

CANYON SPECTRAL CF



CANYON

# All-ways Trail

CANYON SPECTRAL CF



# The all-new Spectral CF



ANY TRAIL. EVERY RIDER.	4
FINE TUNING TRAIL	5
DETAIL DRIVEN CHASSIS	6
STASH AND STORE	7
FLIP TO SWITCH	8
MORE PLUSH. SAME POP.	9
ALL-MOUNTAIN ANGLES	11
COMPLEMENTARY CONTROL	12
THE COMPLETE PACKAGE	14
THE SPECTRAL SQUAD	16
FAQ	18

CANYON SPECTRAL CF

# Any Trail. Every Rider.



The mountain biking spectrum can be a hazy one, with disciplines blending more and more into each other with every passing year. And while we love a focused, specialist setup as much as anyone to push the performance envelope, we also appreciate the versatility of a damn good all-rounder. One bike that you can jump on no matter what the plan, no matter the destination.

We've gone all-out on the development of our latest SPECTRAL CF, stacking new innovations on top of tried and tested tech to step up the

performance, reliability, and features and create one of the most refined, complete trail bikes out there.

Set it up how you want, take it where you want, and ride it the way you want to. Our next-generation trail bike delivers do-it-all, boundary-breaking capability for a huge range of riders. Whether you want a playful trail toy, an awesome adventurer, or just need one bike for a bit of everything, the new SPECTRAL is ready for it all. The new SPECTRAL is All-Ways Trail.



# Fine Tuning Trail



PREVIOUS GENERATION SPECTRAL FEATURING MODULAR FRONT AND REAR TRIANGLES TO ACCOMMODATE DIFFERENT WHEELSIZE SETUPS



A quick glance at the silhouette or geometry table of our all-new trail tamer might fool you into thinking this is just a tweaked, facelifted version of our previous SPECTRAL CF platform. However, the devil really is in the details with the new SPECTRAL CF.

The previous SPECTRAL made huge strides forward in terms of geometry, wheel size options, kinematics, and design. The result was a badass trail bike that sat on the bleeding edge of trail bike capability – seeing action at EDR World Cups and delivering mind-bending sends and jibs from our CLLCTV freeride athletes. All the while, it maintained the versatility that allowed riders of any

level to get out and ride up, down, and along their favourite trails.

The price for such significant leaps in progression? There was less opportunity for us to refine and hone the details. Cue the new SPECTRAL CF, which has its sights firmly set on being the ultimate trail bike. To achieve this, our engineers doubled down on the details – leaving no stone unturned in their search to improve and optimize almost every area of the bike, no matter how small. And all this refinement adds up to some serious gains on the trail.



# Detail driven chassis

The redesigned, reengineered carbon frame sits as the centre piece for the development. Taking months of testing feedback from the previous SPECTRAL, we were happy with the overall stiffness that chassis provided. However, by dialling in exactly where on the frame we engineered both stiffness, and compliance, allowed us to step up the ride quality on the new SPECTRAL CF.

While front triangle stiffness remains high on the new bike, inspiring confidence with a consistent, predictable connection between the rider's hands and feet, the rear triangle now has more compliance thanks to the slimmed down seatstays and chainstays. Playing a critical role in connecting the stiff front triangle and more compliant rear is a new one-piece rocker link. This small but significant part reduces lateral loads going into the shock, keeping the rear suspension free to do its job. Another upside of the slimmer stays is that heel clearance has increase by 2–3 mm each side minimising the chance of paint getting buffed by a wayward foot.

Recognising that some riders love to get rowdy on their trail bikes from time to time, the new SPECTRAL keeps the same Category 4 'enduro proof' strength rating as the previous generation bike. And, while the trail focussed shorter travel setup (read on for more details) means the bike is unlikely to be raced

at an EDR World Cup with a big 180 mm fork bolted to the front of it, the latest SPECTRAL is still more than up to local Enduro events.

Useability and reliability have also been considered. We've stuck with our ridiculously durable double sealed frame bearings, filled with our special proprietary grease. But tweaked the pivot hardware to combine spacers and seals together – meaning fewer parts to fiddle with when it eventually comes time to work on your bike. Other neat innovations like replaceable thread inserts remain, so if a thread gets stripped it won't terminally damage the frame. Fully guided internal routing also stays but with some nice refinements to the cable ports, which make it even easier to thread lines and cables during routine maintenance and rebuilds.

Other details include a main pivot mud flap, featuring a smart design made up of two parts which co-rotate as the suspension moves through the travel to provide full coverage, without touching or rubbing. Finally, the move to wider diameter 34.9 dropper seat posts means dropper travel has gone up on all sizes (230 mm on XL), without risking flexing, or bending of the telescopic parts.





# Stash and store



The SPECTRAL's storage solutions are all about being practical. Nowadays it's expected that you can stash all you need inside the frame on a trail bike, but our engineers have gone one step further.

Turning to a clever knee-lever mechanism, just like toolboxes and flight cases have used for years, has allowed us to achieve benchmark clamping security and fiddle-free opening and closing that even the coldest, muddiest hands can manage.

The lid uses a two-component moulding with a rubber seal to prevent water ingress through the opening. Stainless pins in the knee-lever mechanism, and brass bottle bosses fend off corrosion to make it reliable and useable in any condition.

