

CANYON



"THE CANYON INFLITE DEFINITELY CONTRIBUTED TO MY WORLD CHAMPION TITLE IN DÜBENDORF. I HAVE THREE WORDS TO DESCRIBE MY INFLITE: LIGHT, REALLY STIFF AND OF COURSE SUPER AGILE."

CEYLIN DEL CARMEN ALVARADO



"THE CANYON INFLITE IS DEFINITELY THE GREATEST CYCLOCROSS BIKE I EVER RIDDEN. THE INFLITE IS LIGHT, REALLY AGILE AND SIMPLY FAST. EVERYTHING IS PERFECTLY IN BALANCE AND ABOVE ALL IT'S JUST A VERY CLEAN BIKE."

MATHIEU VAN DER POEL

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SUCCESSSES

RIDER	YEAR	RACE	CATEGORY	RANKING
Antoine Benoist	2020	French National Championships	Men Under 23	1
Antoine Benoist	2019	French National Championships	Men Under 23	1
Antoine Benoist	2019	UEC Cyclocross European Championships	Men Under 23	3
Antoine Benoist	2019	World Championships	Men Under 23	3
Ceylin del Carmen Alvarado	2020	Dutch National Championships	Women Elite	1
Ceylin del Carmen Alvarado	2020	World Cup #8 – Nommay	Women Elite	2
Ceylin del Carmen Alvarado	2020	World Championships	Women Elite	1
Ceylin del Carmen Alvarado	2019	Dutch National Championships	Women Under 23	1
Ceylin del Carmen Alvarado	2019	World Championships	Women Under 23	3
Ceylin del Carmen Alvarado	2019	World Cup #3: Bern	Women Elite	2
Ceylin del Carmen Alvarado	2019	UEC Cyclocross European Championships	Women Under 23	1
Ceylin del Carmen Alvarado	2019	World Cup Tabor	Women Elite	2
Ceylin del Carmen Alvarado	2019	World Cup Koksijde	Women Elite	1
Ceylin del Carmen Alvarado	2019	World Cup #6 – Namur	Women Elite	2
Ceylin del Carmen Alvarado	2019	World Cup #7 – Zolder	Women Elite	2
Ceylin del Carmen Alvarado	2018	World Championships	Women Under 23	2
Marcel Meisen	2018	German National Championships	Men Elite	1
Marcel Meisen	2019	German National Championships	Men Elite	1
Marcel Meisen	2020	German National Championships	Men Elite	1
Mathieu Van der Poel	2020	Dutch National Championships	Men Elite	1
Mathieu Van der Poel	2020	World Cup #9 – Hoogerheide	Men Elite	1
Mathieu Van der Poel	2020	World Championships	Men Elite	1
Mathieu Van der Poel	2019	Dutch National Championships	Men Elite	1
Mathieu Van der Poel	2019	World Cup #9 – Hoogerheide	Men Elite	1
Mathieu Van der Poel	2019	World Championships	Men Elite	1
Mathieu Van der Poel	2019	UEC Cyclocross European Championships	Men Elite	1
Mathieu Van der Poel	2019	World Cup Tabor	Men Elite	1

RIDER	YEAR	RACE	CATEGORY	RANKING
Mathieu Van der Poel	2019	World Cup Koksijde	Men Elite	1
Mathieu Van der Poel	2019	World Cup #6 – Namur	Men Elite	1
Mathieu Van der Poel	2019	World Cup #7 – Zolder	Men Elite	1
Mathieu Van der Poel	2018	Dutch National Championships	Men Elite	1
Mathieu Van der Poel	2018	World Cup #8	Men Elite	1
Mathieu Van der Poel	2018	World Cup #9	Men Elite	1
Mathieu Van der Poel	2018	World Championships	Men Elite	3
Mathieu Van der Poel	2018	World Cup #3 – Bern	Men Elite	1
Mathieu Van der Poel	2018	World Cup #4 – Tabor	Men Elite	1
Mathieu Van der Poel	2018	World Cup #5 – Koksijde	Men Elite	1
Mathieu Van der Poel	2018	World Cup #6 – Namur	Men Elite	1
Mathieu Van der Poel	2018	World Cup #7 – Zolder	Men Elite	1
Mickaël Crispin	2019	UEC Cyclocross European Championships	Men Under 23	1
Pauline Ferrand-Prévo	2018	French National Championships	Women Elite	1
Pauline Ferrand-Prévo	2018	World Cup #8	Women Elite	3
Steve Chainel	2018	French National Championships	Men Elite	1

SUPERPRESTIGE OVERALL

Ceylin del Carmen Alvarado	2019/20	
Mathieu Van der Poel	2020, 2019, 2018	World ranking 1
Mathieu Van der Poel	2018/19, 2017/18	DVV Trophy
Mathieu Van der Poel	2018/19, 2017/18	
Mathieu Van der Poel	2017/18	World Cup

INTRO

Countless World Cup wins, the World Cup overall title, top of the Superprestige rankings, National Champion in France, Germany and the Netherlands, Under 23 and Elite European Champion as well as the Men's and Women's Cyclocross World Champion at the same time: The Inflite is without a doubt one of the most successful cyclocross bikes of all time and it's just getting started.

