



CANNON

TORQUE:ON CF

ALL SHRED NO SHUTTLE

YOU FULLY CHARGED



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THE ALL-NEW TORQUE:ON

What a time to be alive. Just a few years back every e-mountain bike came with an asterisk. If a bike was great to ride it had limited range. If it had a huge battery and motor, you could say goodbye to handling. Now things are different. The new generation of Canyon e-mountain bikes come with bigger batteries, more powerful motors, stronger frames, and the same playful handling Canyon bikes are famous for.



Enter the new Torque:ON CF.

Hitting lap after lap in zones where no shuttle would dare drive or just saving time skipping the lift line, the Torque:ON is an uncompromising freeride machine. Custom-built, industry-leading 720 and 900 Wh batteries integrate seamlessly into an all-new carbon chassis that sets the standard for what a long travel e-MTB can do. Here come the buzz words: Stiffer, lighter, stronger and a little longer, the new Torque:ON took everything great about the previous model and brought it to another level.

From throwing whips at the bike park to scoping out the burliest lines in the backwoods, the Torque:ON CF is here to boost the jumps, plough the bumps, and bring you back to the top for however many runs your poor forearms can handle. All shred. No shuttle.





THE FUTURE OF E-FREERIDE

The original Torque:ON AL was an exceptional gravity bike. It had ultra-playful handling, and despite the added motor and battery weight, could pop off features and get airborne. Equipped with a powerful motor, it had the torque to cruise to the top of any trail. To get those results our designers and engineers opted for a smaller 504 Wh battery. If riders wanted to go all day, they could bring two batteries and swap halfway through.

With the new Torque:ON CF, the gravity team went back to the drawing board to build a true long travel freeride E-MTB with the range for all day riding. Building off the same custom 720 and 900 Wh batteries designed for the Spectral:ON CFR, the first step was to develop a newer and better chassis.

By moving to full carbon our engineers were able to shave 1.5 kg of weight from the previous frame design while still improving front triangle stiffness by 7% and rear

triangle stiffness by a whopping 25%. This means that even though the bike significantly increases its battery size, it still clocks in at a whippable 23.7 kg (Torque:ON CF 9, 720 Wh, Size M) – critical for any park rats trying to get boosted.

The improved stiffness delivers more confidence at speed and the rigid rear end keeps things poppy, playful, and ready to rail berms at breakneck speed. The moto-inspired design of the chassis keeps things on the low. A new low-slung shock position, low bottom bracket and lower motor location mean the centre of gravity sits further down in the frame and seriously improves handling and traction through gnarly bits of trail.

The new carbon layup also allowed our engineers to cut weight while still making the bike stronger at critical junction points. This isn't just a beefed-up version of the Spectral:ON or a Strive:ON with more travel, it's the next step in shuttle-free freeriding.



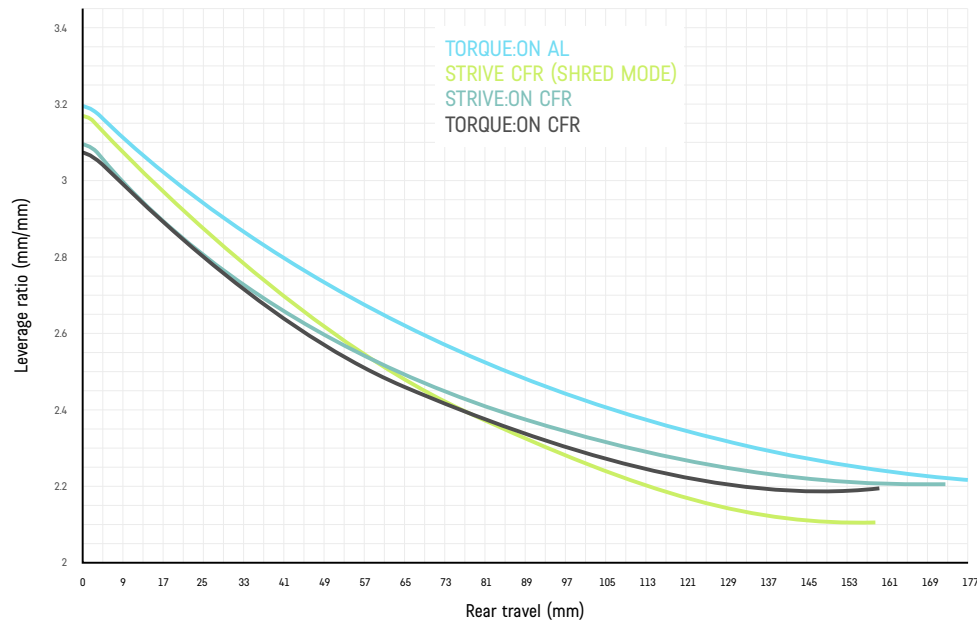
MULLETS ONLY

After loads of testing (running laps) by our pros, engineers, and designers, we opted to release all three of the new Torque:ON CF models as mullet only. When it comes to fun-focussed gravity riding, 29" up front and 27.5" in the rear is the best of both worlds.

