

Sender CFR



CANYON



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CANYON FACTORY RACING

Canyon Factory Racing (CFR) stands for the highest level of performance at Canyon. Developed in collaboration with our world-class athletes, CFR bikes are engineered without compromise—using our most advanced materials, race-proven technology, and real-world feedback from the toughest competitions on earth.

Every CFR bike is born from the demands of elite racing, designed to deliver ultimate speed, control, and reliability at the limit. From World Cup podiums to Red Bull Hardline, CFR represents a commitment to performance without shortcuts.

Fast, by design.



The time between the final beeeep in the start gate and the moment the tires break the beam at the finish line is a few short minutes, played out in hundredths of second increments. It is the culmination of the combined efforts of rider and machine and everyone involved in getting that rider and that bike to the start house. A combined effort of athletes and engineers, trainers and mechanics, so many people, so much meticulous preparation, rigorous training, focus, obsession over every single aspect of every single run. All with the singular dedicated goal of being the fastest down that hill.

This is downhill racing. The ultimate proving ground. Every hundredth of a second—no, every thousandth—counts. There is nowhere to hide. And everything matters. Everything. Sacred time. Hallowed ground.

We have spent a decade getting here, and we have poured an entire lifetime of concerted effort into the journey. Countless hours spent prototyping, testing, prototyping again, refining, hunting down every spare fraction of a second. This is personal. This is the new Sender CFR. Already World Cup proven, it's here to keep on winning.





THE MASTERY OF SPEED

This is more than a downhill bike. It is a statement. It is intention set in motion.

The new Sender CFR is the result of our decade-long obsession with DH racing. We have spent hours and hours building prototypes and testing them and then going back and building mules and testing them and doing that over and over and over. All this time spent churning through computer models, all the maniacal data logging and all relentless ride testing was done so that we could define what is needed to make a bike the fastest down the hill, wherever that hill is, whatever the terrain on that hill may throw at rider and bike as they blaze between the tape from top to bottom.

We learned that in order for a bike to master every conceivable race run, it is going to need a few tricks up its sleeve. There has to be a solid baseline to start with; a refined suspension and a super composed chassis. But that alone won't be enough. It is going to need to be reliable, efficient and versatile. And to be masterfully effective everywhere, it is going to need to be adjustable.

Every track. All conditions. Our goal was to build our riders the best and fastest DH bike on the planet, no excuses. A bike that could win World Cup races. So that's what we did. Built the bike. Won World Cups.

To develop the Sender CFR, we needed to explore a whole galaxy of possibilities. This is an incredibly potent race bike with an incredibly advanced level of adjustability. That adjustability still needs to have understandable parameters, however. Just slapping a bunch of flip chips and sliders onto a design and calling it good was not an option. We wanted the Sender to be adjustable to perform at the absolute best in any conditions, and every adjustment that is offered is there for a very specific, thoroughly tested reason. And in order for us to arrive at those specific reasons, to define those parameters, we had to start somewhere.



We call this the Frankenstein SuperMule. Some might see a massive pile of hardware and a machinist's waking nightmare. To us, this is the gravity tested incarnation of the old adage "leave no stone unturned."

THE THOROUGHBRED MULE

Five different possible axle paths. Adjustable anti-squat. Adjustable anti-rise. Adjustable seat angle. Adjustable BB height, as well as fore-aft adjustability. Adjustable reach. Adjustable chainstay length. Gearbox. Derailleur. High pivot. Adjustable high pivot idler location. Mullet. 29er. This beast enabled us to chase down every computer-modeled itch we had and let us scratch it for real, and get solid feedback from our racers about what works best for them, and where. And from here, we derived the baselines that evolved into the new Sender CFR.

Visually, this may be the kind of beast that only a mother could love, but we think it's beautiful. So does the guy who supplies us with Loctite 242.



**"It keeps more speed, and
you can push harder. I can
stay in my comfort zone."**

Marine Cabirou • CLLCTV Factory Team Rider



THE TRACTION HUNTER

We learned a lot from the Frankenstein SuperMule, and applied those lessons to the Sender CFR in the form of a completely new rear suspension. This design was chosen to capitalize on the traction and stability advantages of a rearward axle path in rough terrain, but there's a lot more going on than meets the eye.

Refined kinematics keep pedal kickback to a minimum and offer superb small bump sensitivity, further enhancing traction. The progressivity and anti-squat engineered into the design provides support and stability in the mid stroke; this equates to predictable and responsive behavior when pumping and jumping, and the adjustable leverage ratio allows riders to tailor the amount of ramp to suit style or conditions (we'll get more into that in a bit).

When Fabien Barel speaks, it's a good idea to listen. His input in the development of the Sender CFR was crucial, especially with regards to the linkage design on the bike. It maintains a low center of gravity, centralizing mass in a way that enhances cornering and responsiveness to rider inputs. It also delivers a whole fistful of anti-rise behavior. 130% of anti-rise, in this case. This stabilizes rider weight more evenly between front and rear wheels during braking while the high-pivot keeps the suspension responsive and free from packing in rough turns, maintaining incredible braking traction.