The story of the Inflite goes far beyond its impressive Palmarès. It is the story of designers and engineers constantly seeking to refine and perfect their craft; of current and former racers that deeply understand the high demands the world's best athletes place on their bikes. It is the work of those that can take a flash of inspiration and turn it into something real; those who aren't interested in making compromises and who superstars like Mathieu van der Poel and Celine del Carmen Alvarado trust completely.

IT'S THE PURSUIT OF CREATING THE PERFECT CYCLOCROSS BIKE: THE INFLITE CF.





TAKE FLITE

For the ultimate test of bike handling and the ability to push into the red, few riding formats come close to racing cyclocross. Once a means for road racers to keep their form in check over the off-season, cross has grown into one of cycling's most demanding disciplines.

MODERN CROSS

It's not just fitness that counts these days. Technically, the courses riders now face have evolved to become more challenging, a development fuelled in turn by the constant progression in rider skills. It is now common to see barriers hopped, technical run-ups powered up in the saddle, and tricky off camber descents railed without hesitation. The best riders are the ones who are fully committed; the riders that can trust in their bike handling skills to gain an advantage over their competition.

CONCEPT

Whether it's a series of barriers, a flight of stairs or a slope impossible to ride up, the obstacles riders face on every single lap are what make cross racing unique. The ability to smoothly dismount, shoulder the bike or carry it in hand, and then remount quickly is an essential skillset for every racer.

LIFT OFF

The fact that carrying is one of cyclocross racing's core elements means cross bikes are often designed around this area. Classically this results in higher, more horizontal top tubes that create extra space in the main triangle, making the frames more practical when picking up or shouldering. A knock-on effect of this approach is reduced seatpost exposure due to the flattened top tube angle, which limits the amount of flex enabled by this key component. The resulting harsh ride means the rider spends less time in the saddle getting their power down to the ground efficiently.

Creating more space in the main triangle while offering enhanced ride quality over rough surfaces to improve rider control and performance was a challenge we set out to overcome. For this, we had to take a fresh approach. The result is our new, patented carrying concept.

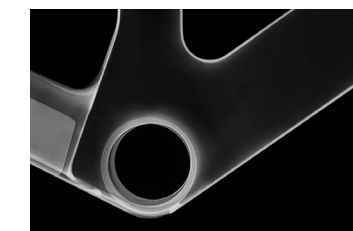
SPACE GAINS

The striking design of the Inflite CF SLX was born out of good reason. Optimizing the placement of the down tube and the top tube results in more space gained in key areas. This in turn provides a better platform for the rider's shoulder and also makes it easier for them to wrap their arm around the down tube to grab the bars for added security when running.

Beyond improved carrying, the unique form of the seat tube junction serves another important function by exposing more seatpost. This is something rarely seen on modern cross bikes; by enabling the post to flex more, rider comfort is vastly improved allowing them to stay fresher for longer when racing.

In spite of taking this new and unconventional approach to adapting form so it better serves function, the Inflite CF SLX is still 100% UCI legal. It's ready to race.





ENGINEERED FOR CROSS

Repeated sharp accelerations and punchy climbs mean a cyclocross race bike naturally has to be as light and as stiff as possible. Nevertheless, the very nature of tackling rough terrain and the increasingly extreme moves carried out by modern racers mean that if you merely focus on lightness and stiffness, the bike would not even make it to the end of a race. Add to this the detrimental effect that mud and debris build-up has on performance and the overall picture becomes even more complex.

Achieving the perfect balance between lightness, stiffness and durability is one thing, but we went even further during our development to ensure that the Inflight CF SLX is ready for any cross course and any cross racer.

EXPLOITING CARBON

Optimizing layup to reduce weight inevitably means having to remove individual layers of carbon from the structure. The challenge is how to do this without impacting overall stiffness or durability.

Carbon is renowned for its anisotropic properties, meaning it can possess different mechanical characteristics in different directions. These traits enable us to focus on specific areas across the frame and optimize them accordingly. There are many factors we can change to achieve the desired result: fiber orientation, size, shape and positioning of the layers, the stacking sequence, and above all else the types of fiber we use.

