

**CANYON**



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# SMOOTHER. FASTER. MORE CONTROLLED.

Bicycle steering dynamics have turned a corner.

Invented by Jo Klieber at Syntace, and engineered by Canyon. K.I.S. is a steering-assist technology that raises the bike handling bar to the next level.

Bold claim? Absolutely.

K.I.S. makes you smoother in the rough. Faster through every corner. More controlled on sketchy descents. It even helps climbing too.

Welcome to the Evolution.

Jo Klieber, Syntace K.I.S. pat. pend.  
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## WHERE WE STARTED

MTB's developed organically over the last 30 years since those original pioneers stuck some knobby tires on their road bikes and started blasting down mountains. There was no plan, they simply evolved.

These original, and also terrible, mountain bikes constantly became more fun, safer, faster, and easier to ride. Inventions like disc brakes, suspension, 1x transmission, bigger wheels and tires, dropper posts, and progressive geometry have all played a part in making MTBs what they are today: fantastic machines packed with technical innovations.

Demanding riders have fuelled progress and over the past 20 years, the sport has grown immensely in popularity and rapidly in terms of skill level. The ambitions and capabilities of the everyday rider are higher than ever thanks to more and more accessible trails and bike parks to enjoy.



## WHERE ARE WE GOING?

This rapid progress has pushed riders at every level to overcome their limitations and those of their equipment. But recent years have seen only marginal gains with few ground-breaking developments. We've hit a stage of fine-tuning and balancing relatively minor potential gains and losses. K.I.S., on the other hand, represents a much greater leap forward in performance and control.

Control, it's worth noting, doesn't mean 'boring'. Many of us appreciate gently feathering powerful hydraulic brakes on the edge of traction in the steeps. Or knowing the bike's suspension and kinematics will handle the incoming impact when we overshoot a jump. Not many riders would swap out to some old V-brakes or a rigid bike in those situations.

So, do you need K.I.S.? You can decide: Some horse riders didn't want cars, some candlemakers didn't want lights, some mountain bikers didn't want disc brakes, but few would step back now...

Canyon have worked with this all new concept from Syntace, carefully engineering it into Canyon's debut K.I.S. equipped bike: the all-new Spectral CF 8 CLLCTV K.I.S. model\*.



\*K.I.S. will also be featured on select models from Liteville, a brand which sits within the Syntace family.



## WHAT IS IT?

**K.I.S. – KEEP IT STABLE** A simple idea, ingeniously executed. Essentially, K.I.S. – Keep It Stable – is an integrated spring mechanism that connects a cam ring on the fork's steerer tube to an anchor point within your frame's top tube. As your handlebars turn away from centre, the springs gain tension and actively work to recentre your steering.

On the trail, the self-centring effect of K.I.S. generates a counter-force feeling through the outside hand grip that inspires confidence across

a huge range of terrain. Whether you're hauling into wide-open sections, ripping through high-speed berms, or charging at angled rocks and off-camber roots the K.I.S. mechanism gives a weighted feel to the steering that boosts your sense of stability.

Think of how the steering of a beautifully-tuned sports car feels; perfectly weighted, tracking straight and true, direct and precise. K.I.S. delivers that kind of experience – a less twitchy, predictable, more positive feeling at the controls that's free of unwanted feedback and which increases your sense of connection and control.

K.I.S. is the most elegantly integrated steering stabilizer to date. Discreetly packaged inside the frame, K.I.S. adds a minimal 110g weight and requires no maintenance. The only thing you will see is an extra bolt on the top tube. What you will definitely notice is vastly improved handling in all conditions. Simply put, there's nothing else like it. K.I.S. makes it easier to keep your front wheel precisely where you want it to track.



## HANG ON A MINUTE ... THESE THINGS EXIST ALREADY?

Correct. K.I.S. is not the first steering stabilizer for MTBs. It is, however, the first steering stabilizer that doesn't create a restrictive and binding feeling at your grips.

Previous steering stabilizers commonly found on motorcycles add friction through hydraulic damping that reduces 'unintended input' from the rider, or bike, and helps prevent speed wobble and 'tank slappers'. The downside of those earlier steering damper systems is that they add a lot of friction to the steering

Spring stabilizers are also found on some urban and kids' bikes. These commonly use a single spring and make it progressively harder to turn the bars through their range of motion.

K.I.S. is different to both of these types of systems. K.I.S. is designed to stabilize the steering, not to restrict it. Cleverly harnessing spring tension to create a unique self-centring force, without adding friction, the benefits of K.I.S. are not only felt when you are steering in a straight line like other systems. K.I.S. works throughout the steering range to help you stay on track in any situation.