On the trail, this storage is a lifesaver. Able to fit the CANYON TOOL BUNDLE packed with tyre levers,

tube, CO2 inflator and cartridges, and 2-in-1 tool, riders will be trail ready from the get go. Available as an optional extra, this water-resistant bag is one of our favourite bits of kit.

Alongside the TOOL BUNDLE, our Gear Team have also developed one of the lightest, most compact rain jackets on the market. With 10,000 mm waterproof rating, and weighing in at just 100 g for size M, it's a perfect 'just in case' jacket to stash in the frame.

For those bigger days, or for immediate access to tools and spares, the SPECTRAL also has on frame storage mount options under the top tube. Frame bags, multi tools and pumps can be mounted up, without the need for paint scuffing straps around your top tube.

# Flip to switch

We explored 27.5, Mullet, and 29er wheel sizes with the previous SPECTRAL. Each had its merits on the trail, and with the new SPECTRAL, we are continuing to offer riders choices when it comes to wheel sizes.

For the new bike, we decided to focus on Mullet and 29er options. The 29er has been the go-to choice for many years in the trail bike category, offering traction, rollover, and speed. The Mullet has also emerged as an ideal choice for riders seeking the front-end traction of a 29er but with more agility and playfulness at the back, along with increased rear tire clearance when shifting weight rearward down steep terrain.

The new SPECTRAL can be run in either setup, thanks to a nifty chainstay flip chip that adjusts

the chainstay length by 8 mm (437 mm for 29er, 429 mm for Mullet), while keeping the angles and BB height consistent between configurations.

All models in the SPECTRAL lineup will be available in both Mullet and 29er, allowing riders to choose their preferred setup at checkout and still have the chance to switch things up later on. (Note: In the USA, only the 29er option is available.)

Another feature we loved on the previous SPECTRAL is the geometry flip chip in the lower shock mount. We kept it in the new bike. For riders seeking a bit more pedal clearance on technical climbs and sharper slow-speed handling, the flip chip raises the BB by 8 mm and steepens the head tube and seat tube by 0.5 degrees.





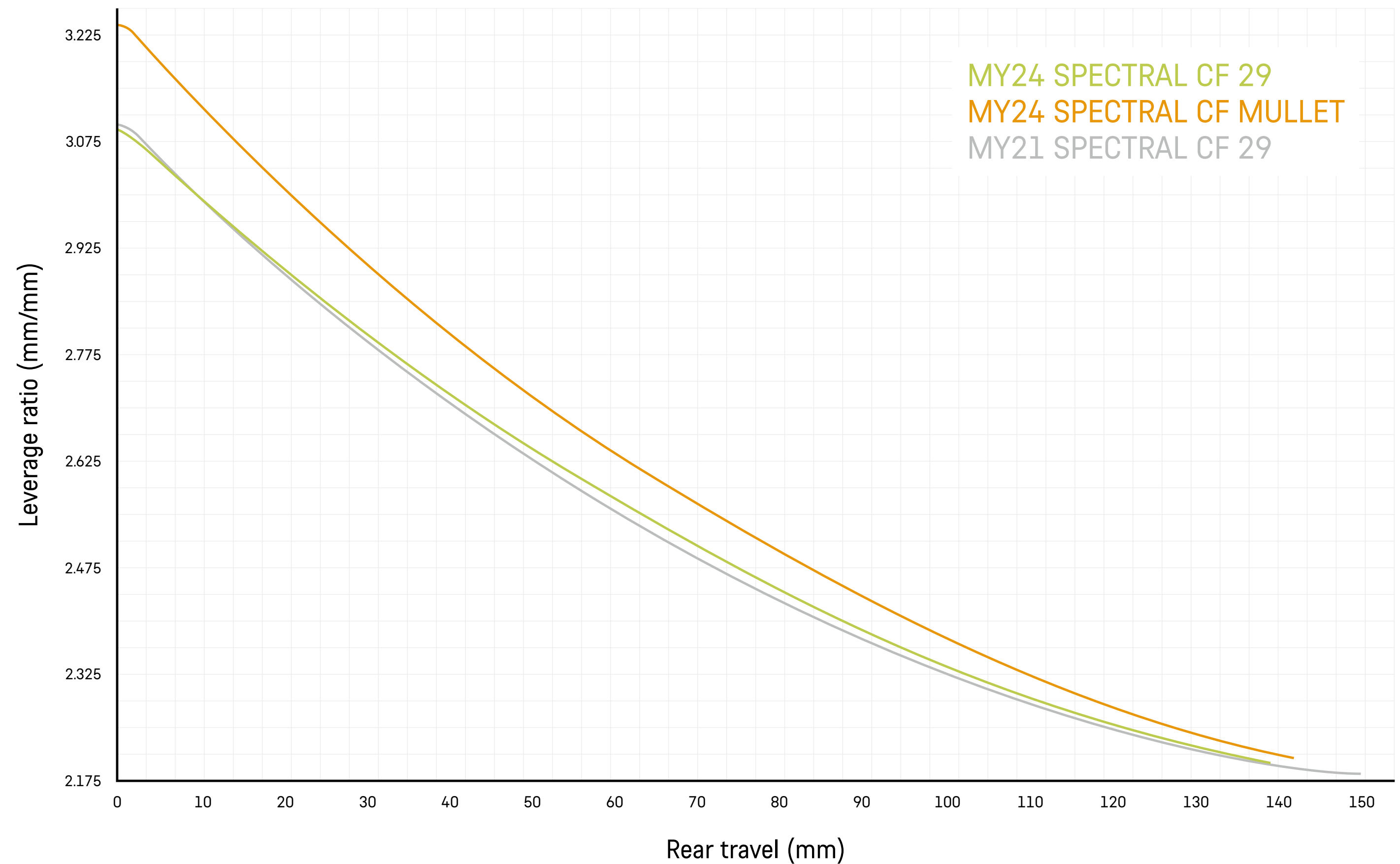
# More plush. Same pop.

