

CANYON



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THE GREAT ESCAPE

Sweat runs down your face. White lines crisscross your bike's top tube – dried streaks of perspiration that now testify as salty proof of a long day, well spent in the saddle. Here you are – at the highest point of a grueling climb. Behind you, nothing aside from your tire tracks that stretch off into the distance even suggests that another living soul has ever been here before.

You've ridden above the tree line, past idyllic mountain meadows and rocky crags. And now you stand here, surrounded by breathtaking peaks and valleys. You inhale slowly and anchor yourself in this moment when all of the day's grinding effort has faded away and what you're left with is a deep and pure contentment. Breathe in. Savor it. This is your transalp. This is your adventure.





MORE THAN A BIKE

A truly great mountain bike is more than just a pile of carbon, aluminum, and steel. It is the friend who motivates you to pedal towards new horizons, to plunge into the next great adventure, and to immerse yourself in places, cultures, and experiences you never even imagined before that special bike rolled into your life. As riders, we strategize, we pore over maps and devise routes, we train and push our physical limits when "normal" people are fast asleep in bed or taking up residence on the nearest couch... All the while, we're looking forward to that next journey into parts unknown.

For mountain bikers who burn for that kind of adventure, we have created a bike that will take them anywhere. Behold the all-new Neuron – our most versatile bike to date and the perfect bike on which to make your next great escape.





THE ULTIMATE ALL-ROUNDER

The mountain bike world has been divided and subdivided and then, just for the hell of it, divided some more into countless confusing niches. Trail, enduro, all-mountain, downcountry, gravity... and that's just for starters. Want to buy a new bike, prepare to get confused as hell.

Of course, there are undoubtedly times when your next ride does call for a very specific style of mountain bike. You want to race

the Enduro World Series, huck yourself off a cliff a la Rampage, or don a Lycra body suit and enter a World Cup XC event... well, in those rare cases a very niche bike makes perfect sense.

But 99 percent of riders frankly just want one great, do-it-all bike. The all-new Neuron is that bike – a lightweight trail whip that simply kicks butt as the consummate all-rounder.

The new Neuron refuses to be pigeonholed. Unimpressed by the latest trends that have thrust some bikes out onto the far fringes of the statistical bell curve, the Neuron never overshoots the mark. Not too slack nor too steep. Not too short nor too long. The Neuron is a supremely balanced lightweight bike that is the perfect choice for singletrack explorers, trail surfers, lunch-ride addicts, and alpine summiteers alike.

Have room in your life for just one mountain bike? The new Neuron is it.

STAY TRUE

In 2002 Canyon rolled out the first Nerve, the forefather of today's Neuron. Twenty years stand between then and now. Twenty years in which a dizzying number of flash-in-the-pan trends have come and gone. At this point, the air for true innovations has grown thin, and in their place we see a

trend towards, for lack of a better term, feature-ism. Adding a storage compartment here, a mini tool there – these aren't bad things, per se, but do they actually make bikes ride better? They do have a tendency to jack up the price tag and, at times, add some extra grams to the package.

The Neuron, in its many guises, has never been an exercise in simply adding a gadget to each new generation and calling it good.

The Neuron has remained true to itself over the years and adhered to a smart principle: Forget the frills – focus on what matters out

on the trail. That's why the Neuron has always been (and continues to be) a lightweight-yet-capable machine with an elegant design that epitomizes functional simplicity.

It is the perfect blend of form and function.



2002



2009



2012



2013



2016



2019



2023

THE NEW NEURON

THIS HAS CHANGED



LONGER. FOR A MORE CENTERED RIDER POSITION.

We grew the front center. The Neuron's reach has grown from 433 to 455 mm. (Size M)

SLACKER. FOR GREATER STABILITY AT HIGHER SPEEDS.

We slacked the head angle by 1.5°. With a steering angle of 66°, the new Neuron feels more stable at speed and more confident on steep descents.

LOWER. FOR BETTER FREEDOM OF MOVEMENT.

We shrank the seat tube by 20 mm, allowing you to run longer-travel dropper posts that get your saddle low and well out of the way when you are threading the needle on technical trails.

STEEPER. FOR IMPROVED ERGONOMICS WHEN PEDALING.

We steepened the seat tube angle by 1.5°. This improves your pedaling performance and helps you maintain front wheel traction and control on steep climbs.

THE NEW NEURON

THIS IS NEW

ROBUST PIVOT POINTS: FOR SEASONS OF HASSLE-FREE PERFORMANCE.

The wider main bearing and optimized bearing seals increase the Neuron's rear end rigidity and guarantee long-lasting, supple suspension. Reinforced bolts and improved pivot seals abound on the new bike.

SEALED AT EACH POINT: FOR LESS TIME SPENT WRENCHING ON YOUR BIKE.

Sealed piping and robust bearing seals block contaminants and reduce maintenance intervals.



UNCOMPLICATED CABLE ROUTING: FOR EASE OF MAINTENANCE.

Smart and streamlined integrated cable routing makes laying the cables child's play. You push the cables in at the rear triangle and receive them again at the head tube. Simple.

SLIM DOWN TUBE: FOR A SLEEK PROFILE.

The new generation of Neuron features a slimmer down tube. Combined with the longer front center and the straight seat tube, the result is a decidedly elegant frame design.

STRAIGHT SEAT TUBE: FOR MAXIMUM INSERTION DEPTH.

For the first time since the Nerve, the Neuron has a straight seat tube. This allows for maximum seatpost insertion depth. And it looks damn good, too.



UNIQUE IN THE SUM OF ITS DETAILS

WITH ITS UNIQUE COMBINATION OF SMART, INNOVATIVE FEATURES, THERE'S NO BIKE QUITE LIKE THE NEURON.



SEAMLESS CABLE ROUTING

By hook or by crook was yesterday. With the continuous and seamless cable routing, the cables slide smoothly through the frame with minimal bends.