Long, low, sleek, crafted in carbon fiber and armored for life. The new Sender CFR chassis is the studied result of combining the suspension design, handling characteristics and desired adjustability that all started with the Frankenstein SuperMule.

Whereas the SuperMule was all about experimentation and function, the sleek lines of the carbon fiber production frame are the embodiment of form meeting function.



THE SHAPE OF SPEED

It is so much more than just a pretty face, though. The linkage and shock placement keeps the CoG low and centered. The suspension pivots on oversized axles with double sealed bearings throughout, packed with our proprietary grease. All adjustability is built into hard points on the frame, maintaining chassis integrity, flex resistance and longevity. And with a full carbon fiber construction throughout, the Sender CFR is both precise in its handling and still incredibly strong.





THE SHAPE OF SPEED

Canyon's polymer reinforced HIT technology—first pioneered on the Stitched CFR Trial—is deployed in the downtube for superior impact resistance. Armoring is further enhanced with polymer rear fenders, downtube protector and rocker skid plate. Canyon's KIS steering stabilization system co-developed with Syntace is standard equipment on the Sender CFR. This is a frame developed by and for World Cup racers that offers the performance they desire along with the toughness and durability that privateers need.



THE ALCHEMY OF HANDLING

Stability at speed and responsiveness are not always easy bedfellows, but these two attributes are crucial on a DH bike. There has to be enough inherent stability in the chassis that riders can put their entire confidence into it, knowing it will remain predictable and consistent in the wildest chunder. But it also needs to be responsive to rider inputs—it needs to feel lively, intuitive, and able to be moved around without sapping energy or feeling dead.

With the Sender CFR we decided on a mullet platform across the board; 27.5" rear wheel, 29" up front. The smaller rear wheel achieves the responsiveness and manoeuvrability that riders want while the larger front maintains the stability and control necessary. This is non-negotiable. Same with the 438 mm chainstay length. We built a ton of adjustability into this bike (as you'll read in the next section), but this was not an area we wanted to compromise.

Compared to the previous Sender, we stretched the reach 8 mm across all sizes, and brought the stack up incrementally; it's 9 mm higher on the small size, and 4 mm taller on the XL. The head angle is 62.7 degrees in the low BB setting, 63 degrees in the high setting. The low BB setting puts the bottom bracket at 347 mm, and 352 mm in the high setting. Stable, but responsive. Ready to do business anywhere.

	M086 PREVIOUS SENDER CFR	M180 NEW SENDER CFR	M086 PREVIOUS SENDER CFR	M180 NEW SENDER CFR	M086 PREVIOUS SENDER CFR	M180 NEW SENDER CFR	M086 PREVIOUS SENDER CFR	M180 NEW SENDER CFR
FRAME SIZE	Small		Medium		Large		X-Large	
WHEEL SIZE	Mullet	Mullet	2x 29" or Mullet	Mullet	2x 29" or Mullet	Mullet	29"	Mullet
REACH WITH ± 8 MM ADJUSTMENT	435 (± 8)	443 (± 8)	460 (± 8)	468 (± 8)	485 (± 8)	495 (± 8)	510 (± 8)	518
HEAD TUBE ANGLE (°)	63	63 (HI)	63	63 (HI)	63	63 (HI)	63	63 (HI)
STACK	617	626	622	630	631	635	635	639
HEAD TUBE LENGTH	95	100	100	105	110	110	115	115
CHAINSTAY LENGTH HORIZONTAL	435 (+10)	438	435 /445 (+10)	438	435 /445 (+10)	438	445 (+10)	438
WHEELBASE	1239 (+10)	1246	1266 / 1276 (+10)	1273	1295 / 1305 (+10)	1303	1333 (+10)	1328



THE PERFECT SETUP

With the Sender CFR, our goal was to build the fastest bike for any course. Thing is, aside from pointing downhill, courses are hugely variable. Val Di Sole is nothing like Fort William. Throw in something like the Red Bull Hardline course in Derby, Tasmania, and then on top of that roll the dice with weather. Riders have to contend with everything from skatey dust on top of baby head rocks to rain, slick roots and thick mud, so the ability to adapt bikes to the conditions becomes paramount.

Defining an axle path and base kinematics was not enough. We want this bike to excel on any course, in any conditions, and to give its riders absolute confidence and control in their quest for the top step of the podium. Wherever that may be.

The key to unlocking that level of performance is to start with an incredibly composed, race-ready package, then provide enough adjustment to allow riders to tweak the details. In short; give them the tools they need to unlock peak performance while maintaining the integrity of the original design.