A notable change to the new SPECTRAL is the move from the genre blurring 160 mm front and 150 mm rear travel of the previous bike to a trail-ready 150 mm front, 140 mm setup. But the numbers only tell half the story.

The rear suspension kinematics are another area of the bike where we really sweated the details. Our goal during development was to keep the capability of the outgoing model, and blend in the pedalling performance of the short travel SPECTRAL 125 to create a platform which perfectly fits the versatility of the new bike.

To achieve this, we started by tweaking the leverage curve. While keeping to our Triple Phase Suspension approach, with a supple beginning stroked, supportive mid stoke, and big hit ready bottom out resistance, the new curve is more linearly progressive. This means there's a smooth ramp up through the travel, without harsh or unsupported areas.

## LEVERAGE RATIO





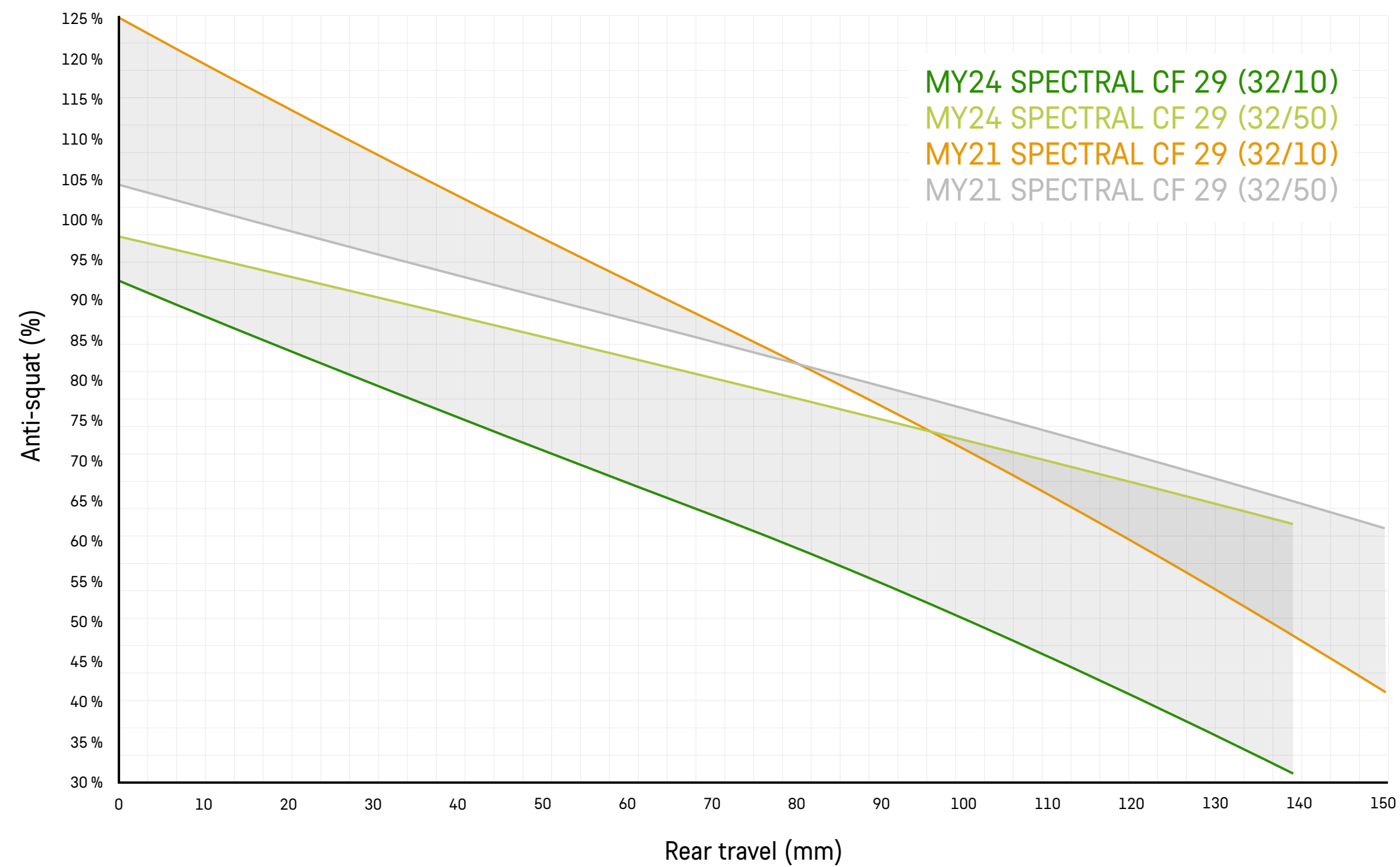
We also backed off the anti-squat a touch to improve the suspension response, increasing traction on the trail when climbing and descending. Anti-rise stays in the same area as the previous bike, and many other Canyons, delivering a braking behaviour we believe works on a huge range of trails.

sponsive. Mixed with the support from the slight reduction of travel adds up to one seriously capable and efficient trail bike- which loses none of the pop or composure of the previous model. This is a setup that never feels like too much bike nor not enough, it's just right.