## HOLD YOUR LINE, HOLD YOUR SPEED

K.I.S. aids stability from impacts and deflections from rolling rocks, wet roots, or loose surfaces. K.I.S. can improve handling in nearly all off-road riding scenarios. In fact, the only bikes in our range we do not think could benefit from K.I.S. are the dirt jumpers. Those sick shredders generally want less stability for their flippy-spinny things, but if you are reading this, you are probably too wise for that!

Dropping into a descent is where you'll first notice the benefits of K.I.S. The higher the speeds or the wilder the conditions, the more the cam system increases control and precision. The combination of pre-tensioned springs, specifically shaped cam ring and the precise dimensions of the connecting bands create a steep initial torque curve and centring effect that keeps riders on line through the rough on the way down.



This additional security and predictability of the forces riders feel through the bars not only increases confidence, but also helps reduce fatigue on long, epic descents.

## K.I.S. MY ASCENT

K.I.S. keeps working on the way up as well as down, countering pesky wheel flop on steep climbs. Riders nowadays are tackling tougher and techier climbs than ever. The e-bike boom, in particular, has raised the bar on just how much climbing many of us want to do and how steep we're willing to go.



There's also a noticeable difference in climbing efficiency. On steep and slow climbs, riders have to work to keep balance with bursts of power required to get the bike back on line. Testing with K.I.S. tells us that approximately 30% less of these power surges are needed to hold lines and maintain balance on steep climbs. Leaving riders with more energy to rip through the trails.

When it comes to cleaning steep and technical climbs, K.I.S. is an absolute asset.

In many ways K.I.S. solves some problems we have created as bike designers by mitigating wheel flop which has become more common over the years with slacker headtube angles, bigger front wheels, and longer forks. Does this mean we can push the geometry envelope further in future? We will see...



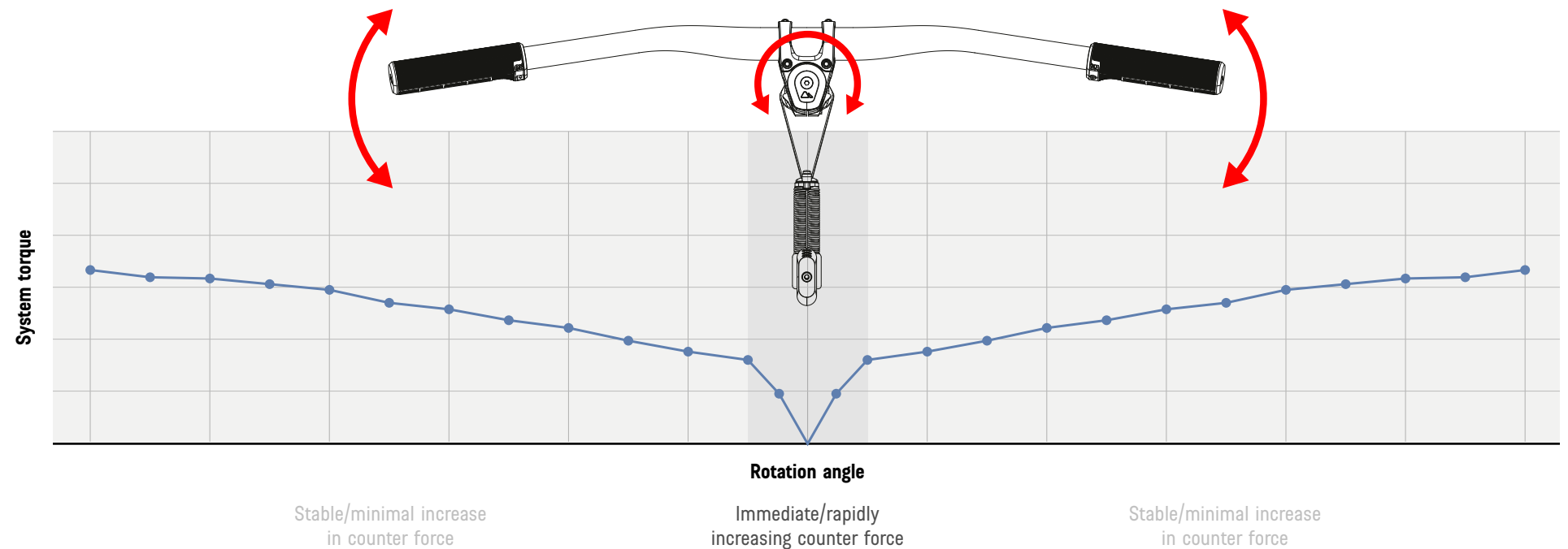


# CONTROL WITHOUT CONSTRAINT

Thanks to the ingenious shaping of the K.I.S.' cam, what you experience is more supportive and stable steering that never feels tight or restrictive, even when you are steering through particularly tight corners with your handlebars turned at extreme angles.



The tuned torque curve produced by the unique cam ring shape and ultra-strong synthetic fibre band design means that while the initial 'ramp up' in centring force is high – to help keep the bike on line, the force from the system feels almost the same as you turn from 15 degrees through to 50 degrees.