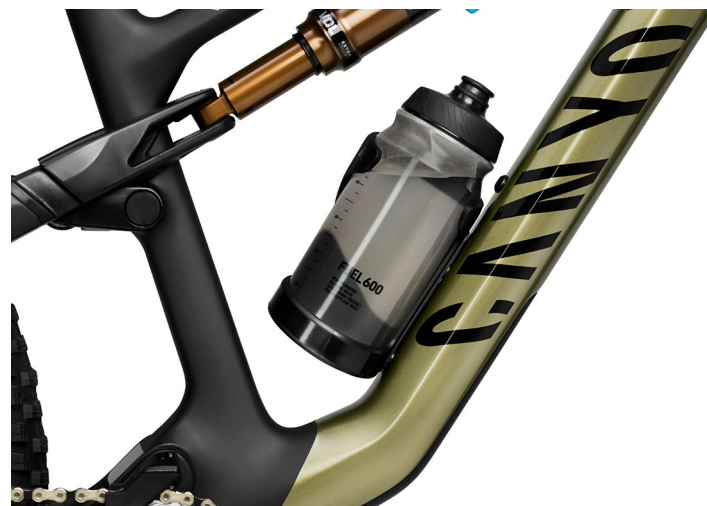
UNIVERSALLY HUNG

With the Universal Derailleur Hanger (UDH) from SRAM, the technology is state-of-the-art. And compatible with rear derailleurs from all manufacturers.



ADDED STRENGTH AND STIFFNESS

The wide main pivot is stiff and robust. Visually, the integrated design merges the chainstay and bottom bracket area into one unit.



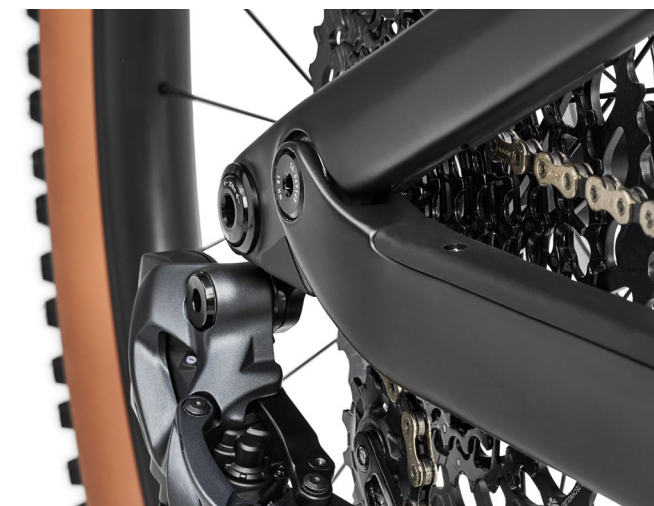
LAVISHLY SUPPLIED

Sideloader water bottle cage offers space for large drinking bottles, with a volume of up to 750 ml. (sizes M – XL)



WELL STOWED AWAY

Mounting point for Canyon Load Bag. Riders can decide for themselves whether they to pack something extra on the bike.



ROBUST CONNECTION

Optimized bolts create a robust connection at the Horst Link.



CLASSICALLY CLAMPED

For simplicity's sake, the seat post is fixed with a conventional seat clamp.



ELEGANTLY PROTECTED

The removable, integrated down tube protector safeguards the noble carbon frame and fits perfectly into the design.



POINTS OF PROTECTION

Thanks to special grease and double-lip seals, keeps water and dirt from contaminating the bearings.



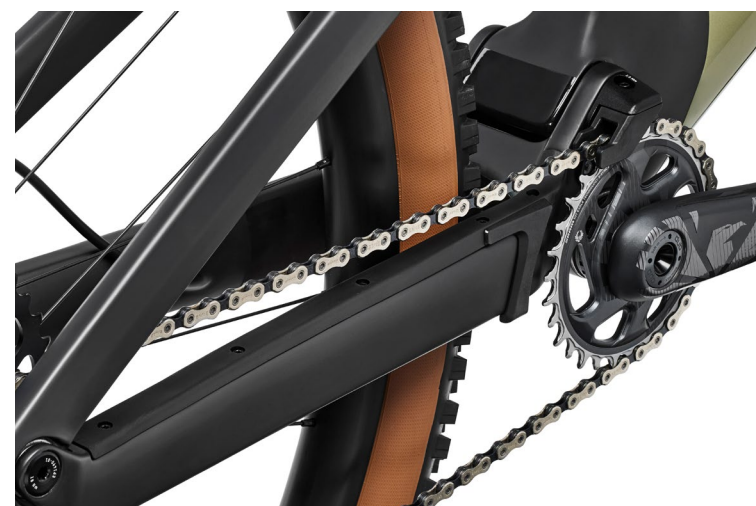
KEEPING THE MUCK OUT

The integrated cable routing seamlessly bridges the transition from the main frame to the rear triangle. A sealing sleeve fends off dirt and water.



PROTECTION WITH STYLE

The compact chain guide developed by Canyon guides the chain securely onto the chainring. And it perfectly merges with the chainstay for a clean look.



SILENCING CHAIN SLAP

The integrated, screwed chainstay protector places itself protectively between chain and strut, and also silences noisy chain slap.



TIDY AND CLEAR

Minimal cable bends in the cockpit. Tidy cable routing through the headset into the frame.

A BIKE TO BELIEVE IN

Making a bike that climbs well is not hard. Designing a bike that smooths out every rock and root in its path isn't rocket science. But actually combining outstanding pedaling efficiency and bump absorption into a single package? It's the stuff of headaches and sleepless nights for the engineering staff. But hats off to the pointy-headed engineers at HQ, because the Neuron is light, agile, and holds its own in the rough.

Pound the pedals and the Neuron dashes forward on cue, yet the chassis remains active even when accelerating and impresses with outstanding traction. It's a brilliant blend of efficiency and control.

The kinematics of our tried-and-true Triple Phase Suspension have been optimized for maximum efficiency across all three phases. The

rear end works sensitively at the beginning, gives precise feedback in the middle, and impresses with solid end-stroke control towards the end of the suspension travel. That combination of suspension traits inspires trust and is core to why the Neuron appeals to such an impressively broad range of riders.