The big wheel on the front delivers more grip through corners and improves rollover in technical sections while the smaller rear wheel makes the bike more agile, improves rear end rigidity and offers more butt clearance for hanging off the back on steep techy sections.



LEVERAGE RATIO



DOUBLE DOWN ON TRIPLE PHASE

If it ain't broke, don't fix it. Since its debut on the original Sender in 2016 our Triple Phase Suspension has become a staple of our mountain bike line-up. The sensitive beginning of the leverage curve improves traction and reduces trail chatter while the supportive mid stroke gives riders a stable

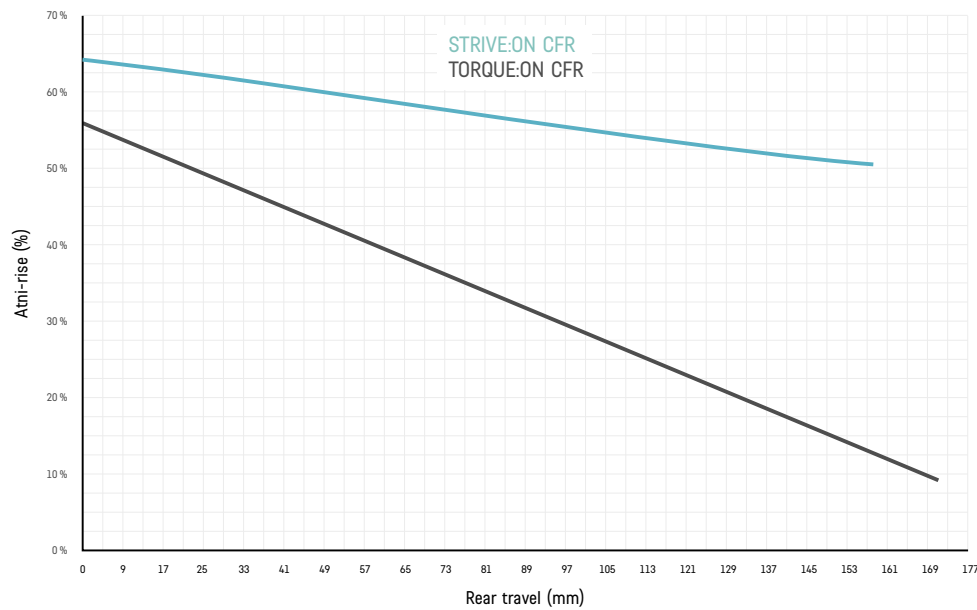
platform to pump through take-offs and boost off trail features. The end of the stroke ramps up to keep the suspension from bottoming out in case you accidentally (or intentionally) huck to flat.

We were pretty stoked on the leverage curve of the existing Torque:ON AL, so stuck with the same recipe for this new CF version. But that doesn't mean we ignored the opportunity to refine and improve things little more for the new bike. We tweaked the anti-rise on the Torque:ON CF. At

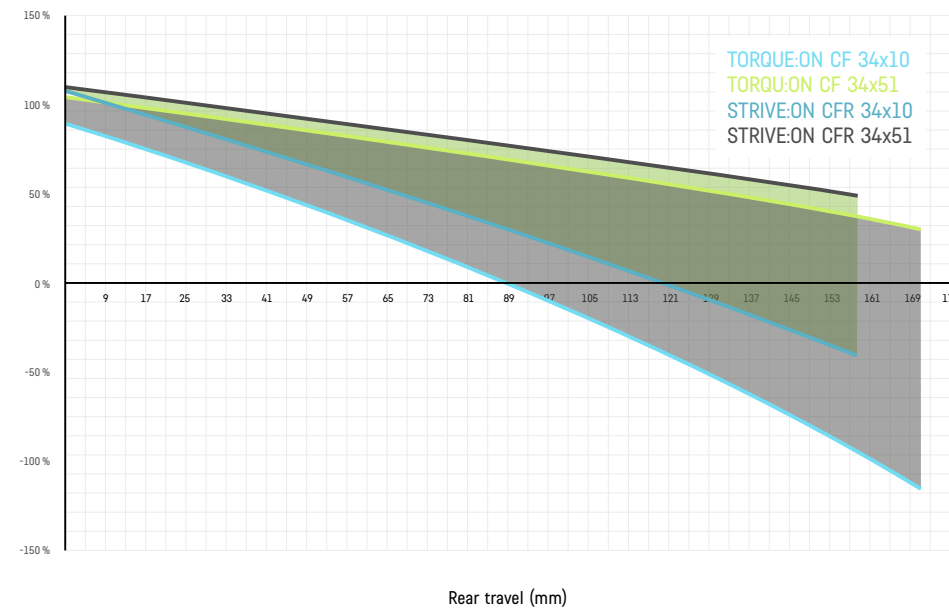
a slightly lower level than than the race focused Strive:ON CFR, the updated anti rise levels keep the suspension active and improve performance under braking – a real game changer when you're charging into bike park corners riddled with braking bumps.