## TIME TO LET LOOSE

During our testing, it became apparent that K.I.S. helps to connect the front and rear wheels of the bike. Combined with the more predictable steering feel offered by K.I.S., the system works to make riding loose turns and terrain more manageable. Filtering out interference from braking or rough terrain K.I.S. evens out traction demands on front and rear tyres through the corners. Turn the bars and the bike will follow.

Front wheel understeer? K.I.S. will work to keep both front and rear wheels inline. Rear wheel breaking loose? As you naturally steer into the slide, K.I.S. can help to bring the rear wheel back in line and keep you on the trail, offering a handy centre point reference 'feeling' to minimise over corrections.





## CHANGE YOUR TUNE

No two riders are alike, which is why you can easily tune K.I.S. to compliment your own riding style and terrain. Are you looking for maximum stability and control on fast, wide-open trails? Then set K.I.S. to a strong setting.

Want the utmost agility and responsiveness on slower, tighter trails? Choose a lighter setting. Either way, achieving just the right steering feel is quick and simple with K.I.S.: Take a 4 mm Hex key and wind up the tension, set, forget, and shred. There's no need to adjust K.I.S. once you have dialed it into your preference. An indicator graphic on the top tube shows the level of tension to which you've adjusted K.I.S..

While riders can set K.I.S. to their preference, there are a few more common factors which we have found impact a rider's perfect K.I.S. setup:

**RIDER SIZE AND WEIGHT.** A larger rider's additional mass (and leverages from their body and wider handlebars) might require a relatively high K.I.S. tension setting. The opposite is true for smaller and lighter riders.

**STYLE.** Smoother riders who like setting up early and carving wide arcs can benefit more from a stronger setting, while riders who like to throw the bike around the trail may prefer a weaker setting for maximum agility.

**TERRAIN.** Are you a bike park basher? A stronger setting will provide more stability if you're generally riding fast and wide-open trails. Technical single tracker? At slower speeds a weaker setting will provide more responsiveness.

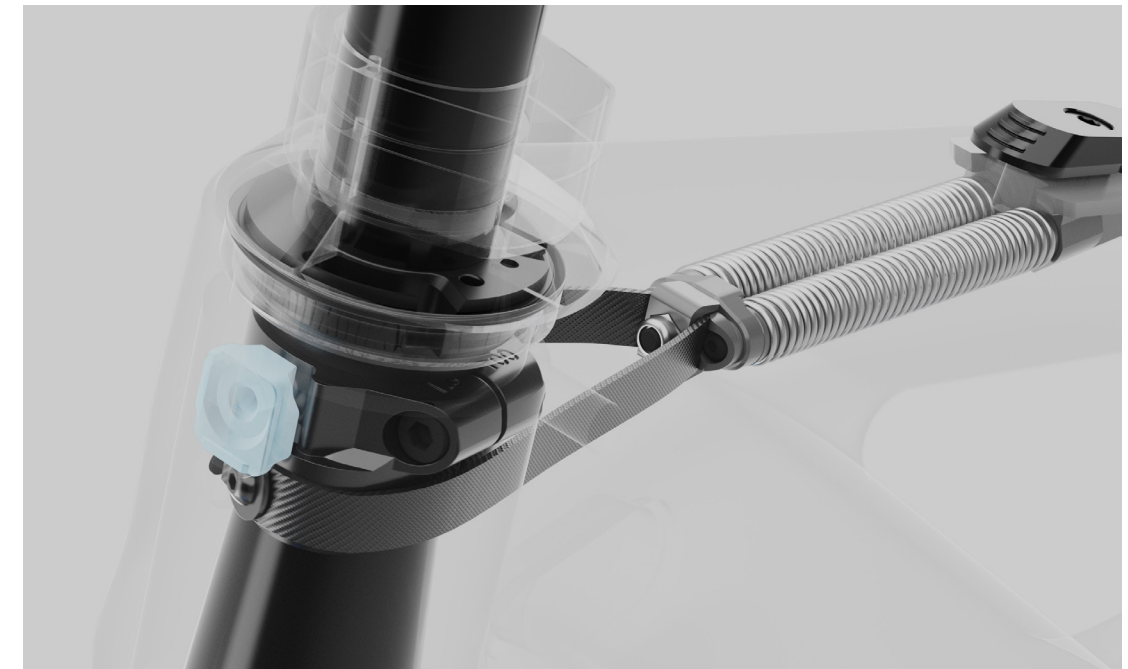
## LIFETIME SUPPORT

The K.I.S. system requires no maintenance. Cleverly and discreetly packaged inside the top tube of your new Spectral, there is no need for cleaning or lubricating K.I.S. The corrosion resistant hardware and coil springs and the ultra-strong synthetic fibre bands will just keep on working away, maintenance-free.