The latest generation of Neuron also receives geometry updates that increase comfort and control. At an effective 76°, the seat tube angle has become 1.5° steeper. This places the seating position even more centrally in the middle of the bike – an ergonomic advantage and a blessing on climbs. Thanks to the longer main frame and a slacker 66° steering angle, the bike sits firmly on the trail even at high speeds. The result: perfect balance and impressively good handling.

| FRAME SIZE | XS | S | M | L | XL |
|-----------------------|-------|-------|------|------|------|
| WHEEL SIZE | 27.5" | 27.5" | 29" | 29" | 29" |
| SEAT TUBE LENGTH (MM) | 390 | 390 | 425 | 460 | 500 |
| TOP TUBE LENGTH (MM) | 556 | 579 | 611 | 639 | 674 |
| HEAD TUBE LENGTH (MM) | 90 | 100 | 110 | 125 | 143 |
| HEAD TUBE ANGLE (°) | 66 | 66 | 66 | 66 | 66 |
| SEAT TUBE ANGLE (°) | 76 | 76 | 76 | 76 | 76 |
| CHAINSTAY LENGTH (MM) | 430 | 430 | 440 | 440 | 440 |
| WHEELBASE (MM) | 1139 | 1164 | 1203 | 1234 | 1271 |
| REACH (MM) | 410 | 430 | 455 | 480 | 510 |
| STACK (MM) | 587 | 596 | 626 | 639 | 656 |
| BB OFFSET (MM) | 17,5 | 17,5 | 38 | 38 | 38 |





SECURE. QUIETLY. UNCOMPLICATED.

The latest generation of Neuron boasts numerous detailed improvements. A removable down tube protector protects the elegant carbon frame. The protector is embedded in the down tube, flush with the contours of the frame, providing protection without adding bulk. And should the protector sacrifice itself to protect the frame, it can be easily replaced with just two screws.

Speaking of frame protection: the chainstay also has a new, tailor-made protective shield. The new chainstay protector is also removable and securely bolted to the chainstay. It ends flush with the flanks of the chainstay and integrates perfectly into the design. Both protectors are designed for maximum noise reduction.

The thoughtful details in the Neuron's design not only protect the frame, but also the rider. Case in point, we created an incredibly sleek and effective chain guide that ensures your chain stays on the

ring and you don't wind up giving the bike a bit of gas, only to find yourself stepping into the void (and possibly crashing) when the chain derails. The Neuron's chain guide is screwed to the chainstay near the main bearing and guides the chain securely.

Finally, we also created another clever innovation that might escape casual observation, yet truly delivers. The Chain Shield makes destructive chain jams a thing of the past. The Chain Shield is part of the chainstay protection. Nestled flush against the chainring near the yoke area, the Chain Shield leaves no space for the chain to get jammed between the chain ring and chainstay.

**CLEAR.
DYNAMIC.
ELEGANT.**

At only 2,440 grams, the Neuron CF's full carbon frame (size M) is lighter than ever. We shaved 200 grams from the Neuron's already svelte chassis via meticulous frame shaping and an innovative carbon fiber structure that makes the slim frame particularly stable.

At its core, the Neuron is uncomplicated and versatile, which is also reflected in the bike's distinctive contours and elegant silhouette. The striking, light edges give the Neuron an unmistakable uniqueness. And the continuous lines that extend from the rear triangle to the main frame give the impression that front and rear triangles are of one piece.

| | NEURON CF | NEURON AL |
|---|-----------------|-----------------|
| FRAME (FT + CS + SS) | 1743 g | 2435 g |
| ARTWORK GUESSTIMATE | 125 g | 130 g |
| ROCKER | 76 g | 78 g |
| SHOCK EXTENSION | 132 g | 140 g |
| PIVOT HARDWARE | 214 g | 224 g |
| UDH | 27 g | 27 g |
| COVERS | 27 g | 2 g |
| HARDWARE AND SMALL PARTS ACCORDING TO DIN | 268 g | 260 g |
| FRAME PROTECTION | 76 g | 37 g |
| SEAT CLAMP | 20 g | 20 g |
| DIN WEIGHT TOTAL | ~ 2440 g | ~ 3100 g |