The Torque:ON CF also runs slightly less anti-squat than the latest Strive:ON CF race machine, further reducing trail chatter through the rough sections.

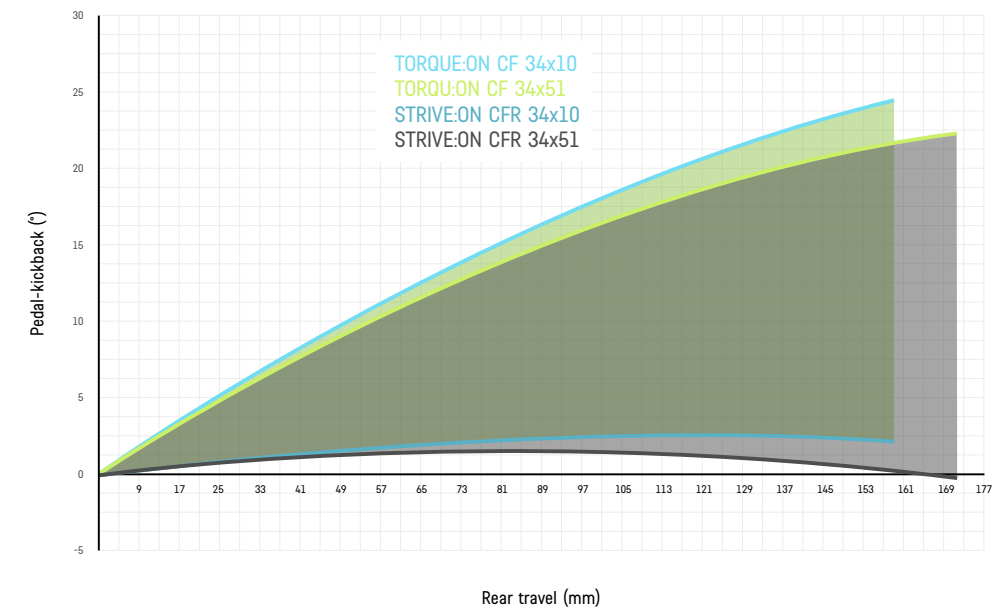
ANTI-RISE



ANTI-SQUAT



PEDAL-KICKBACK



WHAT'S YOUR ANGLE?

One of the main goals in creating the Torque:ON CF was to make an e-MTB that rides like a thoroughbred freeride rig when you point it downhill. As such, its geometry is like the non-electric Torque. Its long 63.5-degree head tube angle offers confidence-inspiring stability, while a steeper 77.5-degree seat tube angle and 10 mm longer chainstays, now 445 mm, help riders maintain control on steep technical climbs and keep the front wheel on the ground while the motor launches you uphill with a monstrous 85 Nm of torque.

The new Torque:ON also rocks an extra 10 mm of reach for a roomier cockpit meaning more stability at speed and more space to shift weight forward up steep climbs. Not to mention single crown forks with burly 38 mm stanchions to hit the perfect balance between durability and range of motion.