The components should last a lifetime as the forces going through them are minimal compared to their maximum load capacity. No matter how hard or far you turn the bars you cannot overload and damage the system. There is also an integrated rotation stop to prevent the handlebars from turning past 90° in the event of a crash. There is a breakaway force on the cam ring clamp, meaning that in an extreme crash the fork or bars may turn beyond 90°, but the system simply cannot over rotate and become damaged.

Should you happen to crash hard, the system may need to be reset. Simply pop off the headtube cover to reach the cam ring clamp bolt. Loosen, re-align, re-tighten, and you are good to go. For maintenance or bike assembly this is also the access point to the cam/steerer connection for fitting or removing the fork.

You might be asking yourself if Canyon could really cut a hole in a carbon Spectral frame, install this new technology, and still achieve the same strength and durability. Yes, we can. The modified Spectral frame still easily hits our CAT4 strength test, just like the K.I.S.-less Spectral.



## THE PIONEER

K.I.S. will debut on our bestseller, the Spectral CF 8. It's a bike that can handle any kind of riding, loaded with an uber-reliable parts kit that suits most budgets. Why didn't we kick this project off by equipping our top-tier model with K.I.S.? We truly believe that K.I.S. can benefit all riders and we wanted to allow as many riders to experience K.I.S. as soon as possible.

The 160 mm / 150 mm travel Spectral all-rounder boasts modern geometry that allows it to climb and descend any trail. From all-mountain tours to enduro and freeriding, the Spectral is our most capable machine.

The CF8 has a sensible specification with classic Fox Suspension and Shimano brakes and drivetrain. Robust DT Swiss wheels, Maxxis tires, and finished with Canyon's own range of G5 components including the handlebar, stem, grips, saddle, and dropper post. This updated Spectral also comes equipped with our LOAD top tube storage, which riders can fill with trail essentials.

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 (°)	64/64.5	64/64.5	64/64.5	64/64.5
SEAT TUBE ANGLE EFFECTIVE (°)	76/76.5	76/76.5	76/76.5	76/76.5
CHAINSTAY LENGTH (MM)	437	437	437	437
WHEELBASE (MM)	1195	1224	1253	1283
STACK (MM)	610	619	628	637
REACH (MM)	431	456	481	506
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
WHEEL SIZE	29	29	29	29



### SPECTRAL 29 CF 8 K.I.S.

<b>FRAME</b>	Canyon Spectral 29 CF M120 feat K.I.S. 1.0
<b>FORK</b>	Fox 36 PE Grip2 160 mm
<b>SHOCK</b>	Fox DPX2 PE
<b>BRAKE</b>	Shimano XT M8120
<b>WHEELS</b>	DT Swiss XM1700
<b>RIM WIDTH</b>	30 mm
<b>TYRES</b>	Maxxis Minion DHR II MaxTerra EXO Front   EXO+ Rear
<b>CHAINSET</b>	Shimano XT M8120
<b>GEAR RATIO</b>	32t - 10/51t
<b>DRIVETRAIN</b>	Shimano XT M8100
<b>COCKPIT</b>	Canyon G5
<b>SADDLE</b>	Ergon SM10 Enduro Comp
<b>SEATPOST</b>	Canyon G5 Adjustable Dropper
<b>COLOURS</b>	Reflective Grey/Yellow
<b>SIZES</b>	S, M, L, XL
<b>WEIGHT</b>	14.55 kg