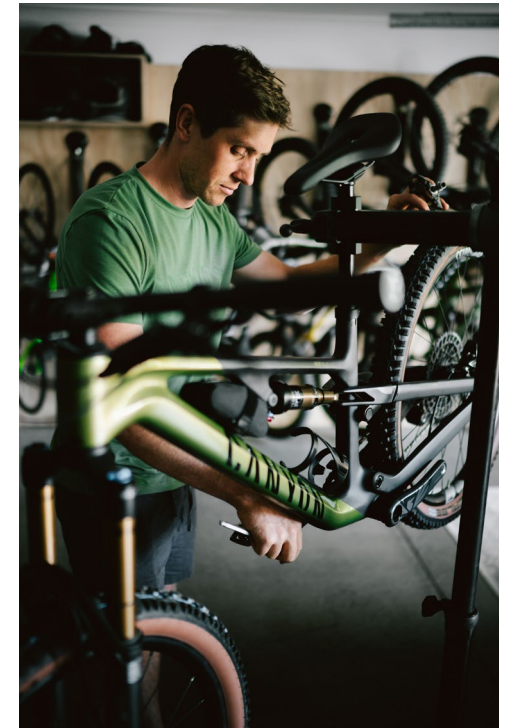
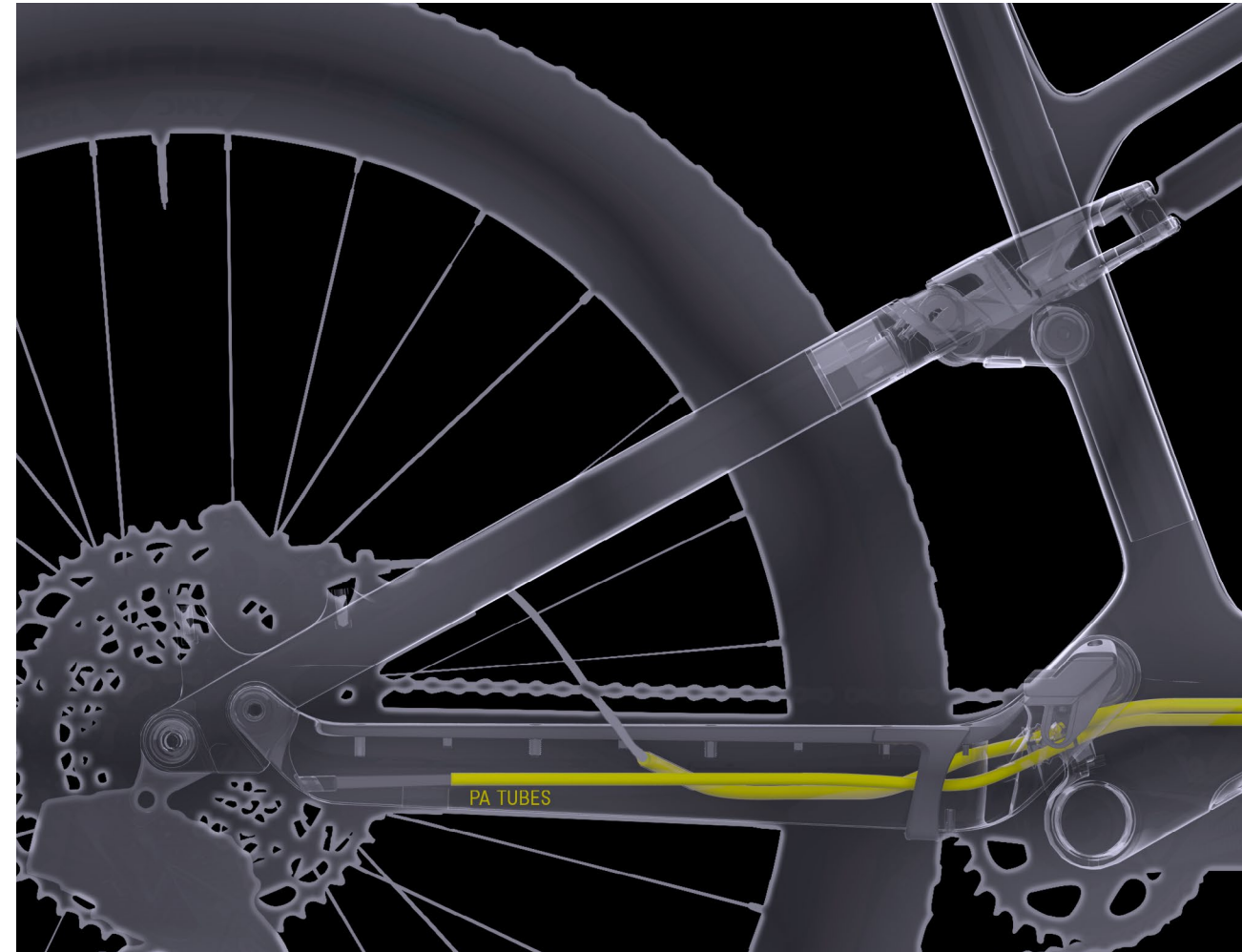
BECAUSE SIMPLE IS SIMPLE

The principle "Keep It Simple" has always been applied to the Neuron. To that end, we've equipped the new Neuron with a cable routing system that's both elegant and user friendly. Simple and unobtrusive, from back to front.

Back to front? That's right. Thanks to the fully integrated guide channels, installing the shift and brake lines is child's play. You slide the lines into the rear triangle and straight through to the head tube. Simple. No more desperate fishing around. The internal cable channels are flexible and route the cables seamlessly. The lines are nearly straight throughout the frame, for optimized shifting performance, with only a slight bend near the bottom bracket area. As the lines reach the front of the bike, they run straight to the head tube and through the upper headset and the new and improved IPU 2.0. Our updated Impact Protection Unit protects the Neuron's top tube from

collisions with the brake levers during the event of a crash. Finally, to keep dirt and water at bay, all line inlets on the frame are sealed.

Speaking of the headset, by routing the lines through the upper headset bearing, we've also reduced bends in the lines near the cockpit. The result is a tidy control center. And with a weight saving of 80 grams, the new cable routing has an even lighter overall weight than its predecessor.



DIFFERENT ... AND YET THE SAME

We've built a broad range of Neuron models (11 in all) to ensure that everyone can find the model that suits them best. In 2023, we are offering four primary carbon models (plus a women's-specific version of the CF 8). When it comes to aluminum, we are offering four core Neuron AL models, plus a pint-sized Young Hero model for groms, and

women's-specific versions of the Neuron 6 and 7. Like we said, it's a big range of bikes.

Regardless of which frame platform you choose, each Neuron offers the same core, outstanding ride quality, thanks to identical geometries and suspension kinematics. There are, of course, subtle differences in

the detailed solutions featured on the carbon and aluminum models, since those solutions were tailored to the most efficient use of each respective frame material.

Examples? With the Neuron AL, we have dispensed with an integrated down tube protector. Instead, the underside of the down tube

is protected from paint damage by a protective film. The carbon down tube of the Neuron CF, on the other hand, is protected by a plastic protector beautifully integrated into the frame shape.

NEURON AL AND NEURON CF IN COMPARISON:

This is the same:

- the geometry
- the wheel sizes
- the suspension travel
- the kinematics of the Triple Phase Suspension rear triangle
- the SRAM UDH derailleur hanger



THIS IS WHAT'S DIFFERENT:

NEURON CF

- FULLY INTEGRATED AND SEALED CABLE ROUTING
- STRAIGHT SEAT TUBE
- ADJUSTABLE CHAIN SHIELD
- SCREWED-IN-PLACE CHAINSTAY PROTECTOR
- 2,440 G FRAME WEIGHT IN SIZE M



NEURON AL

- BENT SEAT TUBE
- CHAIN SHIELD WITHOUT ADJUSTMENT OPTION
- ANOTHER PAIR OF THREADS FOR MOUNTING ACCESSORIES (LOWER SEAT TUBE)
- 3,100 G FRAME WEIGHT IN SIZE M



ELEVEN MODELS. TWO FRAMES. ONE FAMILY.

Eleven models of the Neuron family offer the right solution for every taste. We have also thought of the youngest. Because the Neuron is also extremely popular with young riders. That's why we continue to offer the Neuron Young Hero in two frame sizes (2XS and XS) with specially designed geometry aimed for younger riders on the 2XS frame.

Women who want more than one of the Neuron unisex models will find tailor-made solutions for their needs with three different Neuron WMN models (one carbon and two alloy).