The combination of these leverage and anti-squat tweaks which help make the suspension more re-

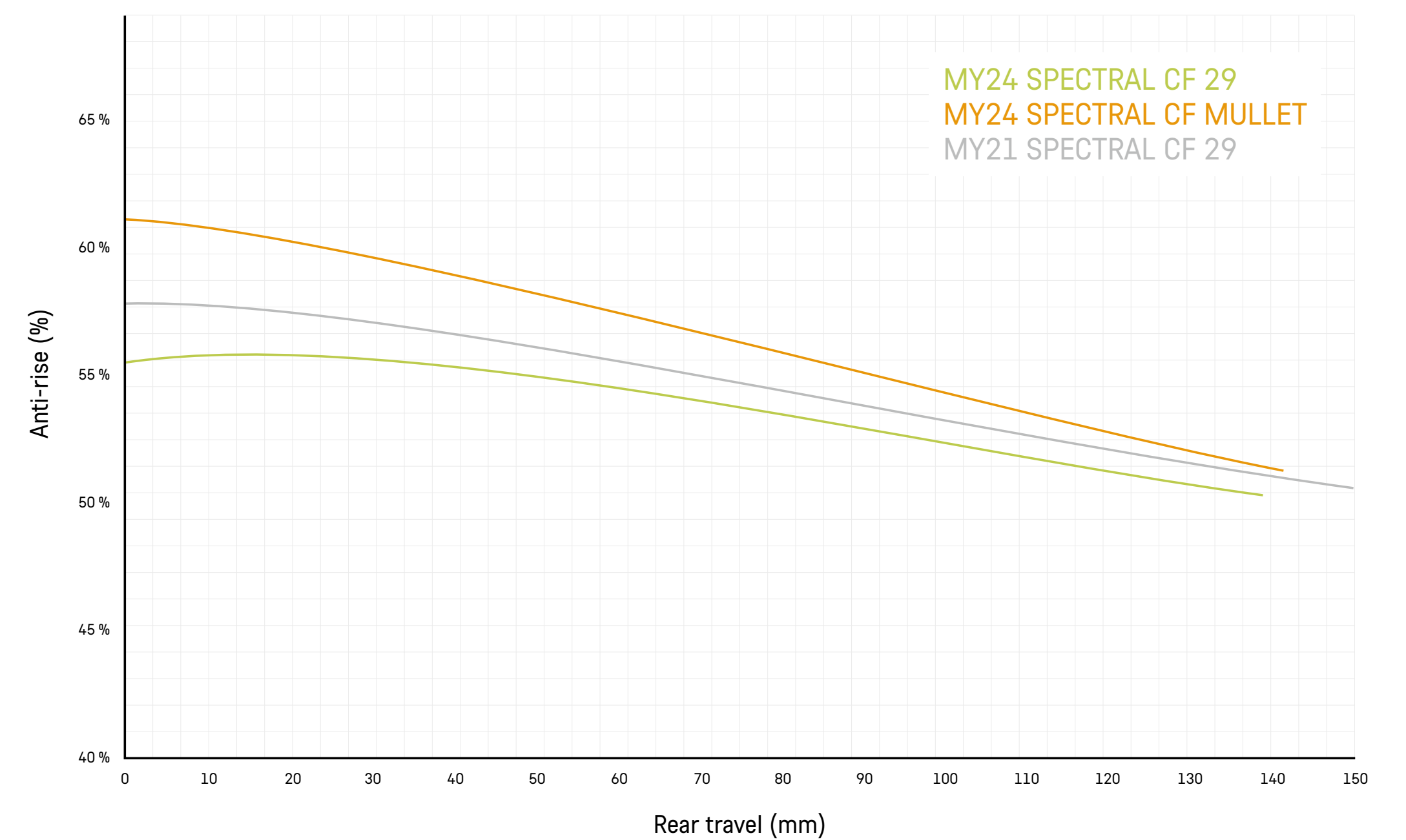
### ANTI-SQUAT

CoG 800mm above BB



### ANTI-RISE

CoG 800mm above BB





# All-mountain angles

	<u>XS</u> (MULLET)	<u>S</u>	<u>M</u>	<u>L</u>	<u>XL</u>
Seat tube length	375	400	415	445	455
Top tube length	572	599	626	653	680
Eff. seat tube angle	76.5	76.5	76.5	76.5	76.5
Stack	612	621	630	639	648
Reach	425	450	475	500	525
Head tube length	100	110	120	130	140
Chain stay length (Mul / 29)	429	429 / 437	429 / 437	429 / 437	429 / 437
Bb Offset front	36	36	36	36	36
Bb Offset rear (Mul / 29)	19	19 / 36	19 / 36	19 / 36	19 / 36
Seat tube angle	68.8	69.3	69.8	70.2	70.6
Eff seat tube angle @Max height	76.0	76.0	76.1	76.1	76.2
Eff seat tube angle @Min height	77.1	77.0	77.0	76.9	76.9
Eff seat tube angle @Stack height	77.2	77.5	77.7	77.9	78.1
Ref seat height	680	720	760	800	840
Max insertion depth frame	250	280	290	320	330
Body height Max	168	177	185	194	203
Body height Min	155	163	172	180	189
Wheelbase (Mul / 29)	1184	1213 / 1221	1243 / 1251	1272 / 1280	1301 / 1309
Standover height	738	752	747	756	762
Head tube angle	64.0	64.0	64.0	64.0	64.0
Wheel size	MUL	MUL / 29	MUL / 29	MUL / 29	MUL / 29
BB height	340	340	340	340	340
Front center length	755	784	814	843	872
Trail	134	134	134	134	134