| FRAME SIZE | S | M | L | XL |
|-------------------------------|-------|-------|-------|-------|
| SEAT TUBE LENGTH (MM) | 395 | 420 | 435 | 460 |
| TOP TUBE LENGTH (MM) | 592.0 | 618.6 | 645.6 | 673.0 |
| HEAD TUBE LENGTH (MM) | 105 | 115 | 125 | 135 |
| HEAD TUBE ANGLE (°) | 63.5 | 63.5 | 63.5 | 63.5 |
| SEAT TUBE ANGLE EFFECTIVE (°) | 77.5 | 77.5 | 77.5 | 77.5 |
| SEAT TUBE ANGLE ACTUAL (°) | 72.3 | 72.6 | 72.8 | 73.1 |
| REFERENCE SEAT HEIGHT (MM) | 719 | 758 | 802 | 842 |
| CHAINSTAY LENGTH (MM) | 445 | 445 | 445 | 445 |
| BB OFFSET FRONT (MM) | 32 | 32 | 32 | 32 |
| WHEELBASE (MM) | 1247 | 1276 | 1306 | 1334 |
| STACK (MM) | 639 | 648 | 657 | 666 |
| REACH (MM) | 450 | 475 | 500 | 525 |
| SPACERS (MM) | 20 | 20 | 20 | 20 |
| STEM (MM) | 40 | 40 | 40 | 40 |
| HANDLEBAR WIDTH (MM) | 780 | 800 | 800 | 800 |
| CRANK ARM LENGTH (MM) | 165 | 165 | 165 | 165 |
| SEATPOST DIAMETER (MM) | 30.9 | 30.9 | 30.9 | 30.9 |
| DROPPER TRAVEL (MM) | 150 | 170 | 200 | 200 |





BBE

Big batteries. Big energy. Unsatisfied with the available tech, our R&D team embarked on a project to create two huge Canyon engineered batteries to provide a massive range without compromising the bike's handling or design. First debuted on our Spectral:ON family last year, the power plants are available in 720 or 900 Wh, as compared to the standard 630 Wh from Shimano.

With a unique shape and horizontal cell orientation the batteries were designed for optimal weight distribution within the bike. We didn't want you to not be able to bunny hop or manual!

What this means for riders is the Torque:ON won't just get you up and down your local hill all day, it will ferry you to the top of hard-to-reach trails where even the burliest shuttle vehicles dare not go. You can focus your energy on nailing the descents without worrying about how you'll manage that long traverse back to the parking lot.

Approved by Shimano, and covered under their support network, our special batteries are reliable and work perfectly with the Shimano EP8 motor. One note: Size S bikes are only compatible with the smaller 720 Wh battery due to downtube dimensions.



| | |
|---------------|---------------|
| 900 WH | 720 WH |
| 97,2 km | 77,7 km |
| 2.132 m elev. | 1.681 m elev. |

HYDRATION STATION

There's nothing finer than running laps on a hot day with a water bottle on the bike and no pack anywhere near your back, but some gravity bikes don't have room for a water bottle. In fact, once the frame and suspension design for the Torque:ON were dialled in to deliver the best possible performance and handling there was not much room left in the front triangle. Undaunted and thirsty, our team engineered their way to a soluble solution.

Taking further inspiration from moto design, our engineers created a split in the top tube to perfectly house a custom 650 ml bottle. Positioned directly behind the top tube, the bottle is easy to access and comes with an extra strap to guarantee it stays put even in the gnarliest terrain. The bottle, cage and strap ship free of charge as a separate item with every order of the Torque:ON CF and require the customer to install it themselves if they want. Installation is not a big deal though- just wind in the two fixing screws, and it's done.





THE GREAT EP8

With its proven performance, compact size and light 2.6 kg total weight, the Shimano EP8 was the obvious choice for designing a bike with serious power that still handles like a pure freeride whip.

Its 85Nm of torque and natural power delivery do the grunt work to get you back to the top of any run on the hill. Whether that means hauling up a fire road at full speed or negotiating a technical uphill out in the backcountry, you can count on the EP8 to keep your pedals turning.

When designing the bike, we rotated the drive unit by over 30 degrees. This allowed our engineers to position the motor even lower in the frame while also allowing the larger custom batteries to easily slot in and integrate into the bikes downtube.

LAYUP POWER UP

The Torque:ON CF is tested and rated at our highest level: Category 5E. But what does that even mean? The frame goes through the same load and durability testing as the downhill-ready Sender, but with even more cycles. On top of this, there is even special testing around the seat post to anticipate extra forces from technical seated climbing. All this means for you is that you can count on this bike to handle seasons of freeride abuse.

The new carbon layup strengthened the frame at critical points and even demanded some new approaches like using solid carbon 'fingers' at the lower shock eyelet to make this portion of the seat stay more than ready for any serious bottom outs or big hits. While the split top tube might look atypical, the carbon on either side of the bottle slot is seriously beefed up and tested at the highest level.

The bike's durability extends beyond the frame and testing. The Torque:ON uses the same replaceable thread inserts as other bikes in our gravity range. The inserts guarantee that a little mistake while wrenching won't require a new frame. Simply replace the insert and you're good to keep riding. To keep the Torque:ON CF running better longer it also comes equipped with double sealed bearings. The extra sealing and a proprietary grease fill extend bearing life for more time on the trails and less time in the workshop.





