THINGS

Some riders don't mind loading up a backpack with a bladder and tools pre-ride, but for others there's nothing finer than taking off as just rider and bike. And when it comes to on-bike storage, the Torque shines. Our engineers went above and beyond to find a way to fit a bottle cage within the Torque's front triangle. We're proud to say that with a Canyon side-loader bottle cage, the Torque frame can fit a Canyon FUEL600 600 ml bottle and you can stay hydrated out on those all-day rides with no sweaty backpack to weigh you down.

To guarantee riders have room for a spare tube and tire levers, our engineers built in some nifty rivets under the top tube. These provide a mounting point for a tube strap or bag bracket, meaning you can carry the kit you want without a standard enduro strap buffing the paintwork. Or just leave it be and run it clean.

Last but not least, we used feedback from our famous EWS Mechanic, Lars Hartwich, to develop a series of frame protectors. An integrated rubber downtube protector shields the frame from errant rocks and crashes and a moulded seatstay protector does the same. A proprietary chainstay protector with special ridges protects the rest of the rear triangle while also dampening any chain slap.



DT SWISS DURABILITY

A mountain bike is only as good as its wheels. The best engineered frame in the world won't do much good if there's nothing to make it roll, so we teamed up with the legendary wheelmakers at DT Swiss to design some hoops worthy of the Torque. Each model except for the entry-level Torque 5 comes kitted with a pair of bombproof DT Swiss wheels that were specifically built to our downhill-ready Category 5 testing standard.





G5 IN THE HOUSE

The G5 components equipped on the Torque range aren't your regular 'house brand' components. They are specifically designed by Canyon to deliver the ultimate combination of on-trail performance and reliability. Some badass looking industrial design doesn't hurt either.

Named after our highest testing protocol, Category 5, 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 Torque platform. Contrary to popular belief, these in-house developed components are not just a cost saving strategy (in fact, sometimes the opposite is true). Simply put G5 parts help us build the best bike possible.



FAQ

WHEN CAN I TALK ABOUT THE NEW TORQUE FAMILY?

Feel free to publish any reviews or articles starting on **December 6th at 11am CEST**.

HOW MUCH TRAVEL DOES THE TORQUE HAVE?

All 29" Torque models are 170 mm F / 170 mm R and all 27.5" Torque models are 180 mm F / 175 mm R. Mullet gets a 29er front end and 27.5 back end, meaning 170 mm F / 175 mm R.

HOW MANY BIKES ARE IN THE TORQUE LINE-UP AND WHAT ARE THEIR PRICES?

The new Torque family is made up of six bikes:

- Torque 5
- Torque 6
- Torque CF 7
- Torque CF 8 (Mullet)
- Torque CF Fabio Wibmer (Mullet)
- Torque CF 9

Pricing will be shared alongside the Press Release ahead of launch.

HOW HAS FREERIDE AND BIKEPARK RIDING EVOLVED IN RECENT YEARS AND DID THOSE CHANGES IMPACT THE DESIGN OF THE TORQUE?

While the actual riding style of freeriders and park rats hasn't changed much since the last Torque update in 2017, the size of the features, the number of people who can hit them, and the amount of proper riding spots has increased significantly. More people are going big more often. We wanted to make the Torque even more progressive and reliable so riders would feel confident taking on bigger and harder lines all season long.

Mountain bikes have evolved rapidly, and the newest generation of bikes can do things that even a few years ago would've been reserved for only the best riders. Between brakes, tyres, forks, shocks, materials and geometries, modern mountain bikes help riders pedal farther and descend faster. The Torque was already a more-than-capable descender, but now it's efficient enough to venture far outside the boundaries of the park or the local jump zone in search



of demanding trails to rip down at speed. Additional wheel size options and an updated geometry help to improve the versatility of the platform. This all aligns with recent demands that park bikes also be versatile, capable climbers.

WHAT WERE THE DRIVING FORCES BEHIND THE TORQUE FAMILY'S EVOLUTION?

The entire gravity development team were seriously motivated by the idea of creating the perfect long travel park bike. It is a style of riding that the team loves and that pushed them to create the best riding experience possible for themselves and for park riders everywhere.

