

CANYON



IF YOU HAVE ONE BIKE IN YOUR GARAGE - THIS IS IT.

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INTRODUCING THE SPECTRAL 29

Conventional wisdom holds that one bike can't possibly do it all or satisfy every rider. On this count, however, the Spectral 29 proudly spits in the eye of conventional wisdom.

We took the playful, poppy ride quality of the Spectral 27.5 and added a big dose of speed and confidence to create one of the most capable and versatile trail bikes in existence. And, yes, we realize just how bold a claim that truly is, so let's ditch the intro and get to the facts of the matter.

**WHAT DID WE CHANGE?
ALMOST EVERYTHING.**

The Spectral 27.5 has earned its share of awards and praise for its nimble handling and stellar suspension. The new Spectral 29 preserves those traits and adds even greater control and improved pedaling performance, courtesy of 29-inch wheels, refined suspension kinematics, progressive geometry, cutting-edge carbon technology, and a host of features that make the Spectral 29 fast, sure-footed, and flat-out awesome.





BIG WHEELS, BIG SPEED

Every wheelsize has its merits. In this case, we took full advantage of what 29-inch wheels bring to the table — namely, improved traction, outstanding rollover and efficiency, and increased stability. Those 29er traits combine to make this new Spectral quick and confident in the most demanding conditions.

TRULY PROGRESSIVE GEOMETRY

We reshaped every aspect of the Spectral geometry to give riders more stability on descents, as well as greater efficiency and comfort on climbs.

The Spectral 29er's slack headtube angle and long reach combine to give riders excellent high-speed stability, low-speed

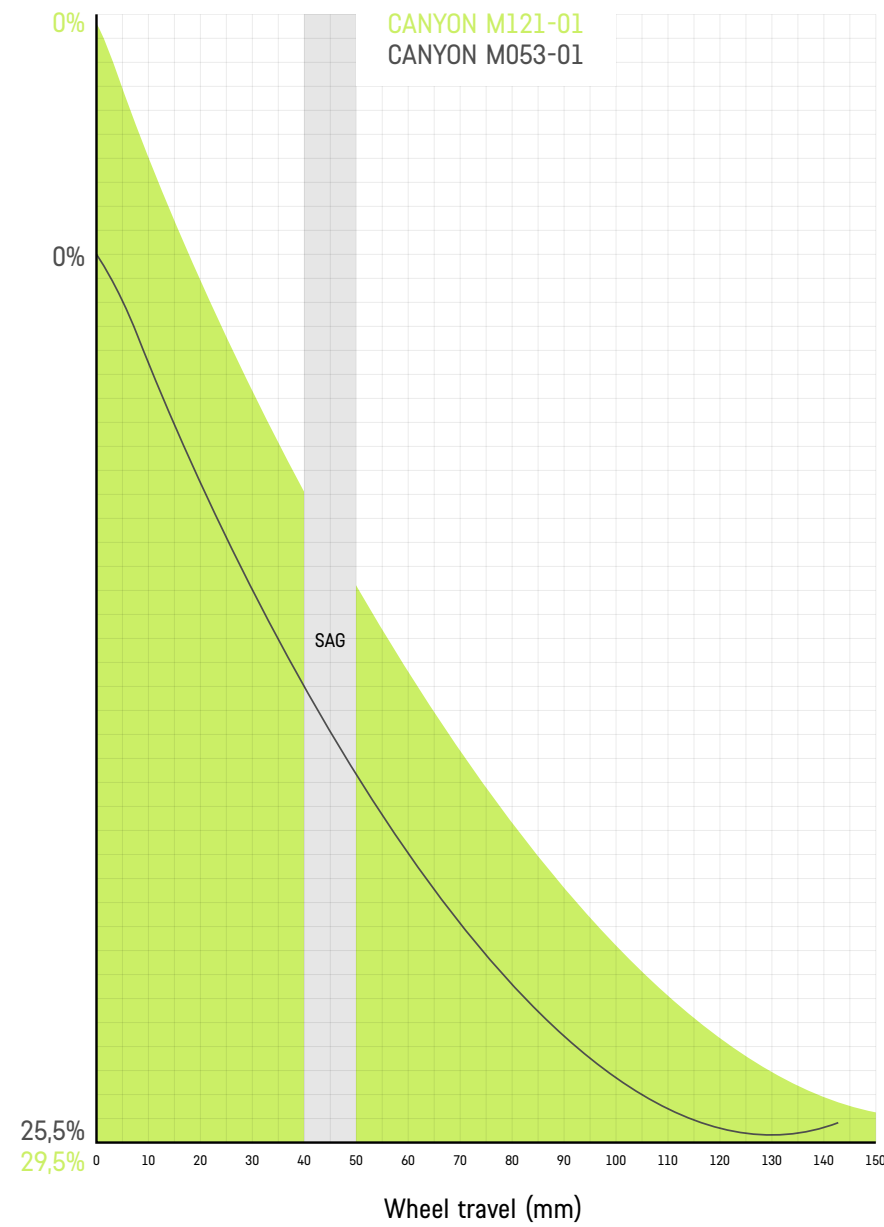
manoeuvrability, and more even weight distribution for superior control. Likewise, the bike's steep seat angle shifts your center of mass forward, providing riders with a better climbing position and more forward momentum from every pedal stroke. You can find a full geometry chart and breakdown on the geometry changes in the FAQ section.