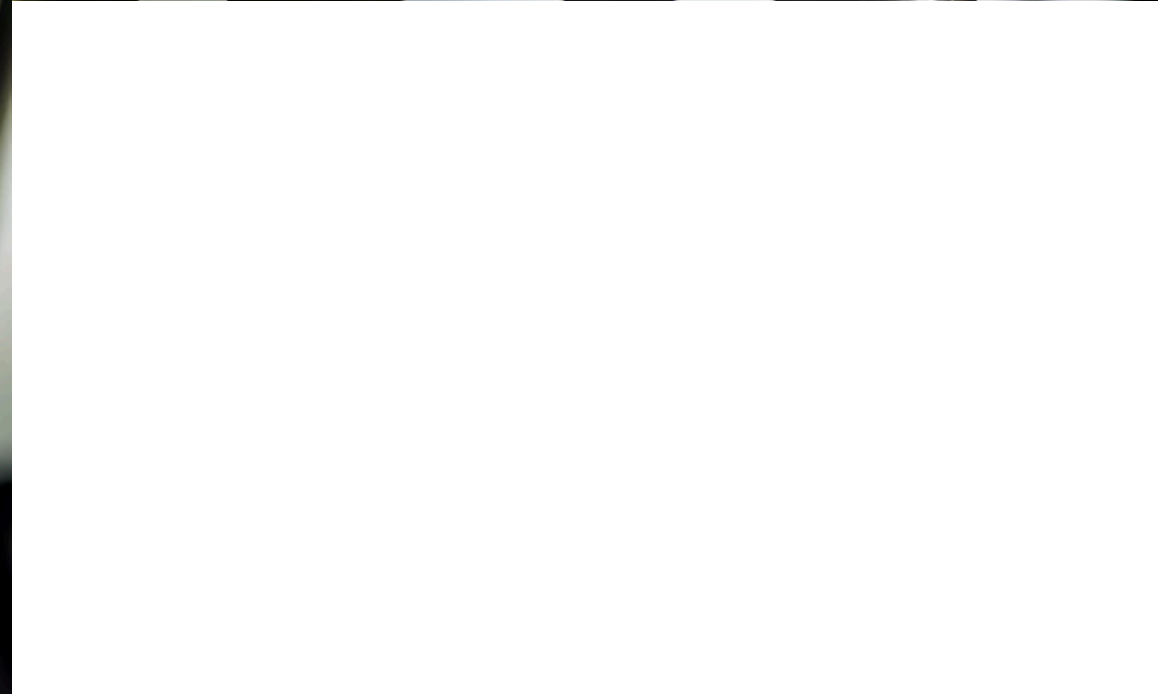




THE PERFECT SETUP

Here's how the Sender CFR delivers that.

- We start with custom shock tunes from both RockShox and Fox. Working closely with their engineers, we developed tunes that complement our suspension kinematics. These provide superb damping support for pumping and finding speed, yet work to remain supple and responsive enough in all conditions to stay compliant and maintain crucial traction.
- Upper shock mount allows adjustment of leverage rate. 32.7% for a more linear, plush suspension, or 37% for more ramp to soak up the biggest hits on smasher courses.
- The BB height flip chip allows ± 5 mm adjustment to let riders choose between a super low, ground hugging setup or more clearance and more responsive turn-in behavior.
- Reach adjustment cups in the headtube offer ± 8 mm of fore/aft tuning to optimize reach for rider preference and tune front-end feel for different tracks or conditions.
- KIS steering stabilizer is standard equipment, enhancing stability in all conditions. Fully adjustable, it can be tuned to suit rider preference and adapted to tame even the rowdiest of tracks. For riders who prefer a more traditional feel, it can also be quickly and easily removed, and we provide a tidy blanking plate for a clean look.





THE LITTLE THINGS THAT MATTER

The Sender CFR is a top tier race bike that is designed and dedicated to deliver World Cup podium performance at the hands of the best, most demanding riders on the planet. CFR stands for "Canyon Factory Racing." Pedigree aside, the Sender CFR is also designed to deliver a lifetime of dependable use for privateers and riders who don't have a team truck or a factory mechanic at their disposal.

We went overboard with pivot hardware and bearing seals and made sure bolt heads are easily accessible so that the bike can be easy to service. We even went so far as to use replaceable threaded inserts where possible—just in case. The frame is fully armored where it counts, and has integrated fenders that keep muck away from critical linkage parts in even the most brutal conditions. Chainstay and seatstay protection mitigate any potential chain slap and keep the bike running silently and smoothly even on the gnarliest tracks. Cable routing is fully guided internally, ensuring silent running and making cable and hose replacement efficient and easy.

The rear triangle bucks the trend toward ultra-wide spacing and instead is built around 148x12 boost spacing. Not only does this allow us to run a tighter, more compact rear triangle with less chance of heel rub and frame snags, but it allows riders easier access to more wheels in a pinch. Damage a wheel in practice? An enduro wheel will slot right in place and get riders back on track faster.