All measurements in LO mode setting on the lower shock mount flip chip

If it isn't broken, don't fix it. When it comes to angles, the outgoing SPECTRAL always felt spot on. A 64-degree headtube and 76.5-degree seat tube are right in the trail bike sweet spot. So, there was no need for any major overhaul – only refinements. The spacing between sizes is now more consistent, particularly in terms of stack and reach. We also trimmed seat tube heights to accommodate longer droppers while ensuring that maximum insertion and saddle-tyre contact are not issues on any size.

We understand that the SPECTRAL will be the go-to bike for many riders, so we aimed to make it as

accessible as possible by expanding our size range. The new SPECTRAL is now available in sizes XS to XL, catering to riders from 155 cm to 203 cm – just under 5'1" through to 6'8" for those of you not on the continent.

Riders will have the choice of 29er or Mullet on all models and sizes except XS (Mullet only). Note that riders in the US will have 29er options only (sizes S to XL).





# Complementary control

It's been over a year since we brought the innovative Keep It Stable (K.I.S.) steering stabiliser to the market. Boosting control and confidence on the trail for a huge range of riders, makes it a perfect match for our new trail all-rounder. The new SPECTRAL CF will have K.I.S. fitted as standard on all models.

## What it is

K.I.S. is a patented steering stabiliser that we've adapted to our bikes, originally invented by Jo Klieber. Fully integrated inside the frame, the only thing you'll see is the adjustment slider on the top tube that lets you choose your level of resistance.

## What it does

K.I.S. actively brings your bars back to the centre as you ride, improving steering and control. It helps you hold your line through the rough stuff, stay in control at high speeds and climb more efficiently. The pre-tensioned springs create a centring force that is consistent and predictable on every ride.

## How it works

The centring force of K.I.S. works with the bike's existing trail forces to increase steering predictability even when the trail effect is disrupted by the kind of terrain us mountain bikers find ourselves riding. K.I.S. actively counteracts:

- Reduced traction, and trail force from the front tire's contact patch on loose terrain
- Deflected steering caused by rough terrain and off-camber sections.
- Wheel flop and sluggish responsiveness on slow speed climbs
- Reduced trail measurement from frontal hits that shift the tire contact patch forward.





### **K.I.S. Updates**

We've been using K.I.S. on our bikes for a while now and based on testing and rider feedback, we've made some changes that make it better than ever. The spring strength has been reduced creating an adjustment window with lower maximum and minimum settings.

Thanks to changes our manufacturing processes, moving from batch produced printed parts to injection moulded parts, we're able to have K.I.S. as standard on all SPECTRAL bikes without a price markup. All bikes are also shipped with an easy to install blanking plate as well.



# The complete package

Rounding off the brilliant design and ride quality are some special touches that elevate the SPECTRAL to the next level. The custom-made 850 ML FIDLOCK BOTTLE lets riders carry more water on longer rides. This will be available shortly after launch. A standard 600 ml bottle also fits with a side loaded bottle cage on all frame sizes.

The brand new 40 mm G5 STEM keeps the SPECTRAL looking clean and handling tight without the knee-knocking, short-snagging traditional double bolt clamp at the rear of the stem. Rounding off a quality component spec is the 34.9 mm seat tube that comes with a longer CANYON G5 DROPPER POSTS with up to 230 mm of travel.



On the frame itself, increased protection on the chainstay and seatstay keep the SPECTRAL running quietly and reliably. Chain security is handled by a top guide, and an optional ISCG plate can be added for riders looking for more security or chainring protection.





### **Print at home product**

When developing a bike, it's common to stumble on a discovery unintentionally. Our stem mounted MINITOOL HOLDER is one such example. The idea for this mount came up during the development of the SPECTRAL, and the R&D team immediately printed out a prototype and started testing it. And they liked it, a lot. Neatly positioned under the stem, this ingenious little clip means a Minitool is always to hand, without ever being in the way.

While a mass-produced, injection-moulded part is a possibility in future, we are intrigued to explore how a 'print at home' product could find its place within the bicycle industry. We believe the 'print at home' concept holds numerous potential future benefits, including providing customers with more affordable parts and contributing to reduced CO2 emissions from shipping.

As an experiment, any SPECTRAL customers wanting a stem mount for the CANYON FIX MINITOOL 6+1 will be able to download the file [here](#), for free.

(note the mount is only compatible with the new CANYON G5 STEM)

# The Spectral Squad

In total, we're launching 4 SPECTRAL CF models:

- SPECTRAL CF 7
- SPECTRAL CF 8
- SPECTRAL CF 9
- SPECTRAL CF LTD

With options for trail balling on a budget through to performance focus builds and dream bike contenders, the SPECTRAL lineup is all about letting riders find a bike that works for them. Available in five colour ways the SPECTRAL looks almost too good to get mucky. Almost.