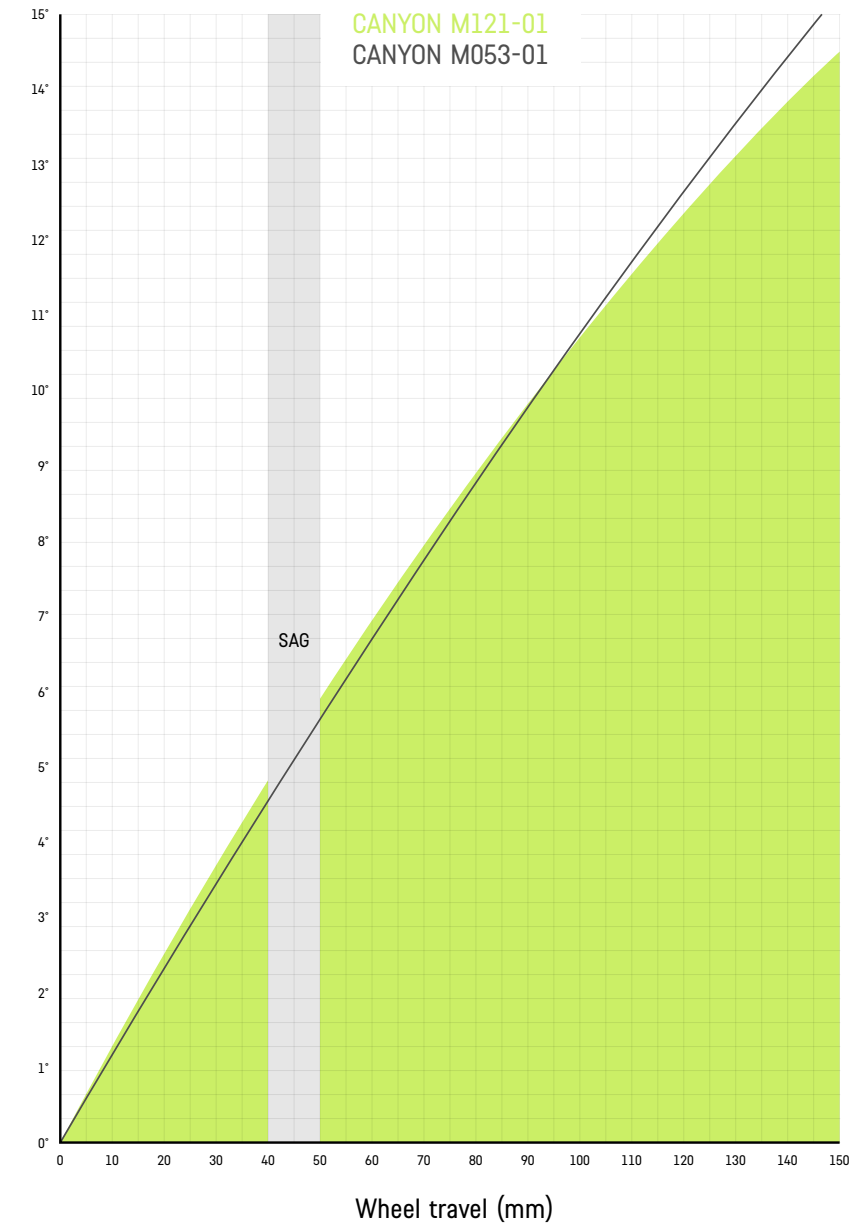
STELLAR SUSPENSION BOOSTS YOUR CONTROL

We built the Spectral 29 around same Triple Phase Suspension that's taken DH, Enduro, and XC riders alike to the winners' podium the world over... then we refined the rear suspension to make the new Spectral faster on both climbs and descents. For starters, we increased anti-squat in the early stages of rear travel and at the sag point, for even crisper pedaling performance (without the associated ills of increased pedal kickback). Next, we added a bit more progression to the leverage curve, which boosts your control on the rowdiest of trails by increasing bottom-out resistance to big, high-speed impacts.

LEVERAGE RATIO



PEDAL-KICKBACK (32/24)

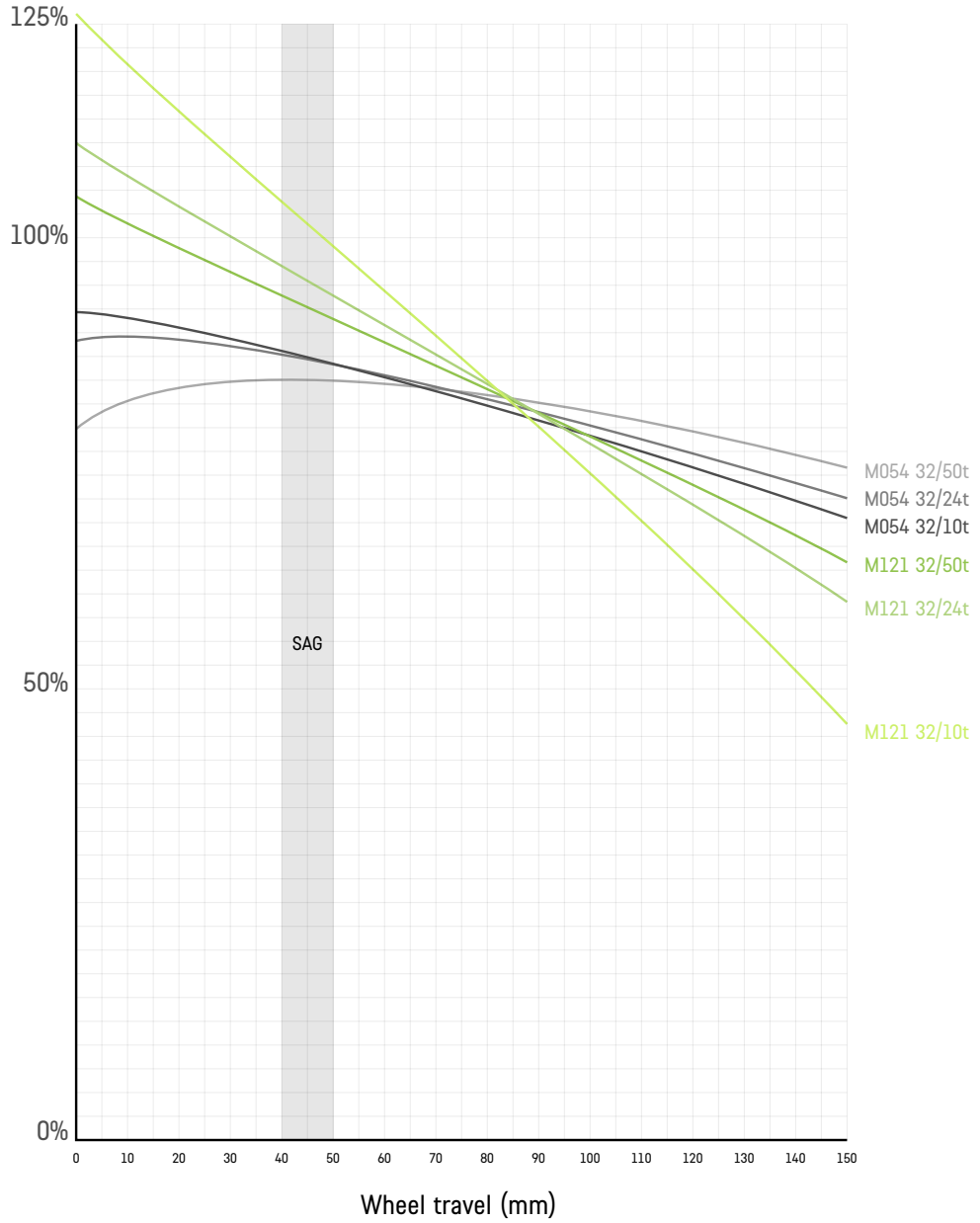


MORE ANTI-SQUAT WHERE YOU NEED IT



ANTI-SQUAT

Center of gravity 800 mm above BB





CLASS-LEADING, CARBON CHASSIS

Weighing in at 2,598 grams (5.72 pounds), the Spectral 29's full carbon-fiber frame is impressively light for a trail bike with this much suspension travel. Actually, what's more impressive still is that we created such a lightweight frame while also improving the stiffness to weight ratio and meeting Canyon's brutal Category 4 testing standards. A lightweight trail bike is one thing — a lightweight trail bike that aptly handles the rigors of EWS racing and days at the bike park is a whole lot more impressive. This is that bike.