PODIUM PROVEN CHASSIS

- Full carbon construction, engineered for elite-level performance.
- The Sender CFR features Canyon's HIT Carbon (High Impact Technology Carbon), delivering outstanding impact resistance where it matters most—on the downtube. Reinforced with advanced polymer fibers, this construction draws on learnings from the Stitched CFR Trial, where the material was used across the entire frame and fork.
- A low-slung design lowers the center of gravity for enhanced stability and control —perfectly dialed for the demands of World Cup-level downhill racing.

TRACTION HUNTING KINEMATICS

- A high pivot design creates a rearward axle path for next-level stability in rough terrain.
- Minimized pedal kickback ensures exceptional small bump sensitivity, helping the suspension find grip where others can't—while maintaining a balanced feel between rider feedback and support.
- A supported and stable mid-stroke delivers predictable performance when pumping and jumping. The linkage design keeps the center of gravity low and introduces anti-rise behavior developed in collaboration with Fabien Barel—maximizing traction and stability under braking.
- With 130% anti-rise, braking forces are better balanced between front and rear wheels. And thanks to the ultra-supple high pivot design, the suspension stays active and composed, even when charging through rough, high-speed turns.



STABILITY AS STANDARD

- Stay on line, charge harder, and leave front-wheel washouts behind.
- K.I.S. (Keep It Stable) comes standard on the Sender CFR, helping you hold your line even through the roughest sections. Developed by Syntace, K.I.S. connects the top tube to the fork steerer with a spring mechanism, adding a subtle self-centering force to your steering. The result? More control, more confidence—especially when the trail gets wild.
- It's fully adjustable to match your riding style and terrain. Low maintenance. Lifetime warranty. Prefer a traditional setup? K.I.S. is easily removable, with a clean blanking plug included.

DIAL IN THE FIT, DIAL IN THE SPEED

- Fine-tune your front-end feel with ± 8 mm of headset offset adjustment—perfect for adapting to different tracks or riding styles.
- The Sender CFR ships with neutral (0 mm) cups installed, while a set of ± 8 mm offset cups comes included in the box as standard.
- Installation is quick and hassle-free thanks to a simple drop-in design—no bearing presses or cup removal required.



**“So much grip! It's made
to be fast at every single
World Cup.”**

Troy Brosnan • CLLCTV Factory Team Rider



There are two models of Sender CFR available. One offers pro level speed without the pocket emptying price tag. It offers a huge amount of performance in a high value proposition and has the kind of reliability that make it the perfect choice for privateer racers. That's the standard Sender CFR. It doesn't skimp where it counts; with a Fox 40 fork, Fox DHX2 Performance shock and SRAM Maven Bronze brakes, it means business.

Then there's the Sender CFR Team. All the bells, all the whistles. This is the bike that took Troy Brosnan to the top step at Mont-Sainte-Anne. RockShox Boxxer Ultimate fork, Vivid Coil Ultimate Shock, SRAM Maven Silver brakes and X01 Dh Transmission. No expense spared—this is as factory as it gets.



SENDER CFR LINE-UP

Sender CFR Underdog

Sender CFR Team

FRAME	Sender CFR M180	Sender CFR M180
FORK	Fox 40 Performance (Grip X)	RockShox BoXXer Ultimate
SHOCK	Fox DHX2 Performance	RockShox Vivid Coil Ultimate
TRANSMISSION	SRAM GX DH	SRAM X01 DH
CRANKS	SRAM Descendant	SRAM X01 DH
BRAKES	SRAM MAVEN Bronze	SRAM MAVEN Silver
WHEELSET	DT Swiss F1900	DT Swiss FR1500
TIRES	Maxxis Assegai DH MaxxGrip 2.5 (F) Maxxis Minion DHRII Maxxgrip 2.4 (R)	Maxxis Assegai DH MaxxGrip 2.5 (F) Maxxis Minion DHRII Maxxgrip 2.4 (R)
HANDLEBAR	Canyon G5	Canyon G5
STEM	Canyon G5 Direct Mount	Canyon G5 Direct Mount
K.I.S.	Fitted as standard	Fitted as standard
SEATPOST	Canyon G5	Canyon G5
SADDLE	Egon SMD20	Egon SMD20
COLOURS	Void Black CFR Mint	Void Black CFR Mint
FRAMESIZE	S-XL	S-XL
WHEELSIZE	Mullet	Mullet
WEIGHT	17.92 kg	18.50 kg

SENDER CFR LINE-UP

MODEL
**Sender CFR
Team**

COLOR
**P01
(Void Black)**



MODEL
**Sender CFR
Team**

COLOR
**P02
(CFR Mint)**



MODEL
**Sender CFR
Underdog**

COLOR
**P01
(Void Black)**



MODEL
**Sender CFR
Underdog**

COLOR
**P02
(CFR Mint)**



FAQs

THE BIG PICTURE

Q01 WHEN DOES THE EMBARGO EXPIRE ON EACH OF THE NEW SENDER CFR? WHEN CAN JOURNALISTS PUBLISH STORIES AND PHOTOS FROM THE PRESS LAUNCH?