NEURON 7 / WMN

- 3,100 gram alloy frame
- FOX 34 Float Performance 140 mm fork
- FOX Float DPS Performance shock, 130 mm rear suspension
- Shimano XT 12s drivetrain
- DT Swiss M 1900 wheels (27,5" for XS-S, 29er M-XL)
- Iridium SP63 dropper post (XS 150 mm, S-M 170 mm, L-XL 200 mm)
- Iridium bars, 760 mm (M-XL), 740 mm (XS-S, M on WMN)
- Colors ROW: Stealth, Forest Green, Peak Blues (WMN)
- SIZES: XS-XL
- SIZES WMN: XS-M

NEURON 5

- 3,100 gram alloy frame
- Rock Shox Recon Silver 140 mm fork
- Rock Shox Deluxe Select+ shock, 130 mm rear suspension
- Shimano Deore 12s drivetrain
- Iridium | Shimano MT400 / MT410 (30/25 mm) wheels (27,5" for XS-S, 29er M-XL)
- Iridium SP63 dropper post (XS 150 mm, S-M 170 mm, L-XL 200 mm)
- Iridium bars, 760 mm (M-XL), 740 mm (XS-S)
- Colors ROW: Soil Red, Alps White
- Sizes: XS-XL

NEURON 6 / WMN

- 3,100 gram alloy frame
- FOX 34 Float Rhythm 140 mm fork
- FOX Float DPS Performance shock, 130 mm rear suspension
- Shimano SLX 12s drivetrain
- DT Swiss LN AM (30/25 mm) wheels (27,5" for XS-S, 29er M-XL)
- Iridium SP63 dropper post (XS 150 mm, S-M 170 mm, L-XL 200 mm)
- Iridium bars, 760 mm (M-XL), 740 mm (XS-S, M on WMN)
- Colors ROW: Peak Blues, Alps White, Fog Grey (WMN)
- Sizes: XS-XL
- Sizes WMN: XS-M

NEURON YOUNG HERO

- 3,100 gram alloy frame
- Manitou Machete Comp 130 mm fork
- Manitou Mara IL shock, 130 mm rear suspension
- Shimano Deore 12s drivetrain
- Iridium Young Hero 152 mm cranks
- Tektro Kids brakes with 180 mm Hayes brake rotors
- Iridium | Shimano MT400 650B wheelset
- Iridium rigid seatpost
- Iridium 700 mm bars
- Colors ROW: Shockwave
- Sizes: 2XS, XS

NEURON CF

NEURON CF LTD

- 2,440 gram carbon frame (size medium)
- FOX 34 Float Factory 140 mm fork
- FOX Float DPS Factory shock, 130 mm rear suspension
- SRAM X01 AXS 12S drivetrain
- DT Swiss XMC 1200, (30 mm) wheels
(27,5" for XS - S, 29er M - XL)
- RockShox Reverb AXS 150 mm dropper post
(XS 125 mm, S 150 mm, M - XL 170 mm)
- RaceFace Next 35 carbon bars, 760 MM (M - XL), 740 mm (XS - S)
- Colors ROW: Valley Purple
- Sizes: XS - XL

NEURON CF 9 SL

- 2,440 gram carbon frame (size medium)
- FOX 34 Float Factory 140 mm fork
- FOX Float DPS Factory shock, 130 mm rear suspension
- SRAM GX AXS 12s drivetrain
- DT Swiss XMC 1501 (30 mm) wheels
(27,5" for XS - S, 29er M - XL)
- Iridium SP60 dropper post
(XS 150 mm, S - M 170 mm, L - XL 200 mm)
- RaceFace Next 35 carbon bars, 760 MM (M - XL), 740 mm (XS - S)
- Colors ROW: Moss Green
- Sizes: XS - XL

NEURON CF 9

- 2,440 gram carbon frame (size medium)
- FOX 34 Float Performance Elite 140 mm fork
- FOX Float DPS Performance shock, 130 mm rear suspension
- Shimano XT 12s drivetrain
- DT Swiss XMC 1700 (30 mm) wheels
(27,5" for XS - S, 29er M - XL)
- Iridium SP60 dropper post (XS 150 mm, S - M 170 mm,
L - XL 200 mm)
- RaceFace Next 35 carbon bars, 760 mm (M - XL),
740 mm (XS - S)
- Colors ROW: Summit Silver, Lake Blue
- Sizes: XS - XL

NEURON CF 8 / WMN

- 2,440 gram carbon frame (size medium)
- FOX 34 Float Performance 140 mm fork
- FOX Float DPS Performance shock, 130 mm rear suspension
- Shimano SLX 12s drivetrain
- DT Swiss XM 1700 (30 mm) wheels
(27,5" for XS - S, 29er M - XL)
- Iridium SP60 dropper post (X - XL)
- RaceFace Next 35 carbon bars, 760 mm (M - XL),
740 mm (XS - S, M on WMN)
- Colors ROW: Summit Silver, Rock Red, Glacier Grey (WMN)
- Sizes: XS - XL
- Sizes WMN: XS - M

FAQ

THE NEW NEURON – GENERAL QUESTIONS

WHEN WILL THE EMBARGO ON REPORTING ON THE NEW NEURON END? WHEN CAN JOURNALISTS PUBLISH PHOTOS AND REPORTS ABOUT THE PRESS LAUNCH?

The embargo on all Neuron models expires at 11 am CET (that's 2am Pacific Standard for the Americans) on February 21, 2023. The Neuron Family will be available for purchase on canyon.com.

IS THE NEURON A TRAIL BIKE?

The Neuron is one thing above all – a true all-rounder. A do-it-all mountain bike. But since this category does not exist, we simply call it a trail bike.

WHAT WAS THE MOST IMPORTANT GOAL IN THE DEVELOPMENT OF THE NEW NEURON?

The most important of all goals was to develop a versatile moun-

tain bike that significantly expands the comfort zone of the rider. At the same time, we focused on creating a really lightweight yet robust bike. Riders should enjoy their bike long after "new bike day," which is why we focused on making the Neuron as user and service friendly as possible.

WHAT DISTINGUISHES THE NEURON FROM THE LUX TRAIL?