NO-RISK WRENCHING

Let's start with a novel premise. "Innovative" features are not actually innovative if they make maintaining your bike a pain in the arse. The Spectral 29 is innovative, yes, and it's also simple, durable, and easy to maintain.

No one knows the ups and downs of wrenching on dirty, abused bikes like our World Cup DH team mechanics. They're the ones who came up with the idea to install replaceable thread inserts at nearly every pivot point on the new Sender CFR frame and now we've brought that innovation to the Spectral 29. These thread inserts eliminate the risk of irreparably mangling threads in the frame.

Along the same lines, nearly all pivot bolts on the frame can be unbolted from the non-drive side of the frame, making pivot maintenance much easier. What's more, those frame pivots feature long-lasting, double-sealed cartridge bearings that greatly reduce the time your bike spends in the work stand. Finally, internal cable guides make quick and simple work of routing brake hoses, shifter cables and dropper post remotes through the Spectral 29 frame.

NEXT-LEVEL COMPONENTS

The G5 components found on several of the Spectral 29 models aren't mere "house brand" parts. Nope, they're components specifically designed by Canyon deliver the best possible combination of industrial design and on-trail performance.

Named after our toughest testing protocol, all G5 components must meet exceptionally high impact and strength standards and are specifically designed to withstand the punishment dished out in the most brutal of gravity competitions, including the Red Bull Rampage and the World Cup DH circuit.

Why didn't we go the simple route and simply spec somebody else's bars and stems on every new Spectral 29? Because designing these parts ourselves gives us absolute control over quality and helps us better integrate each component into the Spectral 29's design language.

Or to put it more simply, G5 components help us build the best bike possible.



FAQ

THE BIG PICTURE

WHEN CAN I TALK ABOUT THE NEW SPECTRAL 29?

The Spectral 29 press embargo expires on the 1st of December, 2020, at 11am CET (2 am PST). At that time, fire away with stories, photos, and information regarding the new bike. But until the embargo expires, please do not publish any images or information regarding the Spectral 29.

WHAT WAS CANYON'S ULTIMATE GOAL WHEN DESIGNING THE SPECTRAL 29?

Our goal was to create the single most versatile, high-performance trail bike possible. We aimed to build that one bike that lets a huge range of riders hit their local trails with greater speed, confidence and control — no matter how technical their local trails happen to be. While we were at it, we wanted this new version of the Spectral to also be simple, reliable, and easy to maintain.

HOW DID YOU ACTUALLY ACHIEVE THOSE GOALS?

Using our existing Spectral 27.5 trail bike as our starting point, we preserved the "poppy" and playful ride quality of that bike, while improving its climbing and descending capabilities.

We added more confidence and stability at high speeds by configuring the bike as a full 29er with both modern geometry (longer reach, steeper seat angle, slacker head angle, etc.) and a more progressive suspension curve.

We also gave the Spectral 29 even better pedalling performance by increasing anti-squat in the early stages of the rear suspension travel. Finally, we boosted ride quality and control by giving the new bike a full carbon frame with an outstanding stiffness to weight ratio.

That's the broad brushstrokes... We dive into the details in the next sections.

IS THIS JUST A SPECTRAL 27.5 THAT'S BEEN SLIGHTLY TWEAKED TO ACCEPT 29ER WHEELS OR DID CANYON ALTER OTHER ASPECTS OF THE DESIGN?

This is an entirely new frame platform. We changed the geometry, suspension characteristics, frame layup and stiffness... everything.

WHAT KIND OF BIKE IS THE SPECTRAL 29?

If you can only have one mountain bike in your garage, the Spectral 29 is that bike. It's a solid, do-it-all kind of trail bike. It's both an efficient climber and a very capable descender, with plenty of travel to bail you out of trouble. One bike, any trail.

HOW MUCH SUSPENSION TRAVEL DOES THE SPECTRAL 29 HAVE?

We offer Spectral 29 models in two different suspension configurations: Fox-equipped bikes with 160F/150R travel and RockShox-equipped models with 150F/150R travel.

WHAT IS THE SPECTRAL 29ER'S STRONG SUIT?

We designed the Spectral to be poppy and agile yet also confident while tackling steep tracks at high speeds.



HOW MANY MODELS ARE IN THE SPECTRAL 29 LINE-UP AND WHAT ARE THEIR PRICES?

The Spectral 29 will be offered as five models in all markets outside of the United States.

SPECTRAL CF 7 29"	£ 3,449
SPECTRAL CF 8 29"	£ 4,149
SPECTRAL CF 9 29"	£ 5,199
SPECTRAL LTD 29"	£ 6,199

Three models of Spectral 29 will be available to riders within the United States.

SPECTRAL CF 7 29"	\$ 3,699
SPECTRAL CF 8 29"	\$ 4,699
SPECTRAL CF 9 29"	\$ 5,699



WHAT FORCES INFLUENCED THE SPECTRAL 29'S DESIGN?

Trail riding, itself, has evolved, growing faster and more aggressive, in the past few years and that evolution directly shaped the Spectral 29. Better brakes, forks, shocks, and tires are allowing all of us to pedal further and descend with greater speed than ever before. Frame geometry and construction had to follow suit.

Creating the Spectral 29, however, wasn't simply an exercise in building a bike that excels at warp speeds. The demand for incredibly versatile trail bikes also shaped our design. A bike in this class will likely prove many riders' sole tool for everything from multi-day trail adventures to the occasional weekend at a lift-served bike park. The Spectral 29 had to excel in a wide range of conditions and it needed to do that while also proving lightweight, durable, and reliable.

NOW THAT YOU'VE PUT 29-INCH WHEELS ON THE SPECTRAL, WHAT SETS IT APART FROM THE CANYON STRIVE?

The Spectral 29 is a simple and fun trail bike. It goes fast and can tackle technical terrain at high speeds, to be sure, but it's not made to produce medals on racetracks. The Strive, on the other hand, is an advanced race bike. The Strive's Shapeshifter technology and "ground-hugging" ride feel, give that enduro race bike the increased traction racers require when pushing the limits of control in competition.

WILL THE EWS TEAM COMPETE ON SPECTRAL 29ERS WHEN RACING RESUMES?

No. Per the comment above, the Strive will be their primary whip this season. That said, everyone on the team loves trail riding, so the Spectral will likely get its fair share of pedal time in their training rides.

HOW LONG HAS THE NEW SPECTRAL 29 BEEN IN DEVELOPMENT?