FEATURED FEATURES

To keep you and your Torque:ON looking fresh and riding well we designed a set of direct mount fenders. The rear fender takes its cue from the Sender fender and connects to the rear triangle while the front fender comes in two different versions that attach via screw mounts to the RockShox Zeb and Fox 38 respectively. The fenders are available separately on [canyon.com](https://www.canyon.com).

The Torque:ON CF also features two mounting points beneath the top tube and seat tube junction where you can bolt on a frame mounted multitool like the Topeak Ninja Master+ Toolbox, so you are never caught short without a Hex key again.

Finally, we used feedback from our race team mechanics we developed a series of frame protectors. An integrated rubber downtube protector shields the frame from errant rocks and crashes and a moulded seatstay protector does the same. A proprietary chainstay protector with special ridges protects the rest of the rear triangle while also dampening any chain slap.



FAQ

SPECS

| | TORQUE:ON CF 8 | TORQUE:ON CF 9 | TORQUE:ON CF LTD ROCZEN |
|---------------------|---|---|---|
| FRAME | Canyon Torque:ON CF M124 | Canyon Torque:ON CF M124 | Canyon Torque:ON CF M124 |
| DRIVE UNIT | Shimano EP8 | Shimano EP8 | Shimano EP8 |
| BATTERY SIZE | 720 Wh | 900 Wh | 900 Wh |
| FORK | Fox 38 Performance Grip (180 mm) | Fox 38 Factory Grip2 (180 mm) | RockShox Zeb Ultimate RC2 (180 mm) |
| SHOCK | Fox X2 Performance 2Pos | Fox X2 Factory 2Pos | Rockshox Super Deluxe C Ultimate |
| GROUPSET | Shimano SLX w/ Deore Cassette (10 – 51t) | Shimano XT (10 – 51t) | SRAM X01 AXS (10 – 52T) |
| CRANKS | Shimano FC-EM600 (34T) | Shimano FC-EM900 (34T) | Shimano FC-EM900 (34T) |
| BRAKES | Shimano SLX (203/203 mm) | Shimano XT (203/203 mm) | SRAM Code RSC (220/200 mm) |
| WHEELSET | Sun Ringle DUROC SD 37/42 | Sun Ringle DUROC SD 37/42 | DT Swiss HFR1500 |
| TIRES | F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis Minion DHR II 2.6 Maxxterra, EXO+ | F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis Minion DHR II 2.6 Maxxterra, EXO+ | F: Maxxis Assegai 2.5 Maxxgrip, EXO+ R: Maxxis Minion DHR II 2.6 Maxxterra, EXO+ |
| HANDLEBAR | Canyon ON | Canyon ON | Canyon ON |
| STEM | Canyon ON 40 mm | Canyon ON 40 mm | Canyon ON 40 mm |
| SEATPOST | Canyon Iridium Dropper | Canyon Iridium Dropper | RockShox Reverb AXS |
| SADDLE | Fizik Gravita Alpaca X5 | Fizik Gravita Alpaca X5 | Fizik Gravita Alpaca X5 |
| COLOURS | Stealth, Chainsaw Orange | Stealth, Bigger Bamboo | Roczen 94 |
| WHEELSIZE | Mullet | Mullet | Mullet |
| FRAMESIZES | S, M, L, XL | S, M, L, XL | S, M, L, XL |
| WEIGHT | 24.0 kg (720 Wh) | 24.6 kg (900 Wh) | 24.76 kg (900 Wh) |



STEALTH



BIGGER BAMBOO



ROCZEN 94



CHAINSAW ORANGE

WHEN CAN I TALK ABOUT THE NEW TORQUE:ON CF?

At **11 AM CEST** on **May 9, 2023**.

HOW MANY BIKES ARE IN THE TORQUE:ON CF LINE-UP? CAN YOU LIST THEM BELOW?

The new Torque:ON range will be made up of three models total: The Torque:ON CF8, Torque:ON CF9 and Torque:ON CF Roczen.

HOW MUCH SUSPENSION TRAVEL DOES THE TORQUE:ON CF HAVE?

It rocks a plush 175 mm of rear travel and a burly 189 mm fork.

WHAT WAS CANYON AIMING TO ACHIEVE WITH THE TORQUE:ON CF IN TERMS OF RIDE QUALITY AND PERFORMANCE?