SPECTRAL CF LTD • ANTI MATTER



SPECTRAL CF 9 MULLET • NO NEON



SPECTRAL CF 9 • STEALTH



SPECTRAL CF 8 CLLCTV • STADTWALD SUNSET



SPECTRAL CF 7 • BARELY OLIVE



# Specs

	<u>Spectral CF 7</u>	<u>Spectral CF 8 CLLCTV</u>	<u>Spectral CF 9</u>	<u>Spectral CF LTD</u>
Frame	Canyon Spectral CF M179 (140 mm)	Canyon Spectral CF M179 (140 mm)	Canyon Spectral CF M179 (140 mm)	Canyon Spectral CF M179 (140 mm)
Fork	Fox 36 Rhythm (150 mm)	Fox 36 Performance Elite (150 mm)	RockShox Lyrik Ultimate (150 mm)	Fox 36 Factory (150 mm)
Shock	Fox Float X Performance	Fox DHX Performance (Coil)	RockShox Super Deluxe Ultimate	Fox Float X Factory
Transmission	Shimano SLX (10-51t)	Shimano Deore XT w / SLX cassette (10-51t)	SRAM XX Eagle Transmission w/ GX cassette (10-52t)	SRAM XX Eagle Transmission w/ GX cassette (10-52t)
Cranks	Shimano SLX (32t)	Shimano SLX (32t)	SRAM GX (32t)	SRAM XX (32t)
Brakes	Shimano SLX (203 / 203 mm)	Shimano Deore XT (203 / 203 mm)	SRAM Code RSC (200 / 200 mm)	SRAM Code RSC (200 / 200 mm)
Wheelset	DT Swiss M1900	DT Swiss E1900	DT Swiss XM1700	DT Swiss XMC1200
Tires	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Minion DHR II 2.4 Maxxterra, EXO+	F: Maxxis Assegai 2.5 Maxxterra, EXO R: Maxxis Minion DHR II 2.4 Maxxterra, EXO+	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Minion DHR II 2.4 Maxxterra, EXO+	F: Maxxis Minion DHR II 2.4 Maxxterra, EXO R: Maxxis Minion DHR II 2.4 Maxxterra, EXO+
Handlebar	Canyon G5 AL (760 mm XS-S, 780 mm M-XL)	Canyon G5 AL (760 mm XS-S, 780 mm M-XL)	Canyon G5 AL (760 mm XS-S, 780 mm M-XL)	Canyon G5 AL (760 mm XS-S, 780 mm M-XL)
Stem	Canyon G5 40 mm	Canyon G5 40 mm	Canyon G5 40 mm	Canyon G5 40 mm
K.I.S.	Included	Included	Included	Included
Seatpost	Canyon G5 Dropper 34.9	Canyon G5 Dropper 34.9	Canyon G5 Dropper 34.9	Canyon G5 Dropper 34.9
Saddle	Ergon Enduro	Ergon Enduro	Ergon Enduro Comp	Ergon Enduro Comp
Colours	Stealth, Barely Olive	Stadtwald Sunset	Stealth, No Neon	Anti Matter
Framesizes	XS-XL	XS-XL	XS-XL	XS-XL
Wheelsize	Mullet (XS-XL), 29er (S-XL)	Mullet (XS-XL), 29er (S-XL)	Mullet (XS-XL), 29er (S-XL)	Mullet (XS-XL), 29er (S-XL)
Weight (29- size M)	15.36 kg	15.84 kg	14.94 kg	14.56 kg

# FAQ

## When can I talk about the new Canyon Spectral CF?

The media embargo is Thursday the 22<sup>nd</sup> of February, 2024 at 11am CET

## What was the mission for the new Spectral CF?

For the previous SPECTRAL, we made some huge steps in all aspects in the hunt for performance and capability. Overall, we were, and still are stoked with that bike – it's pretty amazing how far you can push yourself on a bike with that amount of travel.

With such big steps forward in the last model, we wanted to lend our attention to refining and perfecting the latest SPECTRAL. This time around the pressure was off to create major gains in performance, simply because it's not possible, the previous bike is still that good.

So as always when you want to improve something that's good, the devil is in the details, and we looked for marginal gains in every area, which have added up to a seriously nice trail bike. So, the goal was really to take an already great package and make it close to perfect in every aspect.

## How does it compare to the previous Spectral CF?

There are some seriously cool headline features and innovations implemented on this new bike. Downtube storage, 29er and mullet wheelsize options at purchase as well as a chainstay flip chip

allowing wheelsize to be adjusted in future. On top of all this, the revolutionary Keep It Stable (K.I.S.) steering stabilisation features on all models of the new bike.

In terms of ride quality, some work was done to tune the stiffness and flex compared to the old bike. Overall, it has similar stiffness but thinner rear stays and a one-piece rocker among other changes that creates the flex where we want it and stiffens up the linkage where we want it. Couple this with some small changes in the kinematics with a slightly more linearly progressive curve and a touch lower anti-squat, the rear end generates more grip without losing pop or confidence at speed.

Geometry is also fine-tuned here and there. Most notably the stack and reach now matches the latest bikes in the line-up and our sizing strategy, which ensures the size recommendations provided by our Perfect Positioning System are even more accurate.