We started development in 2018.

WHAT WAS THE MOST CHALLENGING ASPECT OF THE REDESIGN?

The biggest challenge was meeting our stiffness to weight ambitions while ensuring that the bike was also as reliable and user friendly for the rider as possible. Making bikes that are lightweight, durable, and easy to work on is always a challenge, since those traits are often in conflict with one another. We're stoked on the balance we achieved with the Spectral 29.

WILL CANYON ALSO OFFER THE NEW SPECTRAL 29 DESIGN IN ALUMINIUM OR IN A "CFR" GRADE OF CARBON?

At this time, the Spectral 29 is strictly available as a full carbon bike (front and rear triangles), in a single "CF" grade of carbon. Having said that, this CF-level frame is actually stiffer and slightly lighter than our current, top-of-the-line Spectral 27.5 CFR chassis.

THE WHEELSIZE BIT

WHY 29-INCH WHEELS?

The benefits of 29 are well documented. The larger wheel-size delivers improved roll over, greater traction from the tires' larger footprint, and greater rider confidence thanks to increased centrifugal stability, longer wheelbases, and longer overall bike length. Of course, there are also potential drawbacks to bigger wheels, including increased weight, reduced agility, and greater wheel flex. That's why we spent more than two years minimizing those possible drawbacks and maximizing the benefits of 29. The new carbon-fiber Spectral 29 frame, for instance, has a better stiffness to weight ratio than the 27.5-wheeled Spectral CFR frame.

In short, going 29 helped us build the fastest overall trail bike possible. However, if riders are looking for the most playful and nimble ride quality possible, we've also got them covered with Spectral 27.5 models that remain in our line, right alongside their bigger-wheeled brothers.

IS CANYON KEEPING THE SPECTRAL 27.5 IN THE LINE-UP?

Yes. 650b ain't dead.

WHAT KIND OF RIDER IS BEST SERVED WITH THE SPECTRAL 29? CONVERSELY, WHAT KIND OF RIDERS IS BETTER OFF WITH THE SPECTRAL 27.5?

Riders looking for more speed and stability will enjoy the longer frame and larger wheel size on the 29. We worked hard to retain much of the nimble and playful ride quality of the original Spectral when developing the Spectral 29. Having said that, riders who absolutely prioritize agility and are looking for the most responsive and "flickable" bike possible are best served with a Spectral 27.5.

WHY DID YOU GO 29 RATHER THAN "MULLET" WITH THIS NEW SPECTRAL?

We are not opposed to the mixed-wheelsize "mullet" trend at all. In fact, we feature mullet bikes elsewhere in our line. Going full 29 on the new Spectral 29er, however, gives riders excellent all-round performance for trail riding and maximum speed in many conditions.

CAN I SLAP A 27.5 WHEEL ON THIS THING AND MAKE IT A PROPER MULLET BIKE?

No. Doing so would severely compromise its performance. We can't stress that strongly enough.

WILL THERE BE A MULLET VERSION OF THE SPECTRAL IN THE FUTURE?

We don't rule anything out. We're always experimenting and testing.



THE FRAME

ARE THERE ANY WEIGHT SAVINGS WITH THE NEW CHASSIS?

Yes. The Spectral 29's full carbon frame is 222 grams lighter than the Spectral 27.5's CF-grade carbon/aluminum frame and just slightly (63 grams) lighter than the full-carbon, CFR-grade Spectral 27.5 frame. Those weight savings were no mean feat when you consider that going 29 required that we grow many frame components. The Spectral 29, for example, features a longer reach and longer chainstays than its 27.5 counterpart.

What's more, we actually decreased weight while increasing frame stiffness. Out on the trail, the resulting increase in rider control at high speeds is very noticeable. So, while "lighter and stiffer" gets bandied about endlessly in cycling circles, it's undeniably true with the Spectral 29.

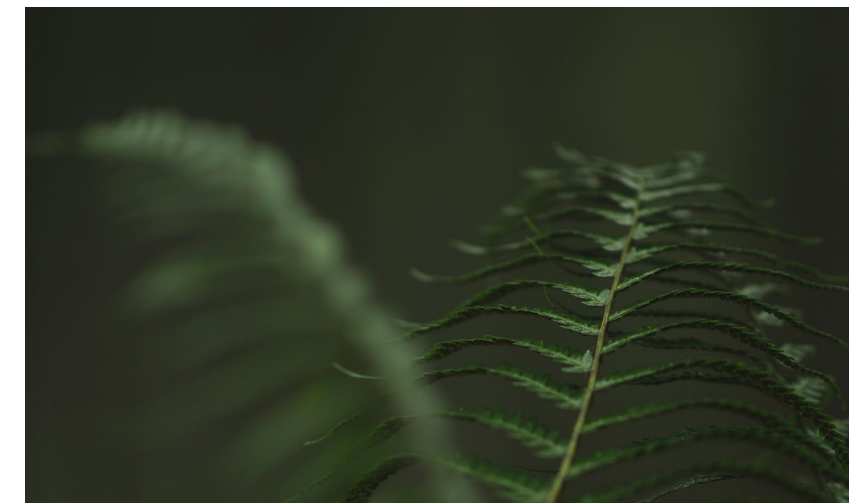
At the end of the day, we didn't set out to make the lightest bike possible. We were aiming, instead, for the best balance of weight and stiffness. With its 2,598-gram (5.72-pound) frame, however, the Spectral 29 is quite light for a 29er trail bike with this much travel and downhill prowess.