To hit all our weight, stiffness and durability targets with the Inflight CF SLX, we use a mix of performance-based high tensile, high modulus and intermediate modulus fibers. Solely employing high modulus fibers would result in a light and stiff construction, but the frame walls would have to be excessively thick to meet our durability targets, therefore negating any gains. Applying a combination of fibers enables us to deliver the strength required for modern cross racing.

At just 940 g for the frame and sub 1300 g for the frameset (size M), this is comfortably one of the lightest cross platforms on the scene.

TESTING STANDARDS

Margins are extremely fine when developing a frameset with such ambitious weight, stiffness and strength targets. Throughout the entire development process, we gained insights from our in-house CT scanner for a more detailed picture beyond what the naked eye can see. This is essential when examining frame wall thicknesses to achieve weight targets, but also when searching for traces of damage following stress tests for durability.

To fully prepare the Infilite CF SLX for cross racing we go further in our testing than with standard road frames. By simulating the stresses placed on the frame from jumps and remounts, the rider can rest assured that their equipment will hold out no matter how hard they put it through the wringer in each race.

MINIMAL MUD SURFACE

Bike changes are simply a part of high-level cross racing. In the wrong conditions, mud build-up can add over a kilo to the bike, extra mass that makes itself known every time when accelerating or carrying.

While we cannot do anything about mud, we can do something about how it collects across the frameset. Providing ample tyre clearance around the fork plus the chain and seatstays is just the start of this process. Reducing the amount of shelves and contours while internally routing all cables where mud can build across the frame is the next step. Finally, sealing all cable entry and exit ports and covering essential bolts with rubber caps makes it harder for mud to infiltrate key components.

With this attention-to-detail, we have succeeded in creating a cleaner and smoother finish to reduce mud build-up with 8.5% less surface area across key positions. For high-level riders with their own pit crew, bike changes become less frequent, while amateur riders are able to make it to the end of the race with less debris weighing them down.





HANDLING

As riders and courses become faster and more technical, more focus now lies on how bikes handle and the need for more advanced, cross-specific geometries. While in the past cross bikes were nothing more than road bikes adapted to go off-road, these days it makes more sense to look towards the world of mountain biking to seek inspiration for the ideal cross racing geometry.

Providing the widest range of fit so that all riders can find the right size for them is something we pride ourselves on at Canyon, and with the Inflite CF SLX, we have gone a step further than anyone else to make this a reality for cross riders everywhere.

GEOMETRY

Adding more stability at speed while maintaining agility for when things get technical is always a fine balance to strike. In all mountain biking disciplines, the move towards longer reaches combined with shorter stems and wider bars has been established with great effect to achieve this balance. By adopting a similar approach, we have succeeded in creating a geometry that reflects the progression in modern cyclocross.

- EXTENDED REACH AND WHEELBASE TO INCREASE STABILITY AT SPEED

- H31 ERGOCOCKPIT WITH NEW CROSS-SPECIFIC 10 MM SHORTER STEMS AND WIDER BARS FOR EXTRA CONTROL

- LONGER RAKE AND 72.5° HEAD ANGLE FOR FAST, RESPONSIVE HANDLING

SIZE MATTERS

Thanks to our new 3XS frames, we now offer the widest size range on the scene and can accommodate riders from 152 cm and above. Achieving the desired performance from our smallest sizes was a challenge we have overcome by switching to 650B wheels on 2XS and 3XS frames. This creates uniform riding positions and dynamics across the entire size spectrum so that riders of all dimensions benefit from the same handling performance so essential in cross.

TALKING TRAIL

The notion that a smaller bike can be more agile is undone when you look at the geometry values you need to make them work. One of the key factors here is trail: the relation between the tyre's contact patch and head angle.

Traditionally, achieving the desired trail values on any frame size smaller than XS is limited by the fact you need a longer wheelbase and super slack head angle just to accommodate 700C wheels, which inevitably results in more trail and slower handling. To combat this, we equip 650B wheels on our smallest sizes. Trail is drastically reduced, head angle steepened and wheelbase shortened so that smaller riders benefit from the same responsive and agile handling as on other frame sizes. Position on the bike also benefits as smaller riders often struggle to achieve the optimal saddle-bar drop due to disproportionately large wheels.

FEATURES

We know that a small detail has the power to make a big difference. Beyond its most striking performance properties, with the Inflite CF SLX we went the extra mile across the board to create the best bike we could for cyclocross with a host of innovative features.

INTEGRATED SEAT CLAMP

Already an established feature on our Ultimate and Endurace road models, our integrated seat clamp increases seatpost deflection to drastically improve rider comfort. For cyclocross, this also allows the rider to spend more time in the saddle across rough surfaces, increasing traction and saving muscle energy.

Clamping the seatpost lower down in the seat tube increases its effective bending length by up to 110 mm, which in turn results in a gain of 15% more vertical deflection.