The embargo lifts at 11:00 CET on May 6th. From that moment, journalists are free to publish stories, reviews, and photos from the press launch.

Q02 WHEN WILL THE NEW SENDER MODELS BE AVAILABLE FOR PURCHASE?

The new Sender CFR models will be available to purchase starting at 11:00 CET on May 6th, aligned with the embargo lift.

Q03 WHAT KIND OF BIKE IS THE SENDER?

The Sender CFR is our downhill race bike. A bike that represents a decade of development and a lifetime of love for downhill.

Q04 WHAT WAS THE MOST IMPORTANT GOAL IN THE DEVELOPMENT OF THE NEW SENDER?

The single most important goal was to build the fastest downhill race bike on the planet, with no compromises.

Canyon's engineers and athletes aimed to create a bike that could win on any track, in any conditions—whether that's the steep rocks of Val di Sole, the high-speed chutes of Fort William, or the chaos of Red Bull Hardline. That meant:

- World Cup-level speed and stability
- Extensive adjustability to fine-tune performance
- Bulletproof reliability for privateers and pros alike

Everything—from the suspension kinematics to the chassis design to the fine-tuned geometry—was obsessively tested and refined to chase every possible fraction of a second.

Q05 HOW DID CANYON'S ENGINEERS ACTUALLY ACHIEVE THAT GOAL?

By obsessively testing, refining, and listening to their riders. The key steps:

- Built the "Frankenstein SuperMule"—a wild test bike with every adjustable feature imaginable to dial in the perfect setup.
- Redesigned the suspension—rearward axle path, minimal pedal kickback, adjustable leverage curve, and Fabien Barel-inspired linkage for traction and control.
- Crafted a carbon chassis—strong, low, centered, and fully armoured for speed and durability.
- Loaded it with adjustability—BB height, reach, leverage rate, and KIS steering stabilizer all tuneable to match any track or condition.

The result? A World Cup-proven DH weapon built to win—anywhere, anytime.

Q06 WHAT ARE THE CHARACTERISTICS OF THE SENDER?

The Canyon Sender CFR is defined by its uncompromising speed, composure, and control. It's incredibly stable at high speed, yet stays responsive and precise when navigating technical terrain or making quick line changes. The suspension is finely tuned to stay planted through rough sections while remaining active under braking, giving riders the confidence to push harder. What truly sets it apart is its adaptability—it can be dialled in to suit any course or condition without losing its core character. And beneath all that performance lies serious durability, making it just as capable in a World Cup start gate as it is in the hands of a privateer chasing podiums weekend after weekend.

Q07 WHAT DISTINGUISHES THE NEW SENDER FROM ITS PREDECESSOR?

What truly distinguishes the new Sender CFR from its predecessor is the move to a high-pivot suspension design, which fundamentally changes how the bike handles rough terrain and braking forces. The new layout delivers a rearward axle path, allowing the rear wheel to move with impacts rather than against them—resulting in incredible traction, better momentum over square-edged hits, and a calmer ride feel at speed. Paired with engineered anti-rise, it keeps the bike stable under hard braking, distributing rider weight evenly and maintaining control deep into technical sections. This suspension shift, along with updated sizing and increased adjustability, makes the new Sender not just an evolution—but a whole new breed of race bike.

Q08 HOW HAS DH RACING EVOLVED IN RECENT YEARS AND DID THOSE CHANGES IMPACT THE DESIGN OF THE SENDER CFR?

Absolutely—modern DH racing has become faster, rougher, and more technically demanding than ever. Tracks today push both rider and machine to their limits with bigger features, more variation in terrain, and constantly shifting conditions. There's no "one size fits all" approach anymore.

That evolution heavily influenced the development of the new Sender CFR. We knew the bike needed to be hyper-capable across all terrain, not just optimized for one type of course. So we built in massive adjustability—from leverage rate and reach to BB height and suspension kinematics – so riders can dial the bike for everything from fast and loose bike park laps to the brutal chaos of Val di Sole. The high-pivot suspension, mullet setup, and refined geometry were all born out of this need for a bike that adapts to the pace and progression of modern racing.

In short: racing changed. So we did too.

Q09 WHO WERE THE DRIVING FORCES BEHIND THE SENDER CFR'S EVOLUTION?

The Sender CFR is the result of a full-throttle collaboration between Canyon's DH engineers, Factory Racing athletes, and suspension experts from RockShox and Fox. A key figure throughout development was Fabien Barel – his deep racing insight and suspension know-how played a pivotal role, especially in shaping the bike's unique linkage design and kinematics.