DO THE AL AND CF MODELS FEEL DIFFERENT OUT ON THE TRAIL?

The natural differences between the two materials means some of the test lab data doesn't line up for the different frames. For example, the test bench stiffness is technically higher on AL bike, but that doesn't tell the real-world

story. Weight loads on the trail are more dynamic than a static test bench load.

With the CF frame, we were able to develop a more tuned and intentional ride. Thanks to the properties of carbon, it's possible to optimise strength against weight and stiffness across different parts of the frame. We were able to focus on specific areas of the chassis when deciding how the bike should feel.

The Torque AL is more focussed on the strength-to-weight ratio than stiffness. This is because aluminium has more fixed properties and typically carries wider tolerances for manufacturing. So, while there are technical differences between the two materials, we worked hard to harness the best from both to offer a ride feel which is as close as possible on the trail.



ARE THERE ANY WEIGHT SAVINGS ON THE NEW CHASSIS?

Yes, both Torque AL and Torque CF weigh roughly 200g less than their predecessors.

IF SO, HOW DID CANYON ACTUALLY REDUCE THE TORQUE WEIGHT?

To reduce the weight of the Torque CF we optimised the carbon-fibre layup where stiffness-to-weight was most important. We beefed the bike up at tube cross sections, the seat stay bridge, chain stays and around the bearings and axles while saving weight at different parts of the frame. In other words, some components of the Torque gained a few grams while others, like the new front triangle, reduced overall weight. We also replaced the aluminium rear triangle with a carbon rear triangle.

To get the most out of the Torque AL we started from ground up. Our engineers optimised tube cross sections, implemented straighter, less-organic tube profiles and improved junction points and forging parts. These advancements seriously increased strength and stiffness within the frame allowing us to reduce wall thickness

throughout and optimise overall weight for a savings of 200g.

DID WE HAVE SPECIFIC FRAME STIFFNESS AND STRENGTH GOALS WITH THE NEW TORQUE?

Through extensive R&D, we determined there is a specific range of high-performance frame stiffness: anything outside doesn't work, but within that range less stiffness improves traction and more stiffness inspires confidence. DH bikes give riders confidence to ride faster for several reasons, but stiffness is a major factor. We've found that front-end stiffness is especially good in providing riders the stability required to push faster and harder.

Rear end stiffness is where there are real trade-offs in frame design. The Torque isn't technically a race bike, and most people don't ride consistently on the limit of traction, so we chose to put the bike on the higher end of the stiffness range to give riders more confidence while descending. This also adds to the poppy and playful feeling of the bike. Feedback from both good and less experienced riders has been that the bike makes it easier to ride faster than they usually do.

WHAT WHEELSIZES ARE AVAILABLE ON THE NEW TORQUE LINE-UP?

The Torque 5, Torque 6, Torque CF 7 and Torque CF 9 are available with either 27.5" or 29" wheels, while the Torque CF 8 and Torque CF Fabio Wibmer are available in mullet setup (29" front and 27.5" rear).

CAN THE TORQUE GEOMETRY BE ADJUSTED?

Only the Torque CF can be adjusted. Thanks to a Flip Chip integrated into the lower shock mount the bike can switch between 'LO' and 'HI' modes. In 'LO' the headtube angle is 63.5 degrees, the seat-tube angle is 77.5 degrees and in 'HI' the headtube angle is 64 degrees and the seat-tube angle is 78. The bottom bracket shifts 8mm between the two modes. The Torque AL headtube angle and BB height matches the 'LO' setting on the Torque CF and the seat-tube angle matches the 'HI' setting.

COIL SHOCK VS AIR SHOCK COMPATIBILITY?

The Torque features a progressive leverage curve that works well with both air and coil shocks. Out on the trail, the sensitivity of the coil improves the traction on tap, while the air can livens up midstroke support for a little extra pop. The Torque CF 8 and Torque CF Fabio Wibmer both come equipped with coil shocks that will be delivered based on average rider weight for the bike size that the rider chooses. The bike will be delivered with two additional coils, each with a spring rate one below and one above the already-installed coil.

