

**CANYON**



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## INTRO

CFR stands for Canyon Factory Racing. The very best of the very best. The highest-grade equipment. Tested by the world's best riders. A marque synonymous with top-level bicycle racing.

Together with our aerodynamics partners Swiss Side, we've developed a bike that unites the absolute cutting edge of TT technology and design in a package that delivers advanced aerodynamics, incredible speed, and uncompromising performance.

We did it by using the finest materials, the latest manufacturing methods, and by working hand-in-hand with the most experienced expert partners in the industry.

The result is something truly special. Our fastest time trial bike ever. The Speedmax CFR TT. Pure speed. Pure aerodynamics. Pure racing.





## **A CHALLENGE. A GOAL. A VISION.**

At Canyon, we believe that you don't achieve greatness by looking backwards at what you've achieved. We believe in forward thinking. We strive to constantly push the boundaries, to make every single athlete on a Canyon faster and better. With the Speedmax CFR TT our goal was to take things to the next level. To create the best time trial bike of its generation. No more, no less. And that's exactly what we've done.

The Speedmax CFR TT was developed to provide our pro teams with the best setup possible for winning races at the very top level of the sport. From team time trials to solo stages, this fully UCI-legal bike is designed, trimmed, and optimised for one reason and one reason only: not only to beat the clock. But to absolutely dominate it.

In the hands of our Alpecin-Fenix, Arkea-Samsic, CANYON//SRAM Racing, and Movistar Team pro riders, this is a bike that's going to mix it up at the sharp end at some of the biggest races on the planet. And with special premium artwork, dynamic CFR branding and a premium finish reserved for CFR-level models, the Speedmax CFR TT has a truly standout look to match its stand-out performance.

Thanks to our extensive experience and expertise gained through many years continuously improving the Speedmax CF SLX, we pinpointed early on the aspects of the bike we needed to optimise, and what features the new Speedmax CFR TT should have.

We targeted three key areas we could work on to take things a step further with the new Speedmax TT:

**DISC BRAKES:** in the name of providing our pro teams with latest and greatest equipment, the Speedmax CFR TT had to feature disc brakes and still be faster and more aerodynamic than its rim brake predecessor.

**AERODYNAMICS:** to create the all-round fastest time trial bike out there, you need advanced aerodynamics for maximum watt savings, while also maintaining high stiffness-to-weight values. Thanks to the close collaboration and constant exchange between Swiss Side and Canyon engineers, we took all relevant performance factors into account to create the optimum overall system solution.

**UCI-LEGAL:** the UCI have a strict set of rules governing the design of road and TT bikes, in order to create a level playing field for all riders in spite of the latest technical developments in the industry. Thanks to advanced manufacturing processes, countless hours of wind tunnel testing, and extensive CFD analysis, we've pushed the limits of what's possible within the UCI limits to achieve the highest levels of performance come race day.



## COMPONENTS & FINISHING KIT

The Speedmax CFR TT only features the finest parts on the market. Because only the best will do, we also fit an integrated power meter for pinpoint control over training efforts and outcomes, and for real-time tracking of key performance metrics when racing.

**COCKPIT:** the Speedmax CFR TT Disc combines a Canyon HB0058 Basebar Drop CF with an aero V19 aluminium stem, for a setup that meets all the demands of modern time trial racing. The slender 390 mm basebar reduces frontal area and is designed using CFD to work with the frame as a complete aerodynamic system. The design is specially adapted for use in time trials, and you can dial in your position precisely using a range of different spacers and extensions. This setup is truly cutting-edge – new premium Zipp Vuka Shift extensions have smart bar-end shifters that eliminate the need for an additional blip box.

**WHEELS:** With Zipp's legendary 808 Firecrest on the front and the outstanding Super-9 full-disc wheel on the rear, this wheelset represents the absolute pinnacle of TT racing performance. We wrap them in Continental Grand Prix 5000 TL tyres (25 mm front, 28 mm rear) for top aerodynamics and minimum rolling resistance.

**SADDLE & SEATPOST:** The Canyon-developed seatpost on the Speedmax is lightweight, contributes to the bike's incredible aerodynamics with its aerodynamically optimised form, and is fully UCI-legal thanks to a tweaked length-to-width ratio. We combine it with a Selle Italia Watt Superflow saddle with a modern design that lets riders get lower for longer – creating a setup that's efficient, ergonomic, and aerodynamic. Riders can also mount their race number using two threaded inserts at the rear of the post.





**GROUPSET:** With ultra-precise wireless shifting performance, it doesn't get better than SRAM Red AXS eTap. With AXS technology, riders can personalise exactly what the shifting buttons do, to create a system that's as intuitive as possible. Drivetrain settings are also fully customisable using a smartphone app.

**CRANKSET:** This single-chainring drivetrain is specially designed for time trialling. In addition to the weight saved by getting rid of the front derailleur, one-by drivetrains are more reliable, and have more intuitive shifting ergonomics. A power meter is integrated into the 50-tooth direct-mount chainring for optimal aerodynamics.