We also made it even easier to maintain – the linkage bearing seals are now integrated into the screws and washers which makes re-assembly much easier, the cable guides and cable routing system are also evolved. The seat post diameter is increased to 34.9 mm for extra reliability and longer droppers. Some new features make the bike more user-friendly; the downtube storage is the most notable one compared to the old bike.



## Why did we reduce the travel from 160 / 150 to 150 / 140?

For better performance and clearer positioning of the SPECTRAL in the trail category. With the developments to the kinematic, we would say none of the capability of the old model has been lost, but thanks to the leverage and anti-squat tweaks, and slight travel reduction, we have added a lot of the low travel benefits we love about the SPECTRAL 125.

## Is it still a Category 4 bike? Will the teams still race Enduro on it?

Yep, Cat 4. The teams will not race Enduro on it. For sure customers can still rally the new bike at their local races, but on the highest level when adding a 170–180 mm fork, which is necessary for the sharp end of World Cups, it will affect the performance too much on the new bike due to the raised BB and slackened angles. The maximum fork travel on the new bike is 160 mm, but 150 mm feels dialed.



### How does this compare to the Neuron?

The [SPECTRAL](#) brings a more stable, more capable, more playful ride character. However, compared to the [NEURON](#), the [SPECTRAL](#) is less of a mountain goat up the climbs, and a little less comfortable and efficient for big days in the saddle.

### We are offering the CF in two wheelsize options. Why is that? Why no full 27.5" option anymore?

29er is obvious in the trail segment, but Mullet has also proven it's a force to be reckoned with, especially for more playful riding. We took the feedback from previous generations that riders like the idea of being able to change between the two without getting new frame parts, even if it's just to

try it. It also removes some pressure and commitment for riders when deciding what to buy.

For us, the tiny trade offs in kinematics when making a bike with this adjustment are worth it. And we are stoked with the result. The frame is designed around a 29er setup, so the mullet gets shorter chainstays and a more progressive leverage ratio, which actually suits the smaller wheel.

For trail riding, the rollover and grip of the 29er front wheel are impossible to overlook (whether running full 29er, or mullet setups), so we don't see that there's much to gain by a full 27.5 option.

### Will every CF model be offered with Mullet and 29er options?

Yes, but XS is only possible to ride in Mullet. (USA will only have 29er available, sizes S–XL)

### Is it the same frame for both wheelsizes?

Yes

### What steps and parts are required if I want to switch wheelsize on my new Spectral CF?

You need a 5 mm Allen key and a rear wheel and tyre in the different size. You just need to flip the flip chip in the Horst link and put in the other wheel.

### What about the AL bikes, what sizing and wheelsize options are available?

Since the AL continues with the existing frame platform, there is no chainstay flip chip to enable

the conversion of rear wheelsize. For 2024, the AL bikes will feature wheelsize options according to a frame size split. Sizes XS and S will come with 27.5 front and rear. M through to XL will come with 29 front and rear.

### Back to the CF frame, how did we keep the angles the same for both the 29er and Mullet configuration?

The flip chip compensates for the difference in tire radius between the wheel sizes. So, it's only the rear axle that's moving downwards so that the contact patches of both sizes are in the same position.

### Why are we expanding the frame size options to XS – XL in Mullet, but not in 29er?

We really want to offer the [SPECTRAL](#) for a wide population of mountain bikers, so XS–XL was a no-brainer. But combining the big rear wheel, this amount of travel with the seat heights required for the leg lengths of the riders in size XS would lead to big compromises. Also, we believe the big rear wheel is less than ideal for riders running a size XS frame in terms of clearance when shifting weight over the back of the bike.

### Why no Spectral CFR this time around?

While refining the [SPECTRAL](#) as our perfect trail bike, we were stoked with the standard CF frame in terms of weight and overall stiffness, so we chose not to develop a CFR layup for the new. We are confident riders are going to be happy with the performance of the CF.

### What will EDR racers who prefer mullet ride this year?

For any world cup racer looking for a Mullet, Enduro slayer, don't forget our [TORQUE CF](#) is pretty badass.

### What geo changes did we make to the new Spectral?

The stack and reach now match the sizing of latest Canyon bikes and align with our sizing strategy overall. There's a slightly slacker head tube angle (when comparing old to new with a 150 mm fork fitted on both) and a slightly higher effective bottom bracket height.

### What about kinematic changes? Did we improve anything? What was the goal?

The leverage curve is slightly more linearly progressive to make it ramp up smoother through the travel and there's slightly less anti-squat to make it more supple without losing pop and pedaling efficiency.

### What other changes to the chassis layout did we make, and why?

The seat tubes are as short as they can go now, the tire will hit the saddle if we make them any lower, and there is plenty of space in the seat tube to insert the specced seat posts all the way down.



**What about geo adjust, does the Spectral still feature this? How much does it change BB and HTA / STA by?**

Exactly the same as before, the same parts even. 0.5 degrees of adjustment on the angles and 8 mm BB height.

**How about climbing efficiency compared to the old bike, surely less anti-squat makes it less efficient, or not?**

While the new bike does have less anti-squat, the reduced travel counters this by providing a more supportive pedalling platform. On smooth climbs, the new bike has a similar climbing performance to the previous SPECTRAL. However, on rough, bumpy climbs the more active, compliant early stroke travel of the new bike helps improve traction, so on some terrain riders will find the new bike climbs even better.