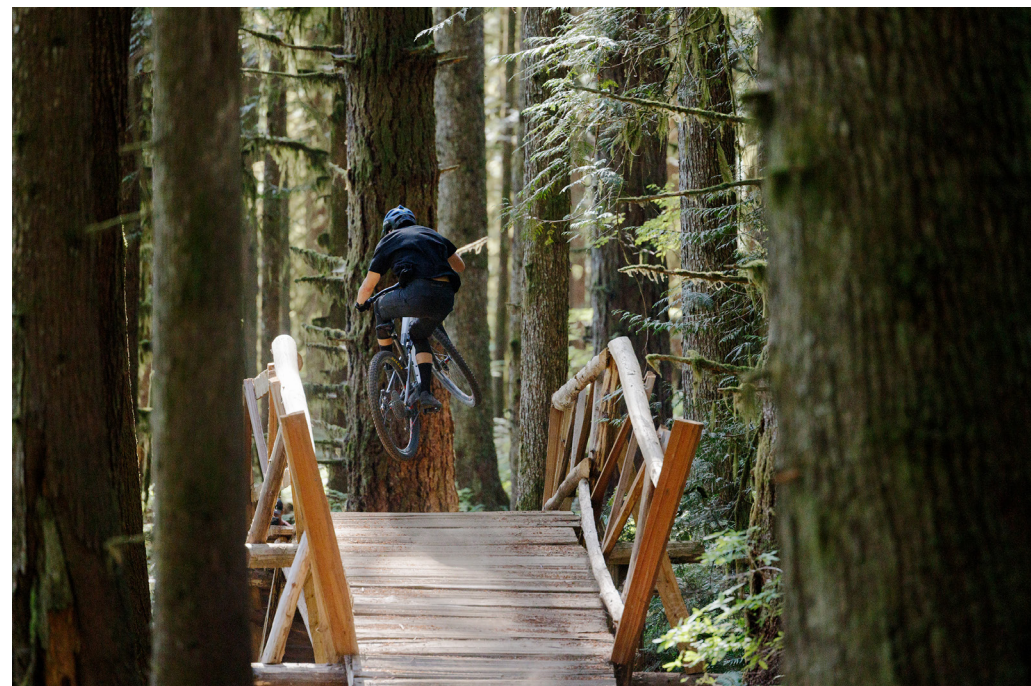


## THE FUTURE OF K.I.S.

If it's so good, why not prove it on a DH race bike, EWS race machine, eMTB, or the top-of-the-line Spectral?

The Spectral CF 8 is just the starting point. Again we wanted to make this technology available to as many riders as quickly as possible. We plan to roll out K.I.S. across many other models in the future.

K.I.S. has a huge future ahead of it. Trail and Gravity MTB are the clear starters, but we see a future where road, gravel, commute, and cargo bikes could all potentially benefit from the increased control delivered by K.I.S.



## MORE GREAT GEAR CANYON HAS BEEN WORKING ON



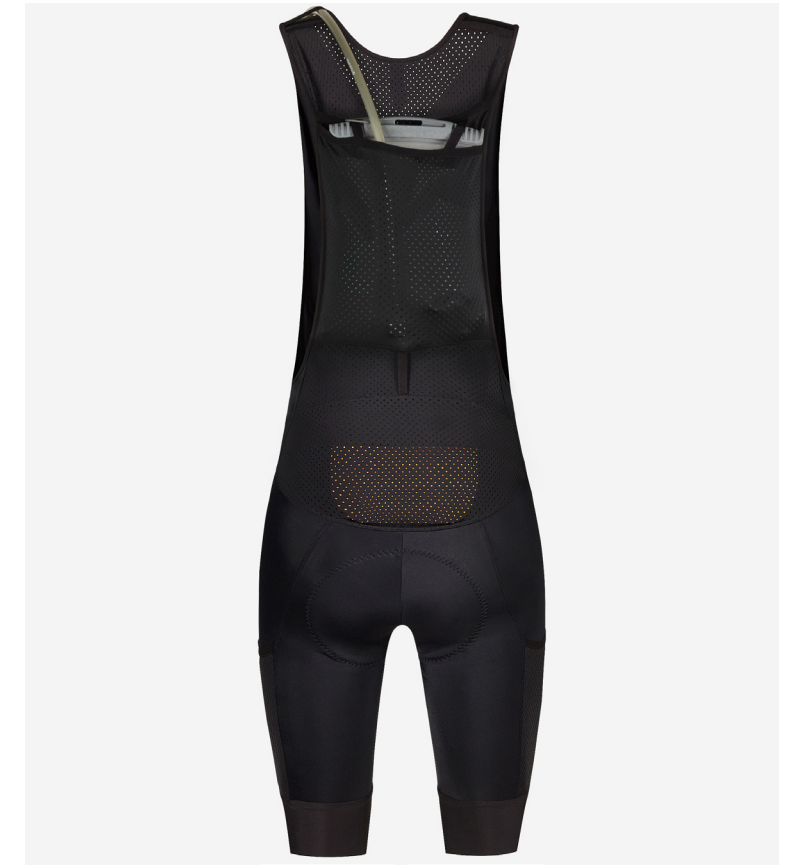
### **CANYON MUDGUARD FOX 36/38**

Just in time for Fall riding. Our new Rox Fender range has options which mount directly to Fox 36, Fox 38 and Rockshox Zeb forks. Keep your face clean and your fork seals cleaner without the need for pesky straps or cable ties.



### **CANYON UNDERSHORT WITH D30 PROTECTOR**

Offering hip and tailbone protection, these undershorts can be worn under our Signature Pro MTB Pants or your other favourite baggies. With a stretchy fabric for freedom of movement, a super comfy chamois and two protectors, these shorts are ready to ride.



### **CANYON SIGNATURE PRO ENDURO BIB SHORTS WITH D30 PROTECTOR**

Our premium race-fit bib short, weighing just 218g (without protector), now made from a lightweight material and perfect for wearing under baggies. Alongside stash pockets, these bibs offer protection thanks to a D30 Viper Central insert at the back while an additional pocket stores your hydration pack. Keeping you protected and hydrated, these shorts are trail ready.