The Lux Trail is a progressive cross-country full-suspension rig for athletes who want to achieve their peak performance even in challenging terrain. Modern cross-country trails are becoming more and more challenging and these courses are home to the Lux Trail.

The Neuron is also an efficient bike and a lightweight in its class. But we designed Neuron with a greater emphasis on comfort and control.

WHAT DISTINGUISHES THE NEURON FROM SPECTRAL 125?

Of course, the Spectral 125 also joins the ranks of trail bikes. At first glance, it may even compete with the Neuron. But we are dealing with two completely different bikes.

The Spectral 125 is a progressive trail bike for riders who are constantly seeking to push the limits of control but enjoy doing so on a bike with less travel and more "pop" than your average longer-travel rig. We made the Spectral 125 for riders who enjoy merging speed and style on the trail. Its geometry and robust components invite you to let it fly. And this is meant metaphorically as well as literally. Thanks to the rather short suspension travel, the Spectral 125 delivers unfiltered riding pleasure on the trail.

With 140 mm travel at the front and 130 mm travel at the rear and a modern geometry, the Neuron is also ideally equipped to guide its rider safely through rough terrain. But the strength of the Neuron lies more in comfort than in top speed. It is a bike for all-day tours and therefore offers efficient propulsion, rock-solid traction, and a lot of comfort.





HOW DOES THE NEW NEURON COMPARE TO ITS PREDECESSOR?

The new Neuron is perfectly balanced. Thanks to the more relaxed head angle and the longer front center, it scores with more stability and control on steeper descents. The Neuron also pedals more smoothly than its predecessor.

Nevertheless, the Neuron doesn't overshoot the mark. It is neither too long nor too slack. Our goal: improve control while retaining the agility and liveliness that have always been a hallmark of the Neuron.

When it comes to climbing, the new Neuron benefits, above all, from the steeper seat angle. You sit more centrally above the bike. The pedaling position is more ergonomic and your body weight sits centrally between the axles.

WHAT DISTINGUISHES THE NEURON FROM ITS PREDECESSOR?

- A fresh, tidy, and slimmer design
- A more modern geometry: a steeper seat angle, a slightly slacker head angle, and a longer front center
- Improved pivot hardware with

- new axles and improved seals on the rear triangle
- Improved frame protectors, both on the main frame and on the rear triangle
- A mounting point for the Canyon Load Bag in the front frame triangle of the front triangle
- Improved internally routed and sealed cable routing
- Universal rear derailleur hanger

WHAT DISTINGUISHES THE NEURON FROM OTHER TRAIL BIKES?

The Neuron is incredibly versatile. It offers an excellent blend of efficiency and traction. At the same time, it is comfortable and balanced. Compared to many other trail bikes, the Neuron is a real lightweight, yet it's uncomplicated, low-maintenance, and robust. Reconciling all those traits in a single bike was no mean feat.



WHO IS THE IDEAL RIDER FOR THE NEURON?

We developed the Neuron for riders who want one bike that allows them to get out and escape their everyday life. As one of the most versatile trail bikes on the market, the Neuron is the perfect escape vehicle for crossing the Alps, logging massive miles over varied terrain, or just getting out and blowing off steam on a quick post-work ride.

WHAT IS THE NEURON'S GREATEST STRENGTH?

The Neuron's greatest strength is its versatility. The Neuron masters any terrain. Whether you're scaling a steep climb or tackling a wild singletrack descent, the Neuron delivers. It offers excellent traction and scores with its feel-good geometry.



NEURON AL & NEURON CF: THE FRAME

CANYON OFFERS THE NEURON WITH BOTH ALUMINUM FRAMES AND FULL CARBON FRAMES. ARE THERE ANY OTHER DIFFERENCES BETWEEN THE FRAMES BESIDES THE MATERIAL?

The new Neuron carbon and aluminum frames are identical in all aspects that have a defining influence on how the bikes actually ride. This means that a Neuron AL customer benefits from the same ride quality as a Neuron CF customer. The geometry is identical, as is the chassis layout.

However, there are differences in the frame shape and some technical solutions. The Neuron CF frame, for instance, has a straight seat tube, which allows even more insertion depth for the seat post. The Neuron AL, on the other hand, has a curved seat tube, but offers an additional spot for attachments such as a second bottle cage in the lower third of the seat tube.

HOW MUCH DOES THE NEURON CF FRAME WEIGH?

The Neuron CF frame weighs 2,440 grams in frame size M.

HOW MUCH DOES THE NEURON AL FRAME WEIGH?

The Neuron AL frame weighs 3,100 grams in frame size M.

WHICH ISO CLASSIFICATION DO THE NEURON FRAMES CORRESPOND TO?

Both the Neuron AL and the Neuron CF meet our class 3 strength and impact standards.

| | NEURON CF | NEURON AL |
|---|-----------|-----------|
| FRAME (FT + CS + SS) | 1743 g | 2435 g |
| ARTWORK GUESSTIMATE | 125 g | 130 g |
| ROCKER | 76 g | 78 g |
| SHOCK EXTENSION | 132 g | 140 g |
| PIVOT HARDWARE | 214 g | 224 g |
| UDH | 27 g | 27 g |
| COVERS | 27 g | 2 g |
| HARDWARE AND SMALL PARTS ACCORDING TO DIN | 268 g | 260 g |
| FRAME PROTECTION | 76 g | 37 g |
| SEAT CLAMP | 20 g | 20 g |
| DIN WEIGHT TOTAL | ~ 2440 g | ~ 3100 g |

IS THE NEW, INTERNAL CABLE ROUTING OF THE NEURON CF REALLY LIGHTER THAN THE PREVIOUS MODEL?

Yes, the new system shaves a total of 80 grams from the system.

HOW DOES THE SEAL OF THE CABLE ROUTING BETWEEN THE MAIN FRAME AND THE REAR TRIANGLE WORK?

All internal guide channels of the integrated cable routing are glued into the frame and sealed at the inlets. That way, dirt and water cannot get to the frame's interior. We have come up with a particularly smart solution for the transition between the main frame and the rear triangle. For uncomplicated installation of the cables, this area is seamlessly bridged by the soft PA guides. The opening of the main frame in the bottom bracket area is enclosed and sealed by a flexible rubber sleeve. It's an innovative solution that is lightweight, durable, and extremely easy to service.