Canyon's in-house engineering team pushed the limits with the Frankenstein SuperMule – a fully adjustable prototype that allowed the team to test everything from axle paths and anti-rise to chainstay length and geometry. Input from World Cup racers like Troy Brosnan and Luca Shaw helped validate performance in the real world – between the tape, flat out, and under pressure.

In essence, the Sender CFR was built by racers for racers, with every detail guided by first-hand experience and real-world demands.

Q10 HOW LONG HAS THE NEW SENDER CFR BEEN IN DEVELOPMENT?

Development of the new Sender CFR began back in 2021 with the first concept designs. Since then, it has gone through multiple prototype stages and countless refinements. Real-world testing at the 2024 World Cup season played a key role in fine-tuning the final details before the bike was made ready for full production and launch in 2025.

Q11 WHAT WAS THE MOST CHALLENGING ASPECT OF THE REDESIGN?

The most difficult decision was choosing the overall direction of the bike—specifically, committing to a high-pivot suspension layout over a more traditional design. This shift fundamentally changed how the bike handles impacts and braking forces, offering major performance advantages but also requiring a complete rethink of kinematics and ride feel. It set the tone for the entire development process and demanded extensive testing to get right.

Q12 WHAT DOES "CFR" MEAN?

CFR stands for Canyon Factory Racing—it represents the pinnacle of performance in Canyon's lineup.

CFR bikes are developed in direct collaboration with Canyon's World Cup athletes and designed to meet the exacting standards of elite competition. That means no compromises: the lightest materials, most advanced engineering, and race-proven components—all tested at the highest level of the sport.

In the case of the Sender CFR, that means a bike born from World Cup racing, built to take podiums, and tough enough

FAQ • SENDER CFR

for privateers pushing limits every weekend. It's not just a label – CFR is a statement of intent.

Q13 IS CANYON GOING TO OFFER THE NEW SENDER DESIGN IN ALUMINUM OR IN A HEAVIER "CF" GRADE OF CARBON FIBER?

This bike was built with one goal: to be the fastest downhill bike on the planet. To achieve that, we used only our highest-grade carbon fiber layup, the same material trusted by Canyon Factory Racing athletes at the World Cup level. No aluminum. No lower-tier carbon.

The Sender CFR is race-bred through and through—light, strong, and engineered to perform at the absolute limit. Offering it in aluminum or a heavier carbon layup would have meant compromising on performance, and that's just not what this bike is about.

Q14 WHAT DISTINGUISHES THE NEW SENDER FROM ALL-ROUND LONG TRAVEL MTB'S?

The new Sender CFR stands apart from all-round long travel mountain bikes because it's purpose-built for one thing: maximum speed between the tape. While enduro and trail bikes are designed to balance climbing efficiency with descending capability, the Sender CFR is a purebred downhill race machine—optimized entirely for gravity-fed performance. Its high-pivot suspension with a rearward axle path excels at carrying momentum through square-edge hits and rough terrain, offering a ride quality that's far beyond what most long-travel bikes deliver. The frame gives racers the tools they need to fine-tune performance for any course or condition.

Geometry is equally focused, with a 62.7° head angle, stretched reach, and mullet wheel setup that provide high-speed stability and razor-sharp handling. And the chassis itself? Fully carbon, armoured, and built with oversized hardware and integrated protection to stand up to the demands of elite competition. This isn't a big trail bike with extra travel—it's a World Cup-winning platform made for riders chasing podiums, not KOMs.

Q15 WHO IS THE IDEAL RIDER FOR THE SENDER?

The Sender CFR is built for riders who live for the descent—racers, privateers, and anyone chasing raw speed and control on the most demanding terrain. It's not for mellow laps or pedal-heavy days; this is a bike designed for the brutal reality of downhill tracks, bike park laps, and World Cup-level racing.

If you're the kind of rider who obsesses over suspension setup, lines every corner like it's race day, and thrives on the intensity of steep, rough, high-speed trails, then the Sender CFR is made for you. Whether you're chasing podiums or just chasing personal limits, this bike gives you the confidence, adjustability, and outright performance to go faster than ever.

Q16 WHAT IS THE MAXIMUM SYSTEM WEIGHT LIMIT OF THE NEW SENDER?

The maximum system weight is 120 kg, in line with Category 5 certification standards.

Q17 HOW MUCH DOES THE SENDER WEIGH?

17.92 kg (Sender CFR Team)

CHASSIS & SUSPENSION KINEMATICS

Q18 HOW MUCH WEIGHT DID YOU CUT FROM THE NEW CHASSIS?

Weight reduction wasn't the primary goal—performance and optimal weight distribution were the main focus. Overall, the chassis weight remains largely the same as the previous model.

Q19 ARE THERE ADDITIONAL BENEFITS TO THE NEW SHOCK MOUNT LOCATION?