The Torque:ON CF is a no-compromise freeride e-MTB. It was designed for aggressive downhill riding at bike parks without lift access and for getting to areas that are difficult to shuttle. While the Torque:ON CF climbs well, that is not its speciality. It's a true downhill machine.

HOW DID CANYON'S ENGINEERS ACTUALLY ACHIEVE THAT GOAL?

In terms of geometry, the Torque:ON was modelled exactly off the non-electric Torque. It relies on a low bottom bracket, a slack head angle and a steep seat tube to make it a stable and confident descender. The huge battery is also a critical addition for bit shuttle days. The high-volume hydration system is also clutch for those big days out on trail.

HOW DOES THIS BIKE COMPARE TO THE CURRENT TORQUE:ON AL?

The new Torque:ON CF is significantly lighter, has a much higher battery range and thanks to the special bottle system has a larger volume for hydration.

HOW DID YOU DECIDE ON THIS BIKES GEOMETRY?

We wanted the new Torque:ON to be a pure freeride and bike park shredder. We fell in love with the 63.5-degree headtube angle on the standard Torque, so we brought it over to the electric version. Other key geo features also follow the non-electric bike closely, with reach and chainstay length getting

a little longer to boost stability and help shift weight distribution forward on steep climbs.

DID THE MOTOR IMPACT THE FRAME'S GEO? DID WE NEED TO ADJUST THE POSITION OF THE MOTOR TO ACHIEVE THE GEO WE WANTED?

Not much. A great advantage of the EP8 motor is that it's compact. That made it simple to dial in the geometry around the motor.

HOW DID WE DECIDE ON BATTERY LOCATION? WHAT MEASURES DID WE TAKE TO ENSURE THE BIKE IS BALANCED ON JUMPS AND BIG TERRAIN?

The custom batteries are long and distribute weight evenly through the downtube. Too much weight over the rear wheel can make it very difficult to bunny hop so the weight of the battery is more balanced towards the front. The battery is completely enclosed in the frame which allows the battery housing to be made of plastic and save weight.

WHAT WHEELSIZE DOES THE TORQUE:ON CF HAVE?

All Torque:ON CF are mullet bikes with 29" up front and 27.5" in the rear.

WHY CHOOSE THIS, AND NOT STICK WITH FULL 27.5?

We did a ton of riding with different wheel size combinations and were the most stoked on mullet. It's really the best combination in terms of both stability and agility.

WHY NOT OFFER WHEELSIZE OPTIONS, OR CONVERSION OPTION BETWEEN 29 AND 27.5 REAR WHEELS?

While we still see the value in offering different wheel sizes for standard gravity bikes, we are confident that mullet is the best option for e-MTB.



WHAT DOES CATEGORY 5E MEAN IN TERMS OF HOW THIS E-MTB CAN BE RIDDEN? CAN IT RIDE RAMPAGE?

Category 5E is Canyon's most brutal testing standard. The bike has undergone the same maximal load testing and cycles as our standard Category 5 bikes (Torque, Stitched and Sender) and then gone through additional cycles and load testing

to account for the increased drive forces on the chassis, and forces through the seat tube.

HOW DOES THIS COMPARE TO THE NON-ELECTRIC TORQUE MULLET?

We're proud to say the bikes ride virtually the same.

IS THIS GOING TO BE AN EWSE BIKE, OR A BIG MOUNTAIN / BIKEPARK SLAYER? OR BOTH?

Bike park bike for sure. With a low BB and a burly but playful feel, the Torque:ON is all about ripping laps until your hands hurt, rather than scrambling up technical trails or endoing round tight hairpins.

HOW MUCH DOES THE NEW FRAME WEIGH? IS IT LIGHTER THAN THE OLD ONE?

The new bike is significantly lighter, with the previous Torque:ON coming in at 4.9 kg and the new Torque:ON CF weighing 3.4 kg (both size M).

IS THE BIKE AIR SHOCK AND COIL SHOCK COMPATIBLE?

The Triple Phase kinematic has been designed to work with both air and coil sprung shocks

HAVE THE KINEMATICS CHANGES VS THE OLD TORQUE:ON?

The overall leverage curve character is almost the same between the old and new Torque:ON. Overall, we felt this was a real strong suit of the previous bike, so saw little need to mess with it. We have made refinements to the anti-squat with the new bike starting slightly higher, but dropping away rapidly to offer improved pedal efficiency, while reducing pedal kick back on bigger hits. The anti-rise also gets a tweak. The new Torque:ON CF has lower anti-rise to keep the suspension a little more active under braking.

WHAT IS THE SHOCK SIZE AND HARDWARE SIZE ON THE TORQUE:ON CF?