# FAQ

## WHEN CAN I TALK ABOUT K.I.S.?

Keep It Stable, and the Canyon Spectral 29 CF 8 K.I.S. are under embargo until **11am CEST on 25<sup>th</sup> October 2022**

## HOW MANY MODELS WILL FEATURE K.I.S. AT LAUNCH?

Just two. As the exclusive patent licensor of the technology, Canyon will offer the Spectral 29 CF 8 K.I.S. featuring Keep It Stable at launch.

Alongside this will be Liteville, part of the Syntace family, who will sell an EMTB featuring the technology.

Canyon will launch more bikes featuring K.I.S. in 2023.

## HOW MUCH WILL THE CANYON SPECTRAL 29 CF 8 K.I.S. COST?

You can find your local market currency pricing in the press folder shared with this press kit.

## WILL K.I.S. BE AVAILABLE IN THE US?

Canyon US plans to have K.I.S. equipped bikes in Spring 2023.

## WHAT DOES K.I.S. STAND FOR? WHAT IS IT?

Keep It Stable. K.I.S. is a device that controls the steering forces of the bike. The system uses a spring mechanism connected to an adjustable anchor point within the top tube of the frame. The springs are connected to Kevlar bands, which in turn connect to a cam connected to the forks' steerer tube.

As the bars are turned away from center, the springs are brought under increasing tension. K.I.S. actively works to center the steering and control excessive turning and steering deviations caused by the terrain or rider.

## IS K.I.S. A CANYON INNOVATION? WILL CANYON BE THE ONLY BRAND TO HAVE A K.I.S.-EQUIPPED BIKE?

The K.I.S. system was developed by Syntace. Canyon is one of two exclusive partners who have licensed the technology to be able to offer a K.I.S.-equipped bike.

The other licensed brand is Liteville, the sister bicycle brand of Syntace components. Canyon and Liteville will have exclusivity over the technology for the first year. After the first year, other brands will be able to license the system.

## WILL I SEE K.I.S. APPEAR ANYWHERE OUTSIDE OF THE CYCLE INDUSTRY?

The motorcycle industry has taken interest in K.I.S. and there will be exclusive partner brand(s) for this too. The motorcycle world is awash with patents and trademark requests for steering assist devices so this is a hot topic for that industry.

## HOW DOES THIS SYSTEM FEEL ON THE TRAIL? WHAT BENEFITS WILL I FEEL?

K.I.S. riders will experience:

- More stability at high speed
- Less deflection from the intended line on straights and corners
- Greater stability, predictability and control in corners when the rider pushes against the bike.
- Less tendency for front wheel washout or understeer. The system filters out interference from braking forces or

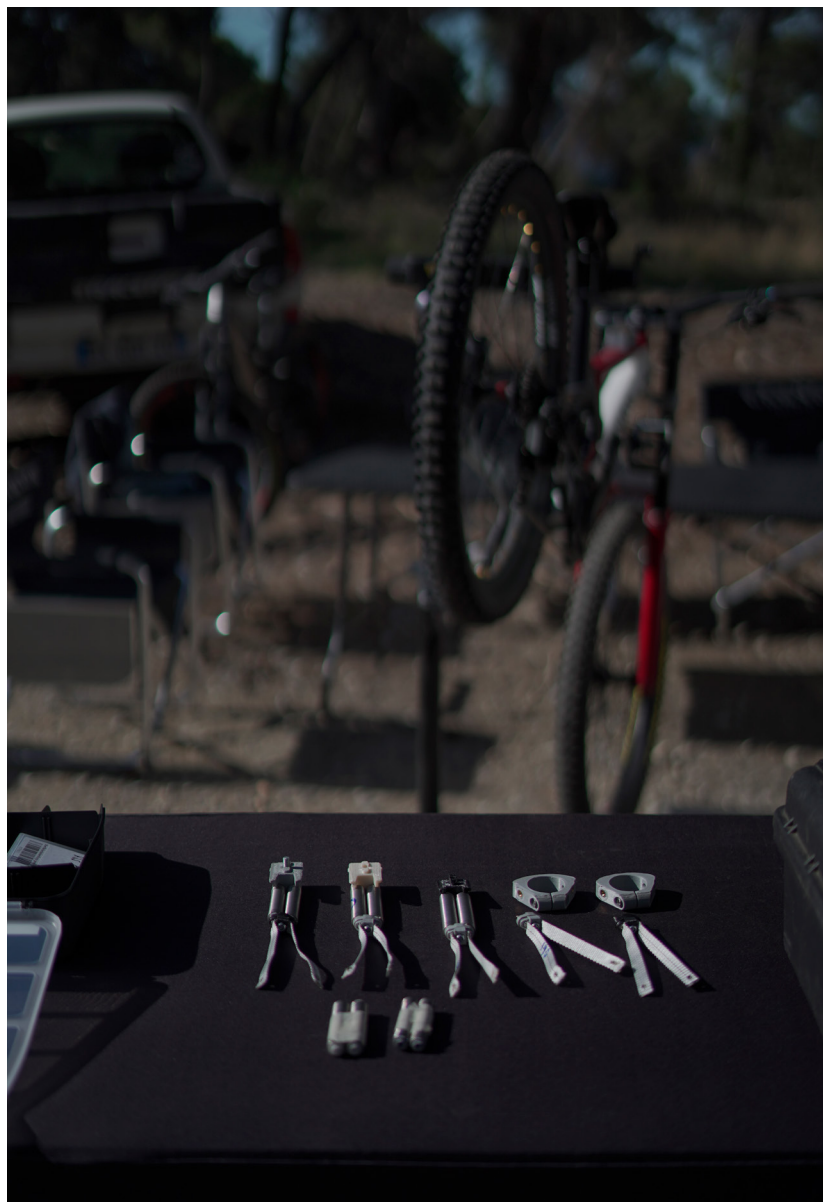
terrain and connects front and rear wheels to promote more controllable two-wheel drifts in loose turns.