**FORK:** The fork's thin, broad form was sculpted for maximum aerodynamic performance. And the shape also shields the brake callipers from the wind, further reducing turbulence.

**CERAMICSPEED:** The OSPW system has reduces pulley wheel friction by 40–60% compared to a typical derailleur, saving between 1.6 and 2.4 watts. The system comprises an oversized 15-tooth top wheel 19-tooth bottom wheel in a carbon-reinforced polyamide cage. CeramicSpeed bearings are more perfectly round, harder, lower-friction, lighter, and more durable than steel and ceramic bearings from other manufacturers.

## TECHNOLOGY

How do you take a hugely successful bike and make it even faster and better? How did we improve the already incredible aerodynamics of the Speedmax?

By leveraging the experience of our partners and calling upon years of carbon engineering and design expertise, we did just that – we created a bike that meets the demands of the best time trialists on the planet, giving them every performance advantage possible come race day.

**FIT:** We've further optimised our current TT aero cockpit system – already tried and tested by pro team riders and mechanics – by reducing the distance between the spacers, also bringing the arm pads closer together. This meets the needs of most time trialists and works better in a modern TT riding position. We also offer two different angle spacers, with different degrees of tilt.

**INTEGRATION:** Specially for the Speedmax CFR TT, we created a fully integrated frame design that strips out all the features not absolutely necessary for time trialling. No storage, no frame

openings, just full focus on pure TT performance – top stiffness-to-weight values, clean design, maximum aerodynamic efficiency within UCI regulations. This is a bike that's 100% reduced and optimised for the demands of short, high-intensity TT stages.

**AERODYNAMICS:** Outstanding aerodynamic efficiency is an absolute must in order to save valuable watts, letting riders go faster at the same effort level. The Speedmax CFR TT is 2.7 watts faster than the previous-generation Speedmax TT, even with disc brakes. This represents a significant step forward within the UCI regulations, which we achieved thanks to extensive CFR analysis in collaboration with our aero partners Swiss Side.

**COMFORT:** We also use our latest arm-pads on the Speedmax CFR TT, featuring a material that offers more grip and outstanding dampening properties. Designed to deliver maximum comfort with no performance drawbacks, pushing 400+ watts has never felt this smooth.



## GEOMETRY & SPECIFICATIONS

SPEEDMAX CFR TT DISC	
<b>FRAME</b>	R090 Speedmax CFR TT
<b>FORK</b>	FK0079 Speedmax CFR TT
<b>COCKPIT</b>	HB0058 Speedmax CFR TT
<b>STEM</b>	V19 Stem, 65 mm
<b>EXTENSIONS</b>	Zipp Vuka Shift AXS 90 (EX-AXS-Zipp-A1)
<b>BRAKE</b>	SRAM Red eTap HRD Lever: S-900 Aero HRD
<b>WHEELS</b>	Front: Zipp 808 Firecrest, Rear: Zipp Super-9 Carbon Clincher Disc
<b>RIM WIDTH</b>	19 mm inside, 26,4 mm outside
<b>TYRES</b>	Continental Grand Prix 5000 TL (25 mm vorne, 28 mm hinten)
<b>CHAINSET</b>	SRAM Red eTap AXS 12-speed
<b>GEAR RATIO</b>	50   10-28
<b>POWERMETER</b>	Quarq Spider
<b>SADDLE</b>	Selle Italia Watt Superflow Carbonio
<b>SEATPOST</b>	SP0048 Speedmax CFR TT
<b>COLOURS</b>	Black
<b>SIZES</b>	S, M, L
<b>WEIGHT</b>	8.4 kg
<b>PRICE</b>	9,999 €

FRAME SIZE	S	M	L
<b>SEAT TUBE LENGTH (MM)</b>	518	540	570
<b>TOP TUBE LENGTH (MM)</b>	496	518	546
<b>HEAD TUBE LENGTH (MM)</b>	65	91	126
<b>HEAD TUBE ANGLE (°)</b>	73	73	73
<b>SEAT TUBE ANGLE (°)</b>	80.5	80.5	80.5
<b>CHAINSTAY LENGTH (MM)</b>	420	420	420
<b>WHEELBASE (MM)</b>	988	1014	1047
<b>STACK (MM)</b>	472	496	530
<b>REACH (MM)</b>	417	435	458
<b>STR</b>	1.13	1.14	1.16
<b>ARMPAD STACK</b>	544   624	569   649	603   683
<b>ARMPAD REACH</b>	431   458	449   476	472   499
<b>SPACERS (MM)</b>	0	0	0
<b>STEM (MM)</b>	74	74	74
<b>HANDLEBAR WIDTH (MM)</b>	400	400	400
<b>CRANK ARM LENGTH (MM)</b>	170	172.5	172.5
<b>SEATPOST LENGTH (MM)</b>	340	340	340
<b>WHEEL SIZE</b>	700c	700c	700c



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