Yes—the new shock mount location on the Sender CFR is much more than just a visual change. By repositioning the shock and linkage lower and more centrally within the frame, we were able to significantly improve the bike's center of gravity. This mass centralization enhances handling, especially in fast direction changes and technical corners, making the bike more responsive to rider input. It also contributes to greater overall chassis stability at speed. The design not only helps with suspension performance and traction, but it also supports the overall stiffness and durability of the frame by integrating cleanly into the carbon structure. This placement is the result of extensive prototyping and testing—a small detail with a big impact on downhill performance.

Q20 DID WE HAVE SPECIFIC FRAME STIFFNESS GOALS WITH THE NEW SENDER CFR?

Absolutely. Frame stiffness was a key performance target throughout the development of the new Sender CFR. The goal wasn't just to make the bike stiffer—it was to dial in the right kind of stiffness. The chassis needed to be predictable and composed at high speed, but still supple and responsive enough to read terrain and give riders intuitive control. Oversized suspension axles, double-sealed bearings, and a carbon layout optimized for race-level precision all

play a part. The result is a frame that holds its line in the roughest conditions, responds instantly to rider input, and stays quiet and controlled from start gate to finish line.

WHEELSIZE

Q21 WHAT WHEELSIZE ARE YOU RUNNING ON THE NEW SENDER CFR?

The new Sender CFR runs a mullet setup—that means a 29" wheel up front and a 27.5" wheel in the rear. This combination delivers the best of both worlds for downhill racing: stability and rollover confidence from the larger front wheel, and agile, responsive handling from the smaller rear wheel. It's a non-negotiable design choice on the new Sender, refined through extensive testing and racer feedback to offer the ideal balance of control, speed, and manoeuvrability on the most demanding tracks in the world.

Q22 WHY ARE YOU EQUIPPING THE SMALL AND MEDIUM SENDER CFR'S WITH A 29ER FRONT WHEEL AND A 27.5 REAR WHEEL?

Every size of the new Sender CFR, including Small and Medium, uses a mullet setup—29" front and 27.5" rear—because it delivers real performance benefits, regardless of rider height. The larger 29" front wheel provides superior rollover ability and confidence at speed, while the smaller 27.5" rear wheel keeps the bike agile and easier to manoeuvre, especially in tight sections or when changing direction quickly.

For smaller riders, this setup also helps maintain proper body positioning and clearance, without compromising on race-ready performance. It's a configuration that's been refined through years of testing and World Cup racing, and it's now our go-to for every size of the Sender CFR—because it works, full stop.

GEOMETRY

Q23 HOW HAS THE GEOMETRY OF THE NEW SENDER CFR EVOLVED?

The geometry of the new Canyon Sender CFR has undergone significant refinements to enhance its downhill performance. Compared to previous models, the updated design features a longer reach and a slightly taller stack across all sizes, providing riders with increased stability and control at high speeds. The head angle has been slackened to 62.7° in the low bottom bracket setting and 63° in the high setting, contributing to improved handling on steep and technical descents.

Additionally, the bottom bracket height is adjustable via a flip chip, allowing riders to fine-tune the bike's responsiveness and clearance based on terrain and personal preference.

The chainstay length is fixed at 438mm, striking a balance between agility and stability. These geometry updates, combined with the mullet wheel setup (29" front and 27.5" rear), result in a bike that is both nimble in tight sections and composed at speed, catering to the demands of modern downhill racing.

Q24 HOW MANY FRAME SIZES ARE THERE FOR THE SENDER CFR?

The new Sender CFR is available in four frame sizes: Small (S), Medium (M), Large (L), and Extra Large (XL). This range ensures that riders of all sizes can experience the bike's race-tuned performance, with geometry and suspension characteristics optimized for each frame.

Q25 IS CANYON'S MTB TESTING PROCEDURE DIFFREENT TO STANDARD TESTS?

The Sender CFR is tested to meet the stringent requirements of Category 5—the highest level in the ISO mountain bike classification. This includes an extensive lab-based testing protocol focused on impact resistance, fatigue strength, and structural integrity, as well as real-world validation at the World Cup level to ensure true race-ready performance.

SUSPENSION PERFORMANCE

Q26 WHAT CHANGED IN THE SUSPENSION KINEMATICS? WHAT RIDE QUALITY WERE WE TRYING TO ACHIEVE AND HOW DID WE ACHIEVE IT?

The suspension kinematics of the new Sender CFR underwent a complete overhaul—driven by a singular goal: to maximize traction, control, and composure on the most demanding downhill tracks in the world.

To achieve that, we introduced an all-new high-pivot suspension layout, a first for our DH lineup. This setup delivers a rearward axle path, which helps the rear wheel move with—rather than against—impacts, smoothing out rough terrain and maintaining speed through chunky sections. It's all about staying connected to the ground when the trail turns savage.

The revised kinematics also reduce pedal kickback, enhancing small bump sensitivity and improving grip. In the mid-stroke, engineered support and a stable platform give the bike a predictable, composed feel—ideal for pumping through rollers or taking big landings with confidence.