- A central reference point which the counter force combats over-corrections.
- The increased predictability and stability reduces rider fatigue on long, rough descents
- Climbing manners improved even on steep climbs – less tendency for wheel flop, easier to hold the line and less surges in power needed to maintain balance.

## DOES K.I.S. MAKE IT HARDER TO TURN AND CONTROL THE BIKE? WHAT ABOUT TIGHT CORNERS AND SWITCHBACKS?

The bike will feel different from traditional unassisted steering. The torque curve is designed to level out – meaning larger rotation angles do not require exponential effort. More experienced riders may take some time to adjust their riding style and line choice to get the most from the system in tighter sections. Remember the first time you rode a 29er?





**HOW IS K.I.S. DIFFERENT FROM THE STEERING STABILISERS YOU SEE ON KIDS' BIKES? WHAT MAKES THIS SO SPECIAL?**

K.I.S. is engineered to work with a precise torque curve. The springs are pre-tensioned, meaning the torque curve starts instantly at zero degrees. A combination of spring and band plus the specific cam shape results in a torque curve which offers more varied benefits and different sensations than what you may have seen on kids' bikes.

**WHAT ABOUT STEERING DAMPERS? WE HAVE THOSE ALREADY ON MOTORCYCLES. HOW IS THIS DIFFERENT?**

Steering dampers add friction to the steering rotation, unlike K.I.S.. These damping systems use friction to help control speed wobble/tank slapper/oscillations at speed. Most damping systems do not provide a center/counter force – unlike K.I.S. – which actively works to center the steering of the bike.

**YOU MENTION 'TORQUE CURVE' IN THE PRESSKIT AS THE UNIQUE PARTY PIECE OF K.I.S. WHAT ON EARTH IS A 'TORQUE CURVE'?**

Torque Curve refers to the rotational counter force the K.I.S. system exerts on the steering throughout the range of motion as the bars are turned away from centre. The reason we call it a 'curve' is because K.I.S. creates a very specific behaviour where the counter force is not linear through the steering range. There is a steep initial 'ramp up' in centring force, which then plateaus to a flatter, slower increase in centring counter force as the bars turn beyond 10 degrees. This creates well proportioned, predictable centring force which effectively stabilises the bike, combats wheel flop and maximises rider control across a range of terrain and conditions.

**WHAT STEPS WERE TAKEN IN DEVELOPMENT TO ESTABLISH THE TORQUE CURVE CHARACTERISTICS OF CANYON'S K.I.S. SYSTEM?**

The original prototypes from Syn-tace really proved how effective this torque curve character was. We further fine-tuned this behaviour for Canyon engineered K.I.S. By testing the system across all categories of bike (not just MTB) and working with test riders of varying ability, athletes and our R&D team we were able to explore how the elements of the torque curve can improve handling and control. When it came to creating our first production K.I.S. equipped bike, the Spectral, we gathered feedback from our MTB specialists. Fabien Barel was part of testing our initial prototypes across DH and Trail bike applications, and the system was even tested under cover on the World Cup DH circuit. (If you look closely at some practice runs of Mark Wallace from Fort Bill this year, you can spot the system). All this has helped us to develop what we believe to be an great debut for this ground breaking technology.

**IN THIS DEVELOPMENT, HOW DO THE DIFFERENT COMPONENTS OF K.I.S. ALLOW YOU TO ACHIEVE THE FEELING CANYON WERE SEARCHING FOR?**

The three key components of K.I.S. are the cam ring, the springs, and the straps. The cam ring shape and band length impact the nature of the torque curve the most. At smaller degrees of rotation (under 5 degrees) band length has the biggest influence on the effect of the system. Shorter bands create a less powerful initial centring effect, whereas longer bands increase the counter force of the system as you initially turn the bars. The cam ring shape and width starts to affect the torque curve as the bars are turned from centre – a wider cam ring creates a torque curve which flattens more as the bars are turned. By contrast, a very narrow, round cam ring creates a more linear torque curve which does not flatten as much after the initial ramp up in centring force – so like on a kid's bike turning the bars 30 degrees requires significantly more force than turning 15 degrees. Finally, spring strength and spring tension allow us to tune the amplitude of these characteristics – enabling us to define the best useable range of adjustment on our production bikes.