HOW HAS THE GEOMETRY OF THE NEW NEURON EVOLVED?

The geometry has become more modern and has evolved in favor of offering riders more control at speed and on steeper tracks. The main frame has become longer, and the head angle is slightly slacker. In order to improve upon the Neuron's already good climbing performance, we steepened the seat angle.

HOW MANY FRAME SIZES ARE THERE FOR THE NEURON?

The Neuron is available in five different frame sizes for adults. We also offer a Young Hero model for young people. The Young Hero is available in sizes 2XS and XS.

MODEL YEAR 2022

| FRAME SIZE | XS | S | M | L | XL |
|-----------------------|-------|-------|------|------|------|
| WHEEL SIZE | 27.5" | 27.5" | 29" | 29" | 29" |
| SEAT TUBE LENGTH (MM) | 400 | 400 | 445 | 480 | 520 |
| TOP TUBE LENGTH (MM) | 558 | 581 | 603 | 626 | 654 |
| HEAD TUBE LENGTH (MM) | 88 | 100 | 102 | 112 | 143 |
| HEAD TUBE ANGLE (°) | 66,5 | 66,5 | 67 | 67 | 67 |
| SEAT TUBE ANGLE (°) | 74,5 | 74,5 | 74,5 | 74,5 | 74,5 |
| CHAINSTAY LENGTH (MM) | 430 | 430 | 440 | 440 | 440 |
| WHEELBASE (MM) | 1121 | 1146 | 1167 | 1190 | 1222 |
| REACH (MM) | 398 | 418 | 433 | 453 | 473 |
| STACK (MM) | 578 | 589 | 614 | 623 | 651 |
| BB OFFSET (MM) | 18 | 18 | 38 | 38 | 38 |

MODEL YEAR 2023

| FRAM SIZE | XS | S | M | L | XL |
|-----------------------|-------|-------|------|------|------|
| WHEEL SIZE | 27.5" | 27.5" | 29" | 29" | 29" |
| SEAT TUBE LENGTH (MM) | 390 | 390 | 425 | 460 | 500 |
| TOP TUBE LENGTH (MM) | 556 | 579 | 611 | 639 | 674 |
| HEAD TUBE LENGTH (MM) | 90 | 100 | 110 | 125 | 143 |
| HEAD TUBE ANGLE (°) | 66 | 66 | 66 | 66 | 66 |
| SEAT TUBE ANGLE (°) | 76 | 76 | 76 | 76 | 76 |
| CHAINSTAY LENGTH (MM) | 430 | 430 | 440 | 440 | 440 |
| WHEELBASE (MM) | 1139 | 1164 | 1203 | 1234 | 1271 |
| REACH (MM) | 410 | 430 | 455 | 480 | 510 |
| STACK (MM) | 587 | 596 | 626 | 639 | 656 |
| BB OFFSET (MM) | 17,5 | 17,5 | 38 | 38 | 38 |

SUSPENSION

HOW MUCH TRAVEL DOES THE NEURON OFFER?

The new Neuron offers 140 mm travel at the front and 130 mm travel at the rear.

Our youth-specific Young Hero model is the one deviation from this rule, instead offering 130 mm of suspension travel, front and rear.

WHAT ARE THE NEURON'S SHOCK DIMENSIONS?

Medium through XL frames are equipped with rear shocks sized 210x50 mm. On the smaller frames (2XS – S), we install shorter rear shocks that measure 190x45 mm. However, the actual suspension travel is the same on all frame sizes, aside from the 2XS Young Hero model.

The rear shock hardware measures 8x20 mm at the upper shock eye. The lower shock eye fits directly into the shock extension without a bushing.

IS IT POSSIBLE TO USE A COIL-SPRUNG REAR SHOCK ON THE NEURON?

No. With an eye fixed on minimizing weight, we designed the Neuron's kinematics exclusively around the properties of an air-sprung rear shock.

WHICH AIR-SPRUNG REAR SHOCKS (APART FROM THE ORIGINAL SPEC MODELS) ARE STILL COMPATIBLE WITH THE NEURON?

In addition to the standard FOX Float and RockShox Deluxe rear shocks, the Neuron can also be equipped with the FOX Float X and RockShox Super Deluxe rear shocks – the Neuron will accommodate those "piggyback" style shocks. However, if you install a FOX Float X or a RockShox Super Deluxe, you do have to place the water bottle cage in the lower mount and are limited to a maximum of one bottle, no greater than 600 ml in size.

We did not test the Neuron with other brands' piggyback models and can't speak directly to their compatibility.





ALL THE NERDY DETAILS

DOES THE NEW NEURON HAVE A THREADED OR PRESS-FIT BOTTOM BRACKET?

We equipped the Neuron with a threaded BB. This maximizes compatibility and makes bottom bracket maintenance as simple as possible.

WHICH CHAIN LINE DOES THE NEURON HAVE?

All Neuron models come exclusively with single-ring drivetrains. In other words, the new Neuron no longer offers a derailleur mount. The chain line is 55 mm.

ARE THE FRAME PROTECTORS GLUED OR SCREWED TO THE NEW NEURON?

The frame protectors of the Neuron CF are bolted on and therefore easily replaceable. This applies to the down tube protector as well as to the chainstay protector.

The down tube of the Neuron AL is protected against paint damage with a transparent film.

DOES THE NEURON HAVE AN ISCG MOUNT?

No. We have, however, developed a minimalistic, yet very effective chain guide especially for the Neuron. The chain guide is mounted on the seat stay (near the main bearing) and keeps your chain where it belongs (on the chain ring) when you are plowing through chunkier sections of trail.

Additionally, all Neuron models feature our newly-developed Chain Shield – a kind of chain guide integrated into the chainstay protector. The Chain Shield protects the chainstays from the dreaded "chain suck".

CAN THE CHAIN SHIELD BE ADJUSTED IF ANOTHER CHAINRING IS MOUNTED?