The simple synthetic insert and set screw construction is not only 15 g lighter than conventional clamps, it also offers a far more secure hold and is less prone to water infiltration thanks to the upper rubber seal. What's more, rotating the clamp around 180° to the inside of the seat tube hides it away from mud and debris build-up from the rear wheel, while a rubber cap provides added protection and keeps the whole setup looking clean.

DRIVETRAIN COMPATABILITY

At cross races it's not unusual to see a broad range of drivetrain setups that reflect rider preferences, or simply the nature of the challenge on offer that day. Electronic or mechanical, one-by or two-by, whichever choice the rider prefers, one Inflite CF SLX frame is all they need to be compatible with all possible setups.

One-by drivetrains have certainly become a more common sight across the years, popular thanks to their relative lightness and simplicity. However good wide-narrow chain rings have become, nothing beats the added security of a chain catcher so that you don't get caught out in the middle of a race. Our height-adjustable chain catcher is as simple to set up as it is effective at keeping the chain where it belongs, and is superlight at just 13 g.

H31 ERGOCOCKPIT CF

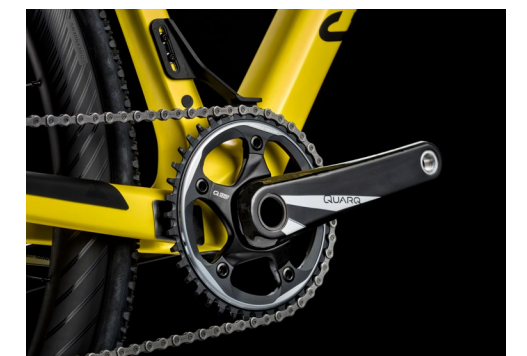
Our integrated H31 Ergocockpit CF is not only far stiffer and lighter than conventional bar and stem setups, it is also more compliant. Taking the edge off harsh vibrations enhances rider control and comfort so they can attack technical sections harder when racing. Its innovative rear clamping concept also results in a more balanced distribution of force around the fork shaft, which is not only better for the carbon, but safer for the rider and provides a more solid interface between the two components for extra torsional stiffness. 10% more vertically compliant and 24 g lighter on the scales than our H36 Aerocockpit CF, this is the most versatile cockpit setup in our range.

For the Inflite CF SLX we configured all-new versions of the H31 Ergocockpit CF with shorter stems combined with wider bars for sharper and more accurate handling on the cross course.

FRICTION-FREE CABLE ROUTING

That feeling of riding with fresh cables never lasts long when tackling muddy cross courses. To change this we lay focus on creating the most sealed cable routing system possible so that shifting performance keeps working better for longer.

By moving where the front derailleur cable exits the frame and developing a new closed splash guard, we have reduced drivetrain friction by a considerable 31%. On top of this, equipping sealed bottom bracket bearings further minimizes the effects of dirt and wear to enhance drivetrain performance and longevity.



FAQ

GENERAL

IS THERE A PRESS EMBARGO FOR THE INFLITE MY2021? WHEN CAN JOURNALISTS PUBLISH THEIR STORIES AND PHOTOS OF THE BIKE?

The global Start of Sales date (SoS) for the Inflite MY2021 is Tuesday June 16, 2020 at 11:00 CET. At this time, the bike will go live on canyon.com and our customers will be able to learn more about it and place orders if they want. After the Inflite is online, we'll be excited to see any stories or photos about the bike published or shared.

WHAT WAS THE PRIMARY FOCUS IN DEVELOPING THE INFLITE?

With the Inflite, the goal was to build a race-ready cyclocross bike that specifically addresses the unique aspects and demands of the discipline: Rapid acceleration, quick braking, carrying and shouldering are all critical out on the CX race course and the Inflite excels at all of them thanks to its special frame design, carbon construction and innovative features. Even the components of each model were selected carefully for cyclocross racing and training.

HOW DID WE ACHIEVE THESE GOALS?

Simply put: Our designers and engineers started from scratch to rethink what the modern cyclocross bike looks like.

The most striking example of this is the bike's unique frame. To be easily shouldered or carried, a good cyclocross requires more space in the frame's front triangle. For years, this has been accomplished by using a higher, nearly-horizontal top tube. That, however, leaves very little seatpost exposure, decreasing flex and ultimately making the bike less comfortable when putting power down in the saddle and thus wasting precious energy over the course of laps. The distinctive kink in the Inflite's frame throws this traditional style out the window and arrives at a revolutionary form that is the best of both worlds: the added comfort of seatpost flex with a larger front triangle for easy shouldering.