**IS THERE A STEERING BLOCK? CAN I BARSPIN THIS THING? WILL IT GET DAMAGED IN A CRASH?**

There is a steering block integrated into the headtube that prevents the handlebar from turning past 90 degrees. In the event of a crash, the system behaves much like a normal stem that is clamped to the steerer tube: with enough force, it will slip if the fork/front wheel is forced past 90 degrees, and the K.I.S. system is prevented from over rotating by the block.

**CAN I ADJUST THE FORCE OF THE SYSTEM? IS IT BASED ON RIDER SIZE/WEIGHT/RIDE STYLE OR TERRAIN**

Yes, for all of those reasons. In general, rider weight will have the most effect on the system's adjustment. But also riding style and terrain will influence the setup.

**WILL THERE BE A SETUP GUIDE?**

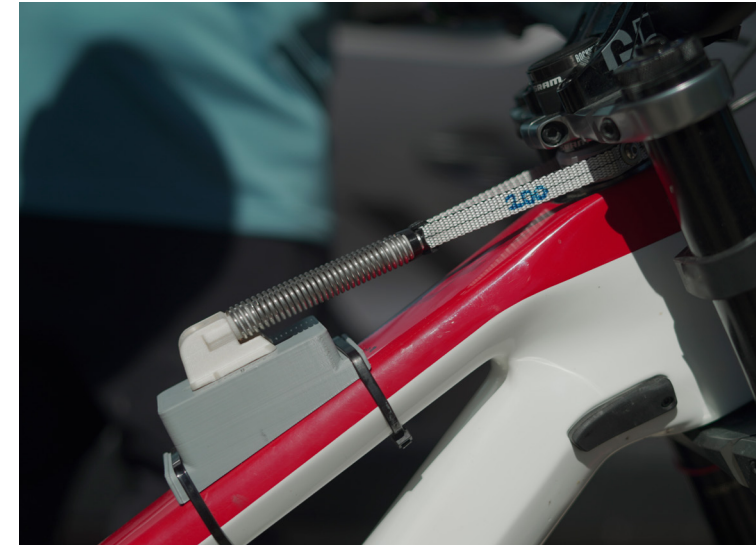
Yes! It will be available when your K.I.S.-equipped bike is delivered.

**CAN I FIT K.I.S. TO ANY BIKE?**

No. External prototype add-on systems might be seen in the wild that have been used for testing and R&D. The current integrated production version is only available with the Spectral CF (8) K.I.S..

**SURELY K.I.S. CAN'T BE A BENEFIT FOR EVERYBODY AND EVERY SITUATION? WHAT ARE THE DRAWBACKS OF THE SYSTEM?**

For some riders 'instability' can be a benefit to their performance. The main example is dirt jump/freestyle riders who want the bike to easily and very quickly change direction for tricks. Some off-road MTB'ers might also find it a disadvantage if they like tricking and jibbing around at lower speeds.





### **HOW DO I REMOVE AND INSTALL A FORK FOR SUSPENSION AND HEADSET MAINTENANCE?**

Removing a fork requires riders and/or mechanics to set the slider adjuster to the forward most position. The next step is to loosen the cam ring clamp screw positioned under the cover on the side of the headtube. Once this is done, remove the fork as normal with some additional rotations back and forth as the fork is removed to help the camring slide off the steerer. To install, reverse the process. When locating the camring on top of the steerer it can help to slide the fork into the frame with a rearward angle, and 'hook the camring with top of the steerer – you can also help guide this with your fingers through the upper bearing seat. Take care to tighten your headset before torquing the camring clamp (the upper headset wedge helps perfectly position the camring. Full video instructions are coming soon.

### **WHAT'S THE WARRANTY ON THIS THING? HOW DO I GET SPARE PARTS?**

We have tested the system to keep performing for the complete guarantee period of the frame (6 years) without any maintenance. These tests show the system may last longer than this- but to keep things simple The K.I.S. system carries a 6 year guarantee against material defect. In case of mechanical mishaps, we will carry full kits, and some of the key fasteners as readily available spares. These can be obtained through Canyon service centres, globally.

### **CAN I REMOVE THE SYSTEM?**

Yes, the system can be removed with just a few basic tools. From Spring 2023, there will also be blanking covers available to cover the opening in the frame where the slider sits. Full video instructions are coming soon.



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## **IMPRINT**

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