We have developed two variants of the Chain Shield. A simpler variant for the Neuron AL, which is not adjustable, and an adjustable version for the Neuron CF. The Chain Shield on the Neuron CF can be adjusted to accommodate 28- to 34-tooth chainrings.



| FRAM SIZE | NEURON 7 | NEURON 7 WMN | NEURON 6 | NEURON 6 WMN | NEURON 5 | NEURON YOUNG HERO |
|--------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------|
| SADDLE | Ergon SM10 | Ergon SM10 Sport Women | Selle Italia X3 | Selle Italia X3 Lady | Selle Italia X3 | Canyon |
| SEATPOST | Iridium Dropper Post SP63 | Iridium Dropper Post SP63 | Iridium Dropper Post SP63 | Iridium Dropper Post SP63 | Iridium Dropper Post SP63 | Iridium |
| SEATPOST DIAMETER (MM) | 30.9 | 30.9 | 30.9 | 30.9 | 30.9 | 30.9 |
| SEATPOST TRAVEL (MM) | XS 125, S 150, M-XL 170 | XS 125, S 150, M 170 | XS 125, S 150, M-XL 170 | XS 125, S 150, M 170 | XS 125, S 150, M-XL 170 | - |
| SEATPOST INSERTION DEPTH MIN. | 80 | 80 | 80 | 80 | 80 | 90 |
| SEATPOST INSERTION DEPTH MAX. | XS 198, S 220, M-XL 250 | XS 198, S 220, M-XL 250 | XS 198, S 220, M-XL 250 | XS 198, S 220, M-XL 250 | XS 198, S 220, M-XL 250 | 270 |

| FRAM SIZE | NEURON CF LTD | NEURON CF 9 SL | NEURON CF 9 | NEURON CF 8 | NEURON CF 8 WMN |
|--------------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| SADDLE | Ergon SM10 Sport Men | Ergon SM10 Sport Men | Ergon SM10 Sport | Ergon SM10 | Ergon SM10 Sport Women |
| SEATPOST | Rock Shox Reverb AXS | Iridium Dropper Post SP60 | Iridium Dropper Post SP60 | Iridium Dropper Post SP60 | Iridium Dropper Post SP60 |
| SEATPOST DIAMETER (MM) | 30.9 | 30.9 | 30.9 | 30.9 | 30.9 |
| SEATPOST TRAVEL (MM) | XS 125, S 150, M-XL 170 | XS 150, S-M 170, L-XL 200 | XS 150, S-M 170, L-XL 200 | XS 150, S-M 170, L-XL 200 | XS 150, S-M 170 |
| SEATPOST INSERTION DEPTH MIN. | 80 | 90 | 90 | 90 | 90 |
| SEATPOST INSERTION DEPTH MAX. | XS 260, S-XL 290 | XS 260, S-XL 290 | XS 260, S-XL 290 | XS 260, S-XL 290 | XS 260, S-XL 290 |

CAN THE NEW NEURON BE DRIVEN AS A "MULLET" WITH A SMALLER REAR WHEEL?

No. The frame sizes 2XS (Young Hero), XS and S come with 27.5" wheels - front and rear. All other frame sizes roll on 29" wheels, front and rear. Running a smaller, 27.5" rear wheel on a 29" Neuron would greatly change the geometry and unnecessarily compromise the outstanding handling of the Neuron.

WHAT IS THE MAXIMUM REAR TIRE CLEARANCE ON THE NEW NEURON?

29x2.4 is as big as you can go in the Neuron's rear triangle - and, since every brand's "2.4" is a little different than the next brand's 2.4 tire, it always pays to double check that rear tire clearance when you slap on a new rear tire.

IS THE NEURON FOLLOWING THE TREND TOWARDS LARGE 34.9 MM SEATPOSTS?

No. The Neuron has a seatpost diameter of 30.9 mm.

IS DROPPER POST INSERTION LENGTH LIMITED ON THE NEURON?

Not to a great extent because the Neuron AL has a straight seat tube and thus offers full insertion depth of the seat post. As a result, longer-travel dropper posts can also be mounted. However, the insertion depth naturally depends on the frame size and the respective model of dropper post.





WHY DOESN'T THE NEURON FEATURE A TRUNNION-MOUNT REAR SHOCK?

Our goal was to create a durable bike with no weak points. Unfortunately, a trunnion damper mount has technical disadvantages. Lateral forces, which are transmitted to the shock via the rear triangle, act directly on the damper body. This creates friction and hampers the sensitivity of the shock. In addition, reliability suffers because there is increased wear on the damper shaft and the sliding bushes. Shorter service intervals can be the unpleasant consequence.

Admittedly, shock extensions can also lead to such problems. However, we managed to solve this potential problem with the Neuron and all other Canyon full-suspension bikes that feature shock extensions. The short and very stiff rockers on our bikes decouple the shock perfectly from lateral forces.

If your hunger for knowledge on this topic has not yet been satisfied, we highly recommend [this](#) tech video by Vorsprung Suspension from Canada.

HOW DID YOU MAXIMIZE THE NEURON'S DURABILITY?

We go to great lengths to make our bikes durable and user-friendly. Accordingly, we install specially configured bearings with an above-average number of balls on the rear triangle. In addition, we lubricate all bearings with a particularly stable, high-performance grease.

And in the event that wear and tear becomes noticeable after countless hours of operation, our spare parts shop has you covered. You can find bearings, derailleur hangers, and everything else in either your own personal Canyon Bike Garage or directly in the "Spare & Wear Parts" section of our website.

DOES THE NEURON FEATURE STANDARD PIVOT HARDWARE?

We install double-sealed ball bearings on the Neuron. This type of bearing is also known as an industrial bearing. To give our bikes particularly long durability, we install a very high-quality variant of these industrial bearings. The sealing washers of the sealed ball bearings have two sealing lips on each side. This increases bearing protection enormously by keeping dirt and water safely away from the balls.

In terms of dimensions, we have opted for a mix of standard bearings and special bearings, depending on the specific requirements of the respective bearing points. For instance, the Horst Link of the Neuron CF uses bearings with standardized dimensions. However, we also install special bearings with an extended inner ring on the Neuron CF.

To ensure that our customers don't have to rack their brains when it's time to overhaul their pivots, we've made it easy to find the right bearings and spare parts. We offer all bearings as well as other spare and wear parts directly on the Canyon website. All spare and wear parts are listed under "Components" on the respective product page and can be purchased directly there.





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