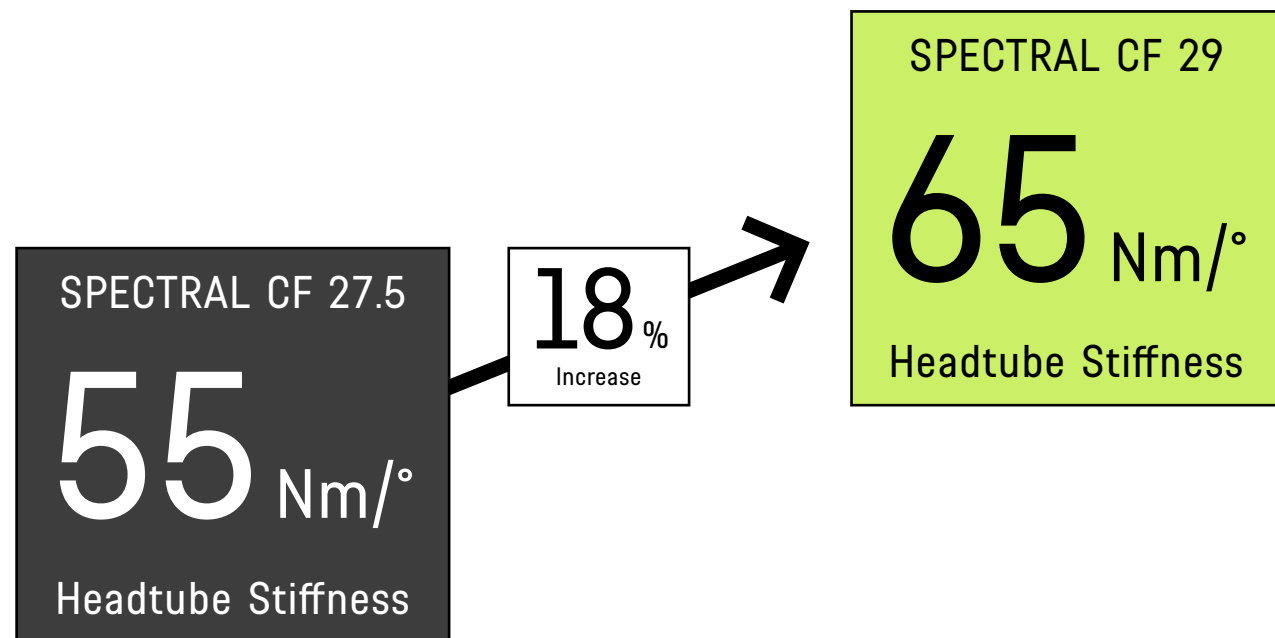
CAN WE SEE THE ACTUAL FRAME WEIGHTS?

Absolutely. Here are weights for size Medium frames in the Spectral CF 27.5, Spectral CFR 27.5, and the new Spectral CF 29.

PLATFORM	CF 27.5 <small>(Alloy rear)</small>	CFR 27.5	CF 29	DIFFERENCE <small>CF 27.5 vs CF 29</small>
Total weight (g)	2820	2660	2598	-222
Front triangle (g)	1440	1340	1223.4	-216.6
Chain stays (g)	375	325	415.6	40.6
Seat stays (g)	595	546	452.9	-142.1
Rocker (g)	75	75	89.8	14.8
Small parts (g)	374	374	416.4	42.4

THE FULL-GEEK BREAKDOWN <small>(Weight in g)</small>	
Front Triangle (painted)	1223.4
Chainstay (painted)	415.6
Seatstay (painted)	452.8
Rocker	89.8
Bearings	93.4
Shock hardware	51.1
Linkage hardware	80.7
DT prot (incl. bolts)	52.8
SS prot	11.5
CS prot	38.7
Cable routing	68.4
Chain guide	19.8
TOTAL	2598.1





HOW DID CANYON ACTUALLY REDUCE THE SPECTRAL 29 FRAME WEIGHT?

We focused a lot of time and engineering muscle on refining tube lay-out and cross sections, yoke design (the seatstay bridge is just one example), chain and seatstay dimensions, bearing/axle design, carbon fiber lay-up and production methods, and even kinematics.

ARE THERE ADDITIONAL BENEFITS TO GOING WITH A CARBON REAR END?

Yes. Using carbon in the rear triangle allowed us to not only reduce weight, but to also improve the stiffness-to-weight ratio. The weight savings in the rear end isn't just a weight-weenie thing: It reduces unsprung mass, which improves the Spectral 29's rear-suspension performance.

DID CANYON HAVE SPECIFIC FRAME STIFFNESS GOALS WITH THE NEW SPECTRAL 29?

Definitely. The faster you go, the more stiffness you need in order to maintain confidence and control. A lot of work went into the shaping each frame member to get the stiffness to weight ratio right, and to also increase the stiffness, in general.

The goal here was to create a 29er chassis that was better matched to the high speeds that bigger wheels and more progressive geometry allow you to hit. Getting the stiffness right was also key to preserving the kind of "poppy" and playful ride quality that we like in the Spectral 27.5. Testers have consistently come back from rides on this bike saying something along the lines of "It's easy for me to ride faster on this bike than I usually do." When it's all said and done, that feeling is what we were aiming to create.

THE SPECTRAL 29 MEETS CANYON'S "CATEGORY 4" TESTING STANDARDS. WHAT DOES THAT ACTUALLY MEAN? WHAT ARE THE UPPER LIMITS OF THIS BIKE'S CAPABILITIES?

"Category 4" testing incorporates both load (stress) and impact testing. Here's the simplest way to explain it: Category 4 means the Spectral 29 is up to EWS-levels of strength and durability, whereas our "Category 5" gravity bikes are suitable for World Cup DH and Red Bull Rampage competition.

The Spectral 29 is both light and strong — on the upper end of the trail bike spectrum, to be sure.

GEOMETRY

DID CANYON CHANGE THE SPECTRAL 29 GEOMETRY? IF SO, HOW AND WHY?

Definitely. We reshaped every aspect of the Spectral geometry to account for the bigger 29er wheels as well as to meet riders' need for both more stability on descents and greater efficiency/comfort on climbs.

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

SLACK HEADTUBE: The Spectral 29 features a 64-degree headtube angle when the flip chip is in the low setting and sporting a 160 mm Fox fork (65-degrees when put in the high setting and equipped with 150 mm RockShox forks). Riders can steepen the head angle a half degree by

using the flip chip built into the seatstays. When combined with reduced-offset (44 mm) forks, short (40 mm) stems, and longer reach, this slacker headtube angle offers riders a blend of excellent high-speed stability and low-speed handling and agility.

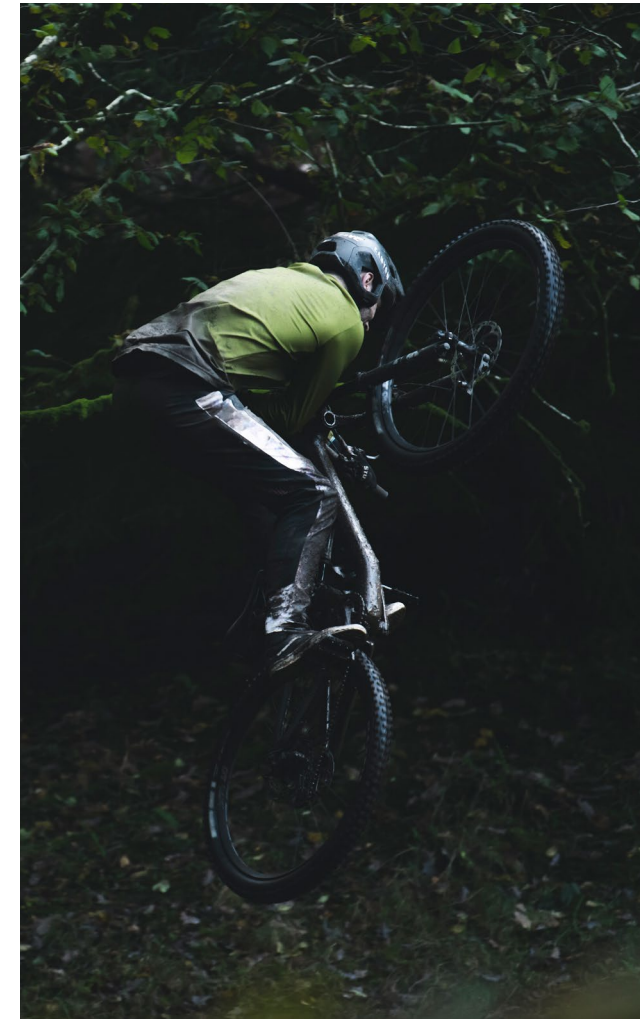
LONGER REACH: We grew reach considerably in order to give riders greater stability. Combined with the slack headtube the longer reach makes it easier to evenly distribute your weight. This, in turn, makes it easier to achieve maximum traction and better body positioning in corners. It also boosts your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