The foundation of this approach is that our developers, designers and product managers aren't just regularly exchanging ideas with our sponsored racers, many of them were racers themselves. They understand the extreme demands placed on a pro-level cyclocross race bike and are thus able to develop features and solutions that truly improve the Inflite. Beyond just cyclocross, the bike draws influence from both cross country and marathon racing with a slightly longer reach and shorter stem than one typically sees on a CX bike.

WHICH INFLITE MODELS WILL BE AVAILABLE IN THE 2021 RANGE?

The Inflite comes in two distinct carbon frame types: CF SL and CF SLX, as well as an aluminium version. CF SL (Superlight) and CF SLX (Superlight Extra) contrast from one another by using different carbon fibre types, as well as distinct layups, ultimately leading to differences in both performance and frame weight.

Six different Inflite models will be available for MY2021:

- Inflite CF SLX 9 Team
- Inflite CF SLX 9
- Inflite CF SL 8
- Inflite CF SL 7
- Inflite CF SL 6
- Inflite 5

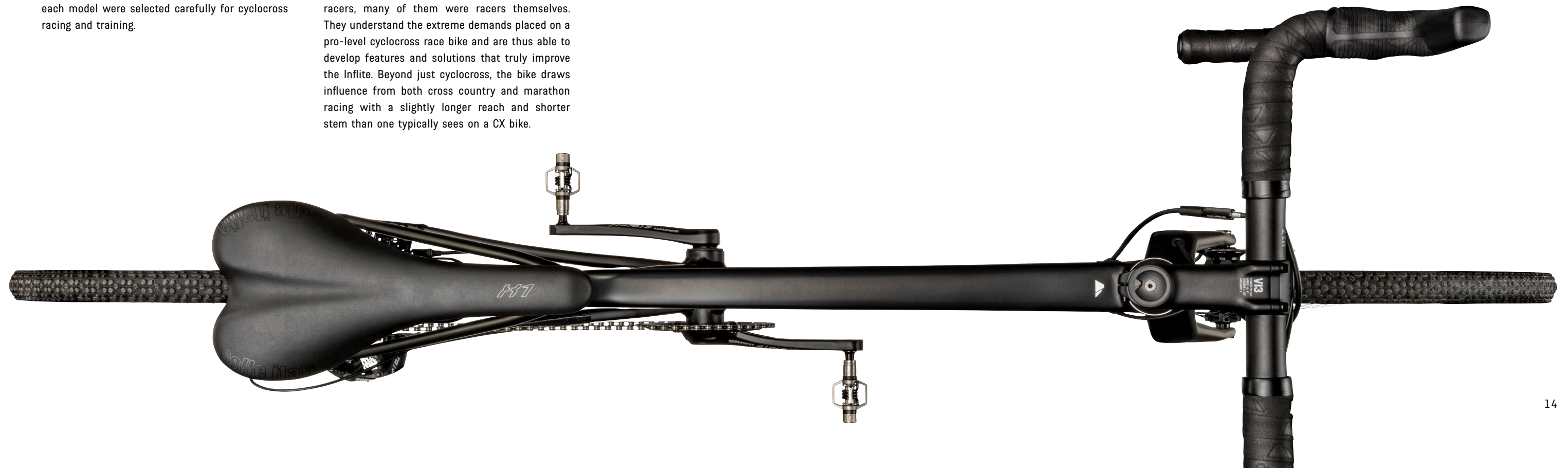
Each model comes in eight frame sizes from 3XS all the way to 2XL.

WHY ISN'T THERE A WOMEN'S-SPECIFIC WMN MODEL?

Our analysis of the market and our customers showed that in competition, women have roughly the same needs and demands as their male counterparts. As such, it didn't make sense to create a separate WMN model. The wide size range starting at 3XS makes sure that riders starting at heights just under 160 cm will be able to find a bike that fits them.

WHY WILL FRAMESETS NO LONGER BE AVAILABLE STARTING WITH MY 2021?

Our sales figures showed that the vast majority of customers prefer to purchase one of our pre-built bikes featuring thoughtfully-selected and competitively-priced components. That's why frame sets are no longer available.



MARKET POSITIONING

WHERE DOES THE INFLITE FALL WITHIN THE CANYON ROAD RANGE?

The Canyon road portfolio is first divided into on road and off road models, and from there into the categories of performance or experience.