Shock size is 225x70. Trunnion upper mount. Lower hardware: 40x8 mm

WHAT IS THE MAX CHAINRING SIZE ON THE TORQUE:ON CF?

Up to 36t

IS THERE A CHAINGUIDE AND CHAINRING PROTECTION?

There is an integrated top guide, and a bashguard built into the motor cover on the frame.

WHAT IS THE MAXIMUM LENGTH FORK I CAN FIT TO THE TORQUE:ON CF? IS IT DUAL CROWN COMPATIBLE?

The bike ships with a 180 mm fork, the frame is compatible with up to 190 mm travel. Due to the wide downtube, the steering angle would be too restricted to run dual crown forks.



THE TORQUE:ON CF HAS A PROPRIETY BOTTLE AND UNUSUAL FRAME DESIGN. WHAT WERE THE REASONS FOR HEADING IN THIS DIRECTION? WHAT ARE THE PERFORMANCE BENEFITS?

The new design enabled us to keep the centre of gravity low and offer a balanced weight distribution for improved handling. Using the proprietary bottle in this unique position not only opens up the space to execute this low-slung design, but also provides easy access to the bottle with a 650ml capacity. That wouldn't have been possible in the usual downtube position across all four frame sizes.

CAN A STANDARD BOTTLE BE FITTED?

No, a standard bottle is not compatible.

IS THERE ANY OTHER STORAGE ON THE BIKE? A MOUNT FOR TUBE STRAP, ETC?

The Torque:ON CF features mounting points under the top tube for a frame mounted multi tool- like the Topeak Ninja Master+ Toolbox.

WHAT WERE THE MOST CHALLENGING ASPECTS OF THE NEW DESIGN?

Such a unique design created several new challenges and opportunities. Designing the bespoke bottle was something we are not used to including within our R&D process, but it was a fun project connecting the gear team with the engineers to achieve the final result.

ARE THERE ANY EASY WRENCHING AND DURABILITY FEATURES ON THE TORQUE:ON CF? THREAD INSERTS, SEALED BEARINGS, ETC?

The frame features a full line up of easy wrenching innovations: Guided internal cable routing, thread inserts and double sealed bearings on all pivot points.

IS THERE AN ALUMINIUM VERSION OF THIS NEW BIKE PLANNED?

No AL option is planned, due the more complex forms and design of the frame, an AL frame would be heavier, more expensive, and uneconomic if we produced one. We will continue to offer the existing Torque:ON AL as a an affordable heavy hitting EMTB option.

IS THERE A CFR VERSION OF THIS NEW BIKE PLANNED?

No. CF only. The Torque:ON CF is an all-round, long travel, bike park bike with less focus on shaving grams. The Strive:ON is our e-MTB race bike and features exclusively CFR frames.

WHAT IS THE MAX REAR TYRE SIZE FOR THE TORQUE:ON CF?

2.6 inches



WHAT MOTOR DOES THE TORQUE:ON CF COME WITH? AND WHY DID WE CHOOSE THIS OPTION?

We went with the Shimano EP8 motor. It's size and weight gave us the most freedom in designing the bike, and the smooth power delivery offers the perfect amount of predictable support for riding down gnarly lines and self shuttling back to do it all again, and again.

WHAT BATTERY OPTIONS ARE AVAILABLE? IS THIS ON ALL MODELS AND SIZES IN THE LINE-UP? HOW MUCH MORE DOES THE 900 WH COST?

There are two battery sizes: 720 and 900 Wh and the 900 Wh is a 400€ upcharge compared to the 720 Wh. Small frames are only compatible with 720 Wh batteries.

DO I NEED TO CARE FOR MY BATTERY IN A SPECIAL WAY? HOW SHOULD I STORE IT?

The batteries are lithium ion so all the rules that you know from your smartphone apply. Store the batteries at room temperature and at 60% state of charge to help increase battery longevity.

WHAT CHARGER DOES THE BIKE SHIP WITH? CAN I CHARGE THE BATTERY ON OR OFF THE BIKE?

A 4 amp charger is supplied as standard and charging can be done on or off the bike. The new Rosenberger-style magnetic connector makes charging the battery on board the bike simple. Removing the battery and charging it separately is also easy. Unscrew two fixing bolts and then slide the battery out of the down-tube. When charging off the bike,

a handy charge indicator on the battery housing lets riders know how much juice is left.

CAN YOU USE A SHIMANO CHARGER WITH THE TORQUE:ON CF BIKE AND BATTERY

No, the interface is designed around the Rosenberger style connection, so riders need to use the charger that is supplied with the bike. Replacement chargers are also available at canyon.com.