STEEPER SEAT TUBE: We steepened the seat tube angle. Depending on your flip chip setting, it's now 76.5/77 degrees (or 76/76.5 degrees for Fox-equipped

bikes with 160 mm forks). The steeper seat angle shifts your center of mass forward, giving you a better climbing position and more efficient pedaling performance. Short cranks, (165 mm/ 170 mm, depending on frame size) help keep your hip angle open during steep climbs, promote higher cadence for more efficient climbing, and reduce pedal strikes on technical climbs.

LONGER CHAINSTAYS: Growing the Spectral 29's rear center boosts bike stability at speed, and helps center you on the bike. That said, we kept the chainstays short enough to retain the Spectral's playful, agile handling.

SHORTER SEAT TUBE AND HEADTUBE: By reducing head and seat tube lengths, the Spectral 29 offers riders more choice for 'sizing up', while still covering the needs of taller riders thanks to longer-travel (170 mm-travel) dropper seat posts.



**DOES THE SPECTRAL 29
FEATURE SOME KIND OF
GEO ADJUSTMENT OPTION?**

Yes. We equipped the Spectral 29 with a 2-position flip chip that changes the head and seat tube angles by 0.5 degrees, and alters bottom bracket height by 8 mm.

We developed the Spectral 29 around the Low (LO) mode, as the low bottom bracket height is ideal on the trails around Koblenz, where we live and ride. However, we added the High (HI) mode to meet the needs of riders who routinely climb in technical terrain where a higher bottom bracket can help reduce pedal strikes. Ultimately, we wanted to make the Spectral 29 as versatile as possible and the flip chip helps us accomplish that goal.

**CAN WE GET THE
COMPLETE GEO CHART?**

Here it is:

FRAME SIZE	S	M	L	XL
SEAT TUBE LENGTH (MM)	395	430	460	490
TOP TUBE LENGTH (MM)	582	609	636	663
HEAD TUBE LENGTH (MM)	95	105	115	125
HEAD TUBE ANGLE (°) (150 MM)	64.5/65	64.5/65	64.5/65	64.5/65
HEAD TUBE ANGLE (°) (160 MM)	64/64.5	64/64.5	64/64.5	64/64.5
SEAT TUBE ANGLE EFFECTIVE (°) (150 MM)	76.5/77	76.5/77	76.5/77	76.5/77
SEAT TUBE ANGLE EFFECTIVE (°) (160 MM)	76/76.5	76/76.5	76/76.5	76/76.5
BB OFFSET (150 MM)	28/36	28/36	28/36	28/36
CHAINSTAY LENGTH (MM)	437	437	437	437
WHEELBASE (MM)	1195	1224	1253	1283
STACK (MM)	610	619	628	637
REACH (MM)	435	460	485	510
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	170
WHEEL SIZE	29	29	29	29



SUSPENSION

WHAT RIDE QUALITY WAS CANYON TRYING TO ACHIEVE WITH THE SPECTRAL 29? DID ACHIEVING THAT RIDE QUALITY REQUIRE A CHANGE IN SUSPENSION KINEMATICS?

The Spectral 27.5's Triple Phase Suspension kinematics were already one of that bike's best features — it's why the 27.5 version feels poppy on mellow sections of trail yet decidedly capable on rowdier, technical sections. Since we wanted to retain those traits with the new bike, the Spectral 29's leverage curve shares a very similar shape with that of its smaller-wheeled sibling.

But we **did** make a few significant changes with this new bike.

We boosted the suspension's high-speed performance by giving the Spectral 29 suspension a bit more progression to better handle the greater speeds delivered by bigger wheels and more progressive geometry.

We also improved climbing and pedalling performance by increasing the system's anti-squat around sag and in the early parts of the travel. You feel that change as greater pedalling efficiency.

WHAT EXACTLY IS "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.

In short, Triple Phase isn't a single design element — it's not, for example, 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.

YOUR PRESS KIT IMPLIES THAT YOU INCREASED ANTI-SQUAT WITHOUT INCREASING PEDAL KICKBACK. HOW SO? DOESN'T MORE ANTI-SQUAT GENERALLY CREATE MORE KICKBACK?

The most accurate way to characterize what we've done with the Spectral 29 is to say that we optimized the anti-squat to pedal kickback ratio.

Here's what we mean by that. We increased anti-squat in the beginning of the rear shock's stroke and at sag. This is where you spend most of your time pedaling, so it's the portion of rear suspension travel where you

most need pedaling efficiency. We designed the anti-squat to then decrease significantly as the rear shock moves deeper into the travel — this reduces annoying and fatiguing levels of pedal kickback. And, of course, there's no downside to reducing anti-squat when the bike is deeper in its suspension travel because no one (in their right mind, at least) is pedaling like mad when the suspension is close to bottoming out.

All of that is a long-winded way of saying we "optimized" the Spectral 29's anti-squat characteristics.

If you're comparing the Spectral 29 to the Spectral 27.5, it's safe to say that the amount of anti-squat you feel when climbing is about the same, but that the new Spectral 29 feels even smoother at higher speeds.



WHY DO ROCKSHOX AND FOX-EQUIPPED MODELS HAVE DIFFERENT AMOUNTS OF FRONT SUSPENSION TRAVEL?

We designed the Spectral 29 to excel beneath all types of riders.

For riders who prioritize agility and low weight, we offer RockShox-equipped bikes with a 150 mm fork, with a 35 mm chassis, and an inline shock. That RockShox spec provides those riders with steeper head and seat tube angles, as well as a comparatively lower bike weight.

For riders wanting to shred, our Fox-equipped bikes feature a 160 mm-travel fork with a stiff 36 mm chassis, and a piggyback DPX2 shock to handle the longest, roughest descents. The Fox-equipped bikes are also a half degree slacker at the headtube, for improved descending capability.