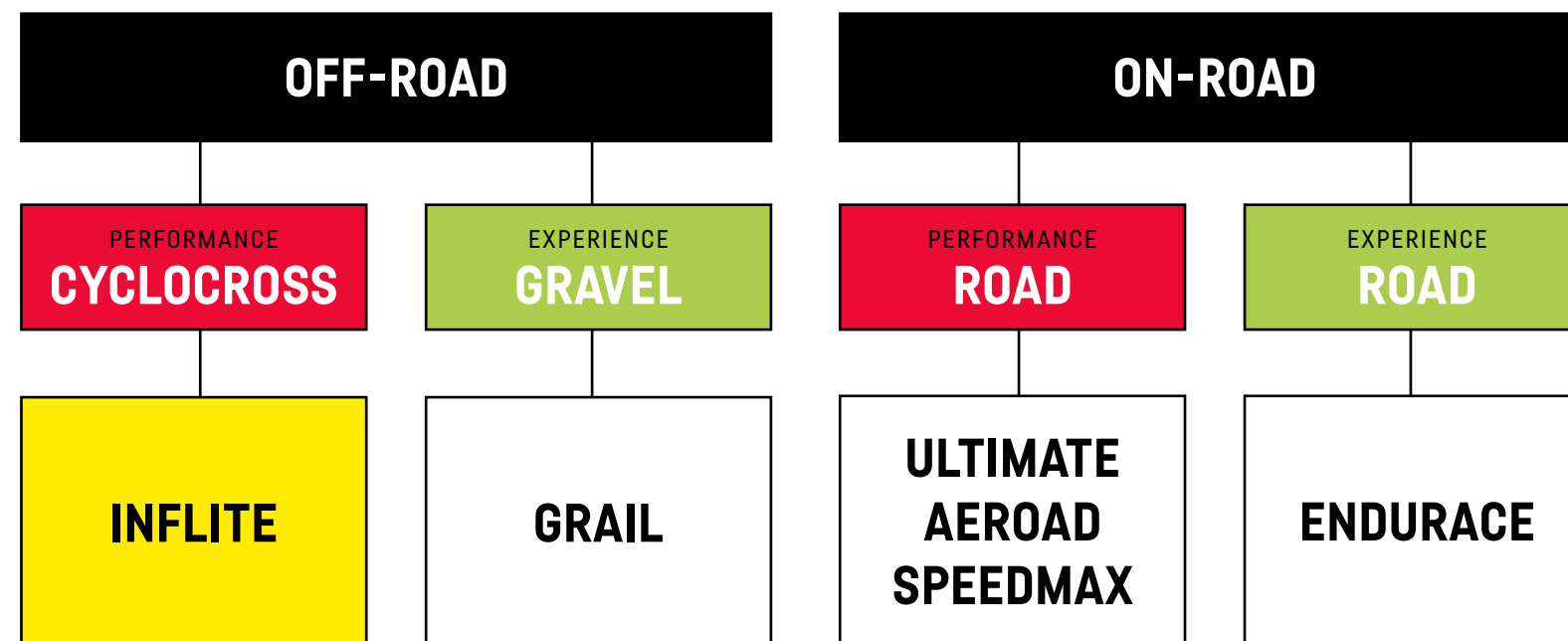
The Inflite is clearly positioned as an all-out cyclocross race bike. In comparison to the Grail gravel bike, the Inflite is lighter and has more agile and aggressive handling. Its geometry sets it apart as a true race weapon: A long reach and short stack puts the rider in a stretched-out position and lowers their centre of gravity. By contrast, the geometry of the Grail is similar to the Endurance and more comfortable for long-distance rides, bikepacking or multi-day trips.

WHO IS THE INFLITE CF FOR?

The Inflite CF in both its SL and SLX formats is a race-ready thoroughbred designed for those who plan to leave it all out on the cyclocross course. Although it excels on both dirt and pavement, the main function of the Inflite isn't to go on mixed-surface rides, occasionally trading the road for dusty off-road paths. Those kinds of off-road adventures are what the Grail was made for.

WHO IS THE INFLITE AL FOR?

The Inflite AL SLX is a light and agile aluminium cyclocross bike that makes just as good a choice for the cyclocross amateur getting into racing, as it does for the more experienced racer looking for a solid bike to train on. As it uses the same geometry as the lighter CF models, switching between bikes for training and competition is no problem at all. Again, while it may be a highly-versatile bike, the main focus of the Inflite isn't to go exploring on an off-road adventure. That's the function of the Grail!



COMPONENTS & FEATURES

WHAT IS THE THEORY BEHIND USING DIFFERENT WHEEL SIZES?

With a wide range of eight frame sizes from 3XS all the way to 2XL, the Inflight was designed to fit riders of heights from just under 160 cm all the way up to 196 cm. In order to guarantee that every rider experiences the same excellent design and handling across the different sizes, the smaller 3XS and 2XS bikes come equipped with 650B wheels while the larger bikes from XS to 2XL use 700C. This difference in wheel size allows the smaller bikes to maintain a steeper headtube angle and a shorter trail value giving them same agile handling as the larger bikes. Other frame manufactures will often leave 700C wheel on their smaller bikes but then rely on a slacker headtube angle to leave ample room for the rider's feet between the end of the pedals and the front tire. This compromise makes the bike's handling less responsive and worsens performance out on the racecourse.