HOW MUCH DOES EACH BATTERY WEIGH?

720 Wh – 3.84kg
900 Wh – 4.75kg

By comparison the Shimano BT-E8036 630 Wh weighs 3.7 kg.

IS THERE AN OPTION TO UPGRADE THE CHARGER? WHAT BENEFIT WILL THIS GIVE ME?

You can select a 6 amp charger at checkout for an additional cost. The 6 amp reduces charging times:

720 Wh w/4A Charger: 5.8 – 6.3 h
900 Wh w/4A Charger: 7.2 – 7.8 h
720 Wh w/6A Charger: 4.0 – 4.7 h
900 Wh w/6A Charger: 5.0 – 5.6 h

WE SPEC COIL SHOCKS ON THE ROCZEN MODEL, WHAT SPRING WEIGHTS ARE INCLUDED WITH EACH FRAME SIZE?

See the list frame size/spring weights provided below.

S – 350
M – 400
L – 450
XL – 500





CAN YOU SHARE A SHOCK SETUP GUIDE FOR THE NEW BIKE?

Coming soon

WHAT TYRE CASING SPEC COMES WITH THE TORQUE:ON CF?

New Exo+ from Maxxis front and back.

WHY CHOSE THIS CASING AND NOT A HEAVIER OR LIGHTER OPTION?

We know from our testing that Exo+ delivers the right amount of durability and feeling for the bike, while maximising efficiency and range

WHAT CRANKLENGTH IS SPEC'D ON THE BIKE?- WHY DID WE CHOOSE THIS OPTION?

165 mm for a little more pedal clearance. Short cranks also tend to promote higher cadences, which help the motor to perform at its best.

IS THIS BIKE COMPATIBLE WITH SHIMANO 630 WH BATTERIES?

No.

HOW IS WARRANTY GOING TO WORK FOR ME? IF THE MOTOR IS SHIMANO AND THE BATTERY IS CANYON? IS MY SHIMANO WARRANTY AFFECTED? WHO WILL TAKE CARE OF ANY ISSUES?

Canyon's batteries are part of the Shimano Steps Service Program. This means consumers can order replacement batteries or get warranty support through bike shops that are Shimano dealers.

WHAT IS THE CAPACITY OF THE BOTTLE ON THE TORQUE:ON? IS IT DISHWASHER SAFE?

It's 650 ml, dishwasher safe, and BPA free.

IS IT INCLUDED WITH THE BIKE AT PURCHASE?

Yes. The bottle, cage and strap are added as 'bonus items', free of charge, in the checkout process.

WHAT MEASURES HAVE TAKEN TO ENSURE THE BOTTLE STAYS IN PLACE?

Our team and Fabien Barel did a lot of test riding to get this sorted. Under normal conditions the cage will be enough. For fast and rough riding, on downhill tracks and in bike parks, we developed an additional strap which will hold the bottle in every situation.

WILL A NEW BOTTLE BE AVAILABLE SEPARATELY? HOW MUCH WILL IT COST?

Every part of the Set will be available as a spare part, or if riders want to have a second back up bottle.

| | |
|-------------------|--------|
| Full Set: | 29,95€ |
| Bottle: | 19,95€ |
| Cage with screws: | 14,95€ |
| Strap: | 4,95€ |

ARE THE BOTTLE AND CAGE COMPATIBLE WITH ANY OTHER CANYON BIKES?

No. It's 100% made for this bike.

HOW DO I REMOVE AND INSTALL THE BATTERY?

Riders can access the battery cradle via a cover on the underside of the downtube. To remove the battery, first invert the bike and unplug the power connector on the side of the downtube. Then release the latch securing the battery cover on the underside of the downtube. Beneath the battery cover are two screws which secure the battery in the frame. Undo these completely with a 4 mm hex key (the screws can be stored for safe keeping on a magnetic section integrated on the underside of the battery cover). Then using the pull handle on the battery, slide the battery out of the downtube. Both the 720 and 900 Wh batteries are secured in the same way, and either battery size can be run in the frame.

WHY IS THE ROCZEN MODEL RED? DID YOU GUYS NOT GET THE MEMO KEN RIDES FOR SUZUKI NOW?

Fair point. When we learned about Ken's new MX sponsor, we worked on some yellow artworks with Ken. In the end, he said he really likes the red – so that's what we went with. And we have to agree, the red looks pretty badass. Good call Ken.



TORQUE:ON CF
ALL SHRED. ◀
NO SHUTTLE.

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