CAN I PUT A COIL SHOCK ON THIS THING?

Short answer: Yes, you technically can put on a coil shock, though we recommend air-sprung suspension on the Spectral 29 since the leverage curve was optimized for more progressive air-sprung shocks. Water bottle clearance may also be compromised with some coil-sprung shocks.

WHAT SIZE SHOCK ARE YOU SPEC'ING ON THE SPECTRAL 29?

The shock size is 230 x 60 mm. Upper hardware is 25 x 8 mm. Lower hardware is 40 x 8 mm. There is clearance in the frame for larger air shocks (like the Fox X2) and for some coil-sprung shocks with piggybacks, but you may not have adequate clearance for both bigger shocks and a water bottle. Check before you shred.

DO YOU HAVE A SUSPENSION SETUP GUIDE FOR THE SPECTRAL 29?

We will have a set-up guide available online in time for the Spectral 29's launch.



THE IMPORTANT, NERDY DETAILS

THE PRESS KIT MENTIONS THAT RELIABILITY AND EASE OF MAINTENANCE WERE KEY PRIORITIES FOR THE SPECTRAL 29 REDESIGN. HOW AND WHY IS THAT MANIFESTED IN THE BIKE'S ACTUAL DESIGN?

We'll start with the why. We built the Spectral 29 to be the only trail bike you need in your garage. You can't, however, ride that bike every day if it's spending too much time in the work stand. Durability, reliability, and ease of maintenance were therefore key drivers of the Spectral 29 design.

That's why the Spectral 29 is equipped with the following:

DOUBLE-SEALED BEARINGS:

First featured on the Spectral 27.5, we've refined the Spectral bearing system to reduce friction and allow easier access to your linkage pivot bolts — and it does all of that while continuing to keep grease in and contaminants out.

REPLACEABLE THREAD INSERTS IN THE FRAME:

No more wrenching disasters. With replaceable threads on nearly every linkage bolt, there is no chance of causing critical, permanent damage to the frame threads due to thread wear/or over-torquing of bolts.

IMPROVED FRAME PROTECTION:

A new, moulded downtube protector and chainstay and seatstay covers help keep the carbon frame chip free. Taking inspiration from the custom modifications made by our Enduro World Series team mechanics, the new chainstay protector is specifically shaped to help silence chain slap.

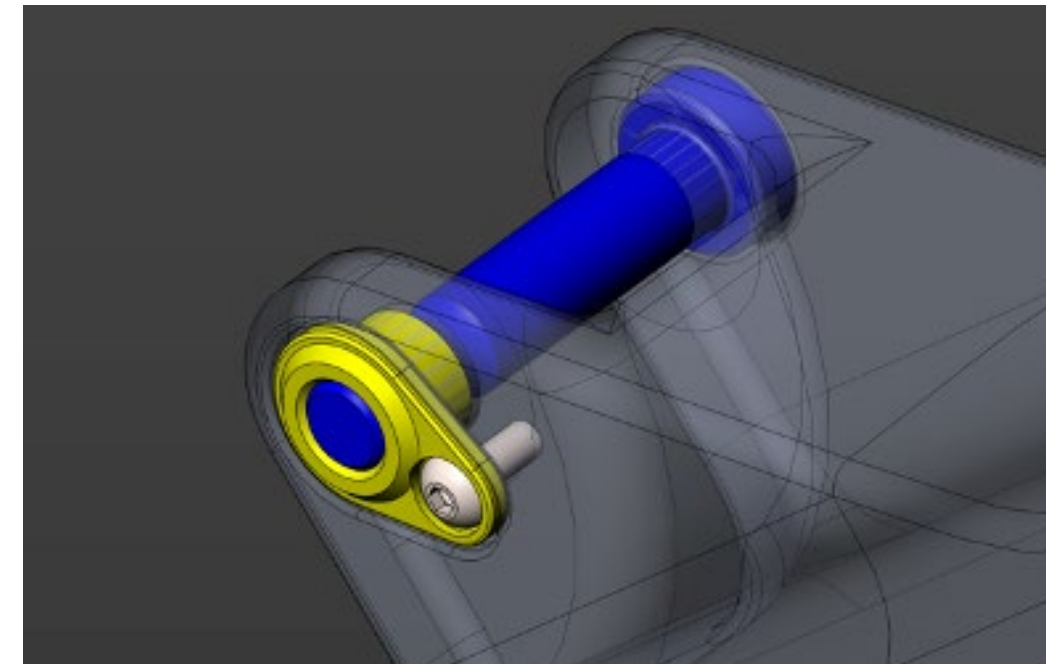
YOU SAY THE SPECTRAL 29 IS EASY TO WORK ON? HOW SO?

We made all frame bolts accessible when the suspension is extended, so there's no need to remove anything to perform a frame bolt check. Taking a cue from the team mechanics who provided input on our new Sender CFR downhill bike, we designed the Spectral 29 so that nearly

all bolts are tightened from the bike's non-drive side; this makes routine frame maintenance quick and simple.

Another Sender-inspired feature are the replaceable thread inserts that make it impossible to damage critical threads in the carbon frame. An extra bonus? These replaceable thread inserts are locked in with small screws, which eliminates the headache that ensues whenever you are loosening a bolt and its corresponding nut falls out and gets lost into the dirt at the trail head or, alternately, falls off and disappears beneath your workbench... usually right about the time your friends show up for a ride. The replaceable thread inserts are, in other words, pretty damn cool.

Finally, we made cable routing on the Spectral 29 fully internal and guided. Shifter cable and brake hose are inserted from the back (at the chainstay) and exit quickly and smoothly at the headtube.



**IS THERE ANY RISK OF THE
THREAD INSERTS BACKING
OUT OR COMING LOOSE
AND DAMAGING THE
FRAME?**

No. It's the same as having a nut, except that the thread inserts (essentially, nuts) are locked in place by an M3 thread.

**CAN I FIT A WATERBOTTLE
WITHIN THE FRONT
TRIANGLE?**

Yes, we designed the Spectral 29 with the Canyon Sideloader waterbottle cage and Fuel 600 bottle in mind. You can mount most normal-shaped, 600 ml waterbottles inside the frame.

**WHAT IS THE BIGGEST
CHAINRING THAT I CAN FIT
ON THE SPECTRAL 29?**

34T is the biggest possible, 30T is the smallest possible. 32t is the recommended size.

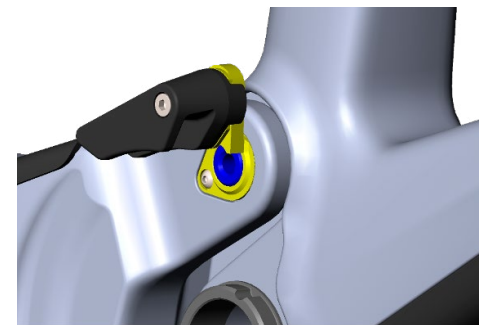
**WHAT KIND OF BOTTOM
BRACKET DOES THE
SPECTRAL 29 USE?**

We kept it simple — the Spectral 29 uses a standard, 73 mm, threaded bottom bracket.