WHY USE SMALLER DISC BRAKE ROTORS?

We use rotors that are just as large as they need to be. In comparison to the brakes on road and gravel bikes, cyclocross brakes are being utilized in distinctly different conditions. As they are often being used in cold, wet weather for short spurts of hard braking, heat dissipation and corresponding rotor size become less of a relevant factor. For this reason, Canyon uses the smallest disc brakes that make sense for each respective bike size and potential rider weight: 3XS - XS use 140/140mm front and rear rotors while S - L use 160/140 mm rotors and XL and 2XL use 160/160mm.

WHY DOES THE RANGE FEATURE BOTH ONE-BY AND TWO-BY DRIVETRAINS?

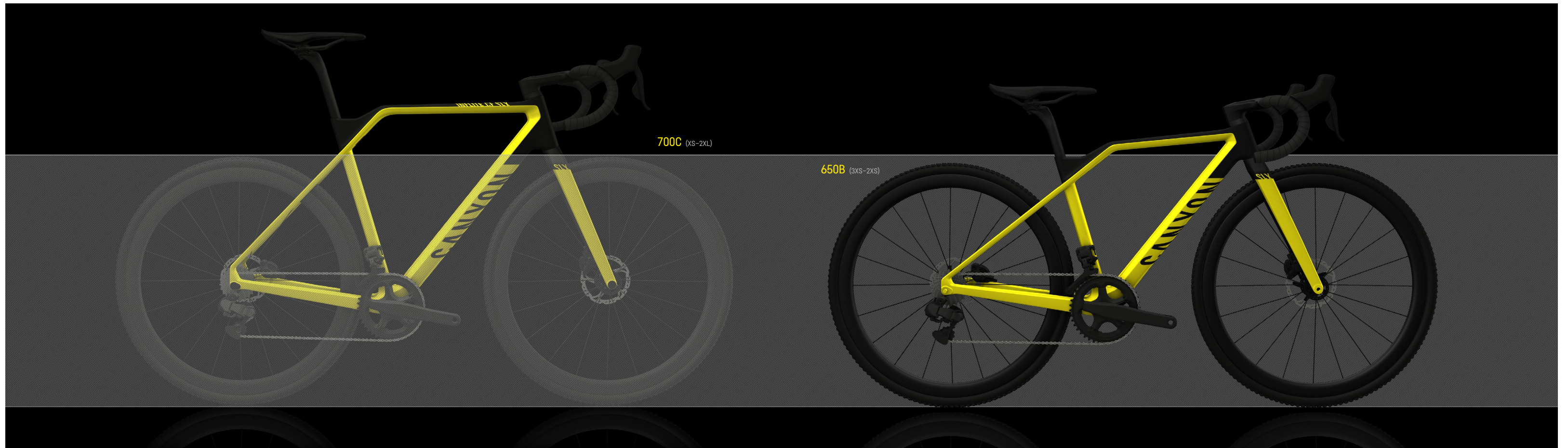
To offer customers as much choice as possible, both the Inflight CF and AL can be purchased with One-by and Two-by groupsets. One-by models come kitted with our in-house developed ultralight EP0703 chain guide, while every bike with a Shimano drivetrain is equipped with Ultegra and an RX derailleur leaving the new GRX groups for our gravel bikes.

WHY ONLY 33 MM TYRES?

The Inflight is a cyclocross race bike and the UCI only allows for up to 33 mm tyres in official competition. However, if you won't be competing in UCI events, the Inflight has tyre clearance for up to 38 mm rubber in both the front and the rear.

WHY TUBELESS TYRES?

We're convinced that tubeless tyres in cyclocross races isn't some futuristic idea, it's a simple way to gain a clear advantage this season. We consider the cumbersome mounting of tubular tires to be outdated compared to the performance of modern tubeless tyres, so we outfit every model with high-quality tubeless wheelsets and Schwalbe X-One Allround 33 mm rubber with "Tubeless Easy" tech beginning with the entry level AL SLX bike.