Thanks to feedback from our Canyon Factory Racing athletes and input from Fabien Barel, the linkage design also delivers 130 % anti-rise, stabilizing the rider's weight under braking and keeping suspension active through rough corners.

To cap it all off, riders can now fine-tune suspension progression via the adjustable upper shock mount—choosing between a more linear 32.7% setting for plush, ground-hugging traction, or a progressive 37% ramp-up for smashing through the biggest hits.

In short: The new Sender CFR was built to hunt traction, stay active under pressure, and give riders the composure they need to go faster, everywhere.

Q27 WAS REDUCING PEDAL KICKBACK A KEY GOAL FOR THE NEW SENDER CFR?

Yes, reducing pedal kickback was a deliberate and essential goal in the development of the new Sender CFR. With the move to a high-pivot suspension layout, we specifically aimed to minimize kickback to help the bike stay smooth, composed, and responsive—especially in rough terrain.

Less kickback means better small bump sensitivity, more consistent traction, and reduced fatigue for the rider. It's one of the key reasons the new Sender feels so stable and planted, even when charging through the most chaotic sections of a World Cup track.

Q28 HOW DID CANYON GO ABOUT REDUCING PEDAL KICKBACK?

We tackled pedal kickback by introducing a high-pivot suspension layout with a rearward axle path, allowing the rear wheel to move more naturally over bumps. This isolates the drivetrain from suspension movement and reduces feedback through the pedals. Combined with refined kinematics, the result is smoother, more controlled performance—especially in rough terrain.

Q29 HAS THE REAR SHOCK CHANGED?

It still uses a standard 250 x 75 mm shock size, just like the previous model. However, the shock tune has been updated to better match the new suspension kinematics and improve overall performance.

Q30 DID CANYON MAKE THE SENDER MORE RELIABLE? IF SO, HOW AND WHY?

Yes—making the new Sender CFR more reliable was a key part of the redesign, especially with privateer racers and mechanics in mind.

Here's how we improved it:

- Oversized axles and double-sealed bearings throughout the frame for durability and smooth performance, even in harsh conditions
- Replaceable threaded inserts to protect the frame and simplify maintenance
- Fully guided internal cable routing, so mechanics (and privateers in parking lots) can service the bike quickly and easily
- Integrated frame protection, including fenders, downtube guards, and chainstay protection to reduce wear and damage over time

We know that not every racer has a factory mechanic, so we built the new Sender CFR to be easier to service, tougher in the long run, and ready to handle the grind of a full season—race after race.

Q31 ARE THE FRAME PROTECTORS GLUED OR SCREWED TO THE NEW SENDER CFR?

The frame protectors on the new Sender CFR are screwed on, not glued. This makes them easy to remove, replace, or service, whether you're cleaning out mud after a sloppy race run or swapping parts between race weekends.

It's a small detail, but one that reflects the Sender's focus on real-world practicality and long-term durability—because when you're deep in a race season, every second in the workshop counts just as much as every second on the clock.

Q32 WHAT ABOUT CABLE ROUTING, DO YOU RUN THEM DIFFERENT NOW?

Yes, we've improved the cable routing on the new Sender CFR to make it simpler, quieter, and easier to service.

The bike features fully guided internal cable routing, which means cables are routed through dedicated channels inside the frame—you just insert them at the chainstay and they pop out at the headtube. No more fishing wires through dark carbon tunnels or wrestling with housing on race day.

This update helps keep the Sender CFR running silently and reliably and makes brake and hose swaps way faster—especially handy when you're doing maintenance in the pits or between practice laps.

Q33 WHAT ABOUT THE HEADSET CABLE ROUTING?

The new Sender CFR does not use headset cable routing—and that's very much intentional.

We kept the routing external to the headset and instead went with fully guided internal routing through the frame, starting at the chainstay and exiting cleanly at the headtube.

This decision was made to prioritize ease of maintenance, reliability, and quiet performance.

By avoiding headset cable routing, we've eliminated a common service headache and made it easier for riders and mechanics to access and replace cables quickly—because when you're prepping for a race or tuning between runs, simplicity is speed.

Q34 WHAT IS K.I.S. ON THE SENDER CFR, AND CAN I ADJUST OR REMOVE IT?

K.I.S. (Keep It Stable) is Canyon's integrated steering stabilization system, co-developed with Syntace. It subtly enhances front-end stability by applying a centering force to the handlebars, helping riders stay composed through rough sections and high-speed compressions.

This system has been thoroughly tested at the highest level—under the pressures of the World Cup DH circuit—proving its value on the most demanding tracks on the planet.

K.I.S. is fully adjustable, allowing riders to fine-tune the level of resistance to match their riding style or track conditions. And for those who prefer a completely neutral steering feel, it can be quickly and easily removed. We include a blanking plate with every Sender CFR for a clean look when the system is not in use.

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