**WHY DID YOU EQUIP THIS
BIKE WITH REPLACEABLE
ISCG TABS WHEN MANY
BIKES HAVE THEM FIXED
PERMANENTLY TO THE
FRAME?**

The Spectral 29 accommodates a removable ISCG mount that can be purchased from Canyon. We chose to make the ISCG mount an aftermarket option since 1x drivetrains have largely eliminated dropped chains and because the Spectral 29 also features an integrated, upper chain guide, which further reduces any risk of dropped chains.

If riders, however, do feel the need for a bigger chain guide (or a guide with a bash guard), they can simply order the removable ISCG mount from Canyon (part number, EP1266-01) and install it within minutes. In short, we designed the Spectral 29 so that riders have every option available to them, making the bike as versatile as possible.



**WHAT IS THE MAXIMUM
REAR TIRE SIZE (WIDTH)
THAT I CAN FIT ON THE
SPECTRAL 29?**

The Spectral 29 has enough clearance to accommodate tire widths of up to 66 mm, (that's generally a "29 x 2.5" for most tire brands).

**WHICH FORK OFFSET ARE
YOU SPEC'ING ON THE
SPECTRAL 29?**

We chose reduced (44 mm) offset Fox and RockShox forks. There are definite upsides to the extra trail that comes hand in hand with reduced offset forks. When you are going really fast the additional trail helps stabilize the front end, while at lower speeds the front wheel wants to turn more, creating a more dynamic feel. It just feels better, in general.

**WHAT'S THE STORY BEHIND
THE G5 COMPONENTS ON
THIS BIKE?**

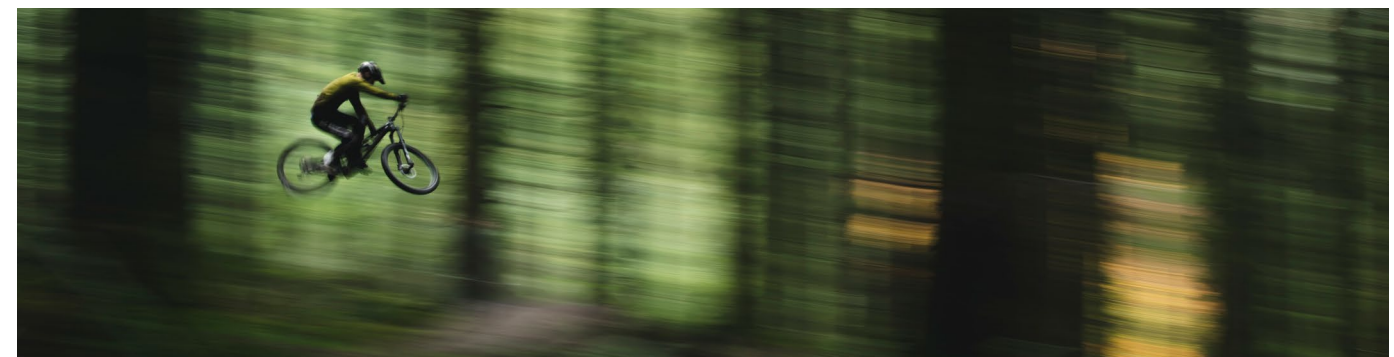
Let's cut to the chase — a lot of companies equip their bikes with "in house" components in order to save money. That's not the case here. We design our G5 components to deliver the best possible industrial design and outright performance. All of our G5 components are tested to significantly higher standards than typical trail bike components are subjected to. They have to be — G5 parts are proven in the most brutal gravity competitions, including the Red Bull Rampage and the World Cup DH circuit.

By designing G5 components ourselves we control their quality, better integrate each component into the particular bike design, and simply build the best bike possible.

The Spectral 29 models sport some new G5 components that haven't shown up on other Canyon models to date. These including new carbon riser bars that boast an outstanding balance of lightweight and strength, and a new G5 stem that smoothly blends with the larger chassis design.

SPECS

	SPECTRAL 29 CF 7.0	SPECTRAL 29 CF 8.0	SPECTRAL 29 CF 9.0	SPECTRAL 29 CF LTD
FRAME	Canyon Spectral 29 CF	Canyon Spectral 29 CF	Canyon Spectral 29 CF	Canyon Spectral 29 CF
FORK	Rockshox Pike Select RC 150 mm	Fox 36 PE Grip2 160 mm	Rockshox Pike ULT RCT3 150 mm	Fox 36 Factory Grip2 160 mm
SHOCK	Rockshox Deluxe Select+	Fox DPX2 PE	Rockshox Deluxe Ultimate	Fox DPX2 Factory
BRAKE	SRAM G2	Shimano XT M8120	SRAM G2 RSC	Shimano XTR M9120
WHEELS	DT Swiss M1900	DT Swiss XM1700	DT Swiss XMC1501	DT Swiss XMC1200
RIM WIDTH	30 mm	30 mm	30 mm	30 mm
TYRES	Maxxis Minion DHF/Dissector	Maxxis Minion DHF/DHR II	Maxxis Minion DHF/Dissector	Maxxis Minion DHF/DHR II
CHAINSET	SRAM GX EAGLE DUB 32t	Shimano XT M8120	SRAM X1 CF EAGLE DUB	Raceface Next SL
GEAR RATIO	32t - 10/52t	32t - 10/51t	32t - 10/52t	32t - 10/51t
DRIVETRAIN	SRAM GX EAGLE	Shimano XT M8100	SRAM X01 EAGLE	Shimano XTR M9100
COCKPIT	Canyon G5	Canyon G5	Canyon G5	Canyon G5
SADDLE	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp	Ergon SM10 Enduro Comp
SEATPOST	Canyon Iridium	Canyon Iridium	ONEUP Components V2	ONEUP Components V2
COLOURS	Stealth, Red/Black (X-Ray Green - USA)	Stealth, X-Ray Green (Stealth USA)	Stealth, Red/Black (Red/Black - USA)	Stealth, X-Ray Green (not available USA)
SIZES	S, M, L, XL	S, M, L, XL	S, M, L, XL	S, M, L, XL
WEIGHT	14.16 kg	14.44 kg	13.42 kg	13.57 kg
PRICE (EUR)	£3,449	£4,149	£5,199	£6,199





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IMPRINT

CANYON BICYCLES GMBH
KARL-TESCHE-STRASSE 12
56073 KOBLENZ
GERMANY

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

CANYON.COM

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