SPECIFICATIONS

	INFLITE 5	INFLITE CF SL 6	INFLITE CF SL 7	INFLITE CF SL 8	INFLITE CF SLX 9	INFLITE CF SLX 9 TEAM
FRAME	Canyon Inflite AL SLX Disc	Canyon Inflite CF SL Disc	Canyon Inflite CF SL Disc	Canyon Inflite CF SL Disc	Canyon Inflite CF SLX Disc	Canyon Inflite CF SLX Disc
FORK	Canyon FK0045 CF Disc	Canyon FK0045 CF Disc	Canyon FK0045 CF Disc	Canyon FK0045 CF Disc	Canyon FK0045 CF Disc	Canyon FK0045 CF Disc
BRAKE	SRAM Apex CX1 HRD	SRAM Rival CX1 HRD	Shimano Ultegra	SRAM Force CX1 HRD	SRAM Force eTap AXS HRD	Shimano Ultegra
WHEELS	DT Swiss C1850 Spline DB	DT Swiss C1850 Spline DB	DT Swiss C1800 Spline DB	Reynolds AR41 DB	Reynolds AR41 DB	Reynolds Assault LE DB
RIM WIDTH	22 mm	22 mm	22 mm	21 mm	21 mm	21 mm
TYRES	Schwalbe X-One Allround TLE 33 mm Skinwall	Schwalbe X-One Allround TLE 33 mm Skinwall	Schwalbe X-One Allround TLE 33 mm Skinwall	Schwalbe X-One Allround TLE 33 mm Skinwall	Schwalbe X-One Allround TLE 33 mm	Schwalbe X-One Allround TLE 33 mm Skinwall
CHAINSET	SRAM Apex CX1	SRAM Rival CX1	Shimano Ultegra RX	SRAM Force CX1	SRAM Force eTap AXS	Shimano Ultegra Di2 RX
GEAR RATIO	40 - 11-36	40 - 11-36	46/36 - 11-32	40 - 11-36	38 - 10-33	46/36 - 11-32
COCKPIT	Canyon V13 - H17 Ergobar AL	Canyon V13 - H17 Ergobar AL	Canyon H31 Ergocockpit CF	Canyon H31 Ergocockpit CF	Canyon H31 Ergocockpit CF	Canyon H31 Ergocockpit CF
SADDLE	Selle Italia ModelX	Selle Italia ModelX	Selle Italia ModelX	Selle Italia SLS	Selle Italia SLR Boost Kit Carbonio	Selle Italia SLR Boost Kit Carbonio
SEATPOST	Canyon S23 VCLS	Canyon S23 VCLS	Canyon S23 VCLS	Canyon S23 VCLS	Canyon S13 VCLS	Canyon S13 VCLS
COLOURS	Alpecin-Fenix Replica, Race Black	Stealth, Hot Mint	Stealth, Alpecin-Fenix Replica	Stealth, Hot Mint	Super Pink	Alpecin-Fenix Replica
SIZES	3XS, 2XS, XS, S, M, L, XL, 2XL	3XS, 2XS, XS, S, M, L, XL, 2XL	3XS, 2XS, XS, S, M, L, XL, 2XL	3XS, 2XS, XS, S, M, L, XL, 2XL	3XS, 2XS, XS, S, M, L, XL, 2XL	3XS, 2XS, XS, S, M, L, XL, 2XL
WEIGHT	8,7 kg	8,4 kg	8,2 kg	7,9 kg	7,5 kg	7,6 kg



GEOMETRY

FRAME SIZE	3XS	2XS	XS	S	M	L	XL	2XL
SEAT TUBE LENGTH (MM)	422	452	482	512	542	572	602	632
TOP TUBE LENGTH (MM)	501	522	532	550	562	578	601	617
HEAD TUBE LENGTH (MM)	94	113	102	119	146	168	192	214
HEAD TUBE ANGLE (°)	70.2	71.5	71	72.25	72.5	72.5	72.7	72.7
SEAT TUBE ANGLE (°)	73.5	73.5	73.5	73.5	73.5	73.5	73.5	73.5
CHAINSTAY LENGTH (MM)	415	415	425	425	425	425	425	425
WHEELBASE (MM)	970	980	1000	1006	1018	1034	1055	1072
STACK (MM)	487	510	527	547	572	593	616	637
REACH (MM)	357	371	376	388	393	402	418	428
STR	1.36	1.37	1.40	1.41	1.46	1.48	1.47	1.49
SPACERS (MM)	27.5	27.5	27.5	27.5	27.5	27.5	27.5	27.5
STEM (MM)	70	70	80	80	90	100	100	110
HANDLEBAR WIDTH (MM)	380	400	420	420	420	440	440	460
CRANK ARM LENGTH (MM)	165	165	170	170	172.5	175	175	175
SEATPOST DIAMETER (MM)	27.2	27.2	27.2	27.2	27.2	27.2	27.2	27.2
SEATPOST LENGTH (MM)	350	350	350	350	350	350	350	350
WHEEL SIZE	27.5	27.5	28	28	28	28	28	28





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KARL-TESCHE-STRASSE 12
56073 KOBLENZ
GERMANY

T +49 (0) 261 9490 3000
INFO@CANYON.COM

CANYON.COM

10.06.2020