WHAT BB STANDARD DOES THE TORQUE CF HAVE?

The Torque CF and AL both use a 73mm British Threaded BB.

ARE THERE ISCG TABS?

For the Torque CF, an ICSG plate can be purchased aftermarket using the product code EP1266-01. The bike does ship with an integrated top chain guide as standard though. On the Torque AL, the tab is forged into the BB shell.

WHAT IS THE MAX CHAINRING SIZE FOR THE TORQUE?

34T is the largest possible, 30T is the smallest possible, but we recommend using a 32T chainring.

DO YOU HAVE A SUSPENSION SETUP GUIDE FOR THE TORQUE?

A suspension setup guide will be available at the time of launch along with general setup and assembly videos for riders.

WHAT'S DIFFERENT BETWEEN THE WHEELSIZES IN TERMS OF PARTS AND COMPATIBILITY? CAN I SLAP A SMALL WHEEL ON MY 29ER? CAN I CHANGE THE SETUP AFTER BUYING A TORQUE?

In short, no. The 27.5" and mullet Torque models use a different rear triangle than the 29er Torque to guarantee that each bike has the same confidence-inspiring ride quality and responsive kinematic. A 27.5" wheel on the 29er frame would throw off the geometry and put the BB in a super low position. Our engineers went to great lengths to dial in the geometries of all three Torque versions and

in doing so opted not to use any converters or wheel size adjusters that could negatively impact the geometry or kinematic.

That said, to make the manufacturing and assembly of the three different bikes simpler, they were designed to be modular. This means that the mullet bikes are simply the combination of a 29er front end and 27.5" rear triangle. Each Torque also uses the same rocker to ensure the suspension works identically across all three platforms.

WHAT IS THE TORQUE'S STRONG SUIT? DO YOU SEE IT AS AN ENDURO BIKE, A RAMPAGE BIKE OR FOR JIBBERS ONLY?

The goal with the torque was to make it excel both on jump lines at the bike park and on more technical trails inside or outside the park. While the Torque can still lay down some rapid splits on an Enduro stage (especially in 29er form), it was also built burly enough to take on freeride duties. Slap a double crown fork on a 27.5" frame and there is no reason why the Torque shouldn't end up on a trip to the Utah desert.



WHAT IF I DO WANT TO PUT A DUAL CROWN FORK IN THE TORQUE?

Go ahead and do it. We approve the Torque CF and AL for use with a dual crown- but just remember those fork bumpers! And, if it was us riding it- also keep an eye on the axle to crown height, and consider lowering the travel to 190mm or 180mm to keep that head tube angle and BB height in check.

WHY DON'T YOU SELL THE BIKE WITH DUAL CROWNS INSTALLED?

We wanted to make the Torque as versatile as possible, right out of the box. The latest generation of long travel, 38mm chassis single crown forks are without doubt burly enough for almost everything. And the single crown layout offers a great all round, easy to live with setup.

NOW YOU HAVE A 29ER TORQUE, WHAT SETS IT APART FROM THE STRIVE? WILL THE EWS RACE IT INSTEAD?

The Torque is a simple, fun and shreddy bike, while the Strive is an advanced race bike. The Strive utilises the unique Shapeshifter technology, as well as a ground-hugging ride feel for more traction on the limit.

THE CURRENT TORQUE HAS A REPUTATION OF BEING AN ULTRA-PLAYFUL YET CAPABLE MINI DH / FREERIDE BIKE. DID YOU LOSE THAT NIMBLE HANDLING WITH THE SLACKED-OUT GEO? CAN THE KIDS STILL 360 THIS THING?

It is true that the bike has gotten longer and slacker, but if you want a more playful Torque and value 360s over all-out speed, just get a size smaller than your previous bike. The Torque will always be a true freeride and park bike which is why we still offer it with 27.5" wheels.

ARE THERE ANY HARDWARE OR FEATURE DIFFERENCES BETWEEN THE TORQUE AL AND TORQUE CF?