**What are the shock dimensions and hardware sizes?**

Shock size is 210 x 55, and hardware is 30 x 8mm F, 40 x 8 mm R.

**What engineering steps did we take with the new Spectral chassis? Did we save weight or adjust stiffness?**

Work went into tuning the stiffness and flex compared to the old bike, while the weight stays more or less the same. Overall it has similar stiffness but thinner rear stays and a one piece rocker which, among other changes, creates the flex where we want it and stiffens up the linkage

where we want it. The bigger cross section of the downtube is mostly to accommodate the storage, but it naturally creates a stiff front triangle.

**The bike looks to carry over some tech from the previous bike like threaded inserts, sealed bearings and internal cable guides. Did we refine any of this tech? How?**

The threaded inserts are still there and are to a large extent backwards compatible. The seals for the linkage bearings are improved in terms of usability when wrenching and still seal well with low friction.

The cable routing system is still the same so the cables are guided all the way from chainstay to headtube, but the cable guides that clamp the tubes are reworked to be easier to work on. The frame protection has evolved and the chainstay protector now covers the entire chainstay area that has any chance of getting in contact with the chain, including the Horst link area.

We added a mud flap system for the gap between the chainstay and the front triangle to keep the dirt out of there. It's a two-piece system that's bonded to the frame, so the two flaps are always overlapping and cover the gap, but you can disassemble the chainstay from the front triangle without having to remove any of the mudflaps.

**The frame features downtube storage for the first time at Canyon. What were the reasons for adding this?**

We saw a big demand for this among trail riders, so we decided to include it on the latest SPECTRAL.

After testing the bikes for several months, the storage has already got us out of some sticky situations, so we expect it will save a few customers' rides too.

**What can you fit in the downtube storage? Are there any sleeves or bags required? Do these come with the bike?**

Available through Canyon's webshop is our TOOL BUNDLE – a water resistant bag that is specifically

made to carry a (proper) MTB tube, tire levers, 25 g CO2, CO2 blaster, with pockets and loops to hold all these things. The smart thing is that the insert with the pockets/loops is removable with Velcro so it can be taken out and the bag can be used universally on its own if the user has different ideas of what to carry.

A lightweight CANYON RAIN JACKET has also been developed to fit in the bag for those days with changeable weather or varying temperatures.



**The bike features Keep it Stable.  
What is this system?**

Keep It Stable is an innovative steering stabilising technology, originally invented by Jo Klieber/Syntace, which Canyon licensed and brought to market last year. Integrated inside the frame, the adjustable system uses pre-tensioned springs connected via 2 straps to a cam ring on the fork steerer to actively centre the steering of the bike. This centering force improves overall stability and makes bike handling more predictable across a range of trail conditions, boosting rider confidence and control.

**Is it any different to the K.I.S. system launched last year?**

It is the same system with the same torque curve characteristics, but with moulded, rather than printed parts. We have also lowered the spring strength slightly to improve the useability of the adjustment window.

**Will K.I.S. come as standard on all the new Spectral CF's?**

Yes, K.I.S. will come as standard on all the new SPECTRAL CF's.

**What does that mean to the cost of the bike?  
Won't this make the bikes less affordable?**

We made improvements to the production efficiency and overall cost of the system manufacturing – meaning we can include KIS, without increasing the price of the bike.

**Why did we choose to equip all the new bikes with this tech?**

We believe Keep it Stable can benefit a huge number of different riders. Whether you're looking for more confidence or wanting to push your limits. The SPECTRAL is a bike which appeals to a variety of different riders, which is why we felt it's the perfect place to integrate K.I.S.

**What if a customer wants to remove it?**

If a customer tried Keep it Stable, and wants to remove it, then the process is simple (on par with switching out a headset bearing). Just loosen the K.I.S. cam ring and drop the fork from the head tube. Then undo the KIS top tube adjuster bolt and pull the system out of the headtube. The bike comes supplied with a blanking plug for the opening where the adjuster was mounted. You can find video instruction on how to do this on our Canyon Service Hub Channel.

**What's the max rear tyre size?**

2.5"

**What tyre casing comes as stock?  
Why did we choose this?**

EXO F / EXO+R, Maxx Terra for both. Solid trail bike setup for most without bulking out the rotating masses or slowing rolling speed. EXO+ is respectably tough these days, although shreddy shredders may want to add inserts or switch to heavier casings.



**Were there any other parts developed alongside the bike?**

Our G5 TRAIL STEM gets an overhaul, it saves weight, integrates nicely with round spacers and loses the knee-knocking, short-snagging clamping bolts at the rear of conventional stems

A FIDLOCK 850 ML BOTTLE has also been developed for big days and thirsty riders. The frame is still 100% compatible with a normal 600 ml bottle and SIDE LOADER CAGE on all sizes.

**Does it still take a standard bottle though?**

Yes, a standard 600 ml bottle fits just like normal with a side loader cage.

# All-ways trail



1 2023 HEATHER & STEVIE WATTIE

2 2021 ANDREW JACKSON • ULTIMATE CF SLX • LOS ANGELES, U.S.A.

3 2023 DIANE INGABIRE • MALLORCA, SPAIN

4 2022 TAMIKA HINGST, AMÉLIE GRAEF, LAURA LUISA GREBNER (PART OF THE "GRL PCK")

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# CANYON



# Thanks.

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