Unlike the Torque AL models, the Torque CF uses a flip chip for geometry adjustment and has double-sealed bearings, replaceable pivot threads as well as full-internal cable routing. As a result of these differences, the AL platform uses different hardware and small parts such as pivot bolts, axle parts and headset. Check out the handy table below for an overview.

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

The Torque can fit 66mm-wide or 2.5" rubber from most tyre brands.

HOW SHOULD I SETUP MY SUSPENSION? WHAT IS THE RECOMMEND SAG, AND WHAT PRESSURES DO I START AT FOR MY WEIGHT?

For the new Torque sag is set at 30%.

PLATFORM	PIVOT BOLTS	GEO ADJUST	CABLE GUIDES	BEARING SEALING	ISCG TABS
AL	Steel thread inserts (replaceable by trained technician)	No adjustment. Fixed in low BB/slack 63.5 HTA setting w/ steep 78 STA	Internal foam lined routing on front end, external routing on back end	Quality sealed bearings with proprietary grease fill	Forged into the BB junction- with steel thread inserts
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	Replaceable AL ISCG mount plate (GP0094-01)



SPECS TORQUE

	TORQUE 5	TORQUE 6	TORQUE CF 7	TORQUE CF 8	TORQUE CF FABIO WIBMER	TORQUE CF 9
FRAME	Torque AL	Torque AL	Torque CF	Torque CF	Torque CF	Torque CF
FORK	Rockshox ZEB Select	FOX 38 Performance	Rockshox ZEB Select+	FOX 38 Performance Elite	Öhlins RXF38	FOX 38 Factory
SHOCK	Rockshox Super Deluxe Select+	FOX Float X2 Performance	Rockshox Super Deluxe Select+	FOX DHX2 Performance Elite	Öhlins TTX22M	FOX Float X2 Factory
GROUPSET	Shimano Deore (10-51T)	Shimano SLX (10-51T)	SRAM GX (10-52T)	Shimano XT (10-51T)	SRAM Descendant 6k (32T)	Shimano XTR (10-51T)
CRANKS	Shimano Deore (32T)	Shimano SLX (32T)	SRAM GX (32T)	Shimano XT (32T)	SRAM X01 with GX cassette (10-52T)	Raceface Next R (32T)
BRAKES	Shimano Deore (203/203mm)	Shimano SLX (203/203mm)	Code R (200/200mm)	Shimano XT (203/203mm)	Magura MT7 (203/203mm)	Shimano XTR (203/203mm)
WHEELSET	Raceface AR30, MT400	DT Swiss FR2070	DT Swiss FR2070	DT Swiss FR560/350	DT Swiss FR560/350	DT Swiss FR560/240EXP
TIRES	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis DHR2 2.4 Maxxterra, DD	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis DHR2 2.4 Maxxterra, DD	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis DHR2 2.4 Maxxterra, DD	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis DHR2 2.4 Maxxterra, DD	F: Continental Baron 2.4 Apex R: Continental Kaiser 2.4 Apex	F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis DHR2 2.4 Maxxterra, DD
HANDLEBAR	G5 AL	G5 AL	G5 AL	G5 AL	SQLab 30X CF	G5 CF
STEM	G5	G5	G5	G5	SQLab 80X	G5
SEATPOST	Iridium Dropper Post	Iridium Dropper Post	G5 Dropper Post	G5 Dropper Post	G5 Dropper Post	G5 Dropper Post
SADDLE	Ergon SM10 Enduro	Ergon SM10 Enduro	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp	Sqlab 611 Ergowave	Ergon SM10 Enduro Comp
COLOURS	Raw `kn` Roll, Lil Moine	Raw `kn` Roll, Dijon	Exhaust Black, Curry Kingdom	Exhaust Black, Big Bamboo	Shockwaves	Exhaust Black, Big Bamboo
WHEELSIZES	650B, 29"	650B, 29"	650B, 29"	Mullet	Mullet	650B, 29"
FRAMESIZES	S, M, L, XL	S, M, L, XL	S, M, L, XL	M, L, XL	M, L, XL	S, M, L, XL
WEIGHT	16,4 kg	16,1 kg	15,5 kg	15,8 kg	15,6 kg	14,7 kg



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