

Lux World Cup



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INTRODUCING THE NEW LUX WORLD CUP





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INTRODUCING THE NEW LUX WORLD CUP

For riders who dream of dropping the competition and topping the cross-country podium, the new Lux World Cup is their ticket to victory. XCC/XCO World Cup bikes are the ultimate expression of bleeding-edge performance. In races where seconds can decide the outcome, there's no room for compromise.

Weight. Stiffness. Agility. Efficiency. Durability. Capability... Each of these factors counts. And, when perfectly combined, those same traits can spell the difference between crossing the finish line first and simply finishing the race.

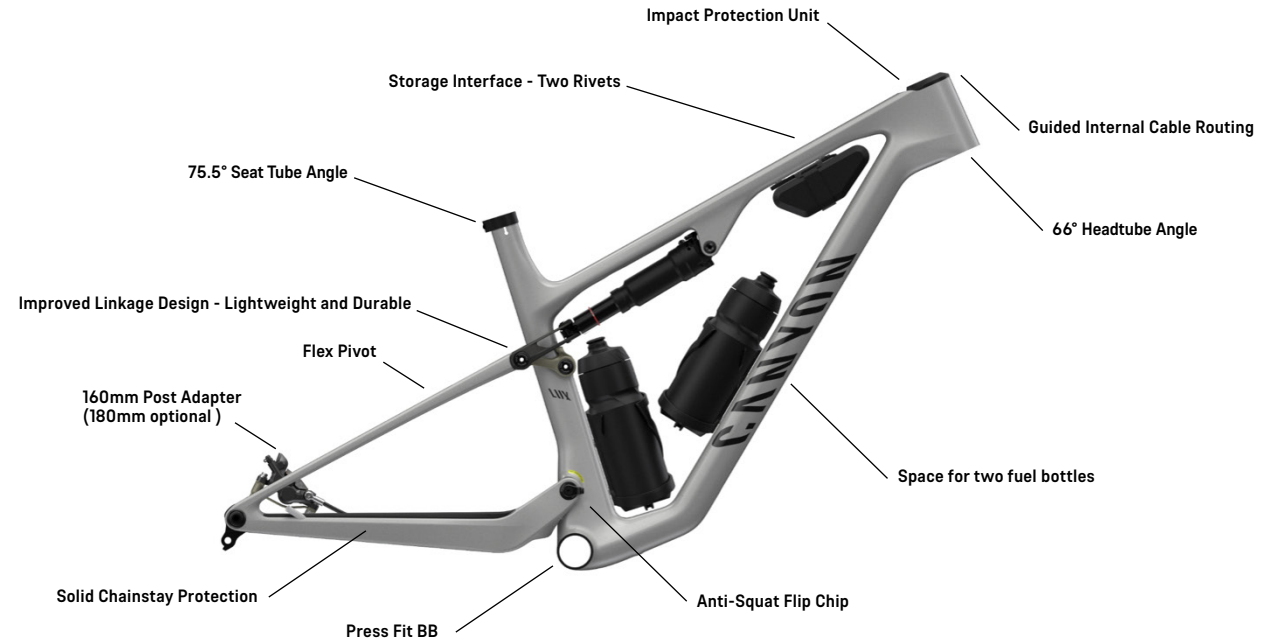
Lighter than ever. More capable than before. This is the bike you create when you take some of the fastest racers in the world and make them part of your R&D team. Born from competition and built to win, the Lux World Cup is the perennial podium threat.

HERE'S WHAT'S NEW

In the spirit of cutting to the chase and making your life easier, here's a quick summary of the main changes to Lux World Cup.

The New Lux World Cup Features:

- Slacker head angle and longer wheelbase (progressive geo = improved downhill capability)
- More suspension travel (now 120/110 front/rear)
- Lighter frameset (now 1,480 grams total)
- "Quick Chip" adjustable anti-squat flip chip (pedaling efficiency you can tune)
- Outstanding reliability (new, stiffer 3D-forged rocker link and circlip-secured bearings within the shock extension improve bearing durability)



THE PROS SPOKE. WE LISTENED

Want to build the world's fastest race machine? It pays to have the world's fastest racers helping drive the bike's development. We designed the Lux World Cup in collaboration with a squad full of World and National Champions.

To be clear, the existing Lux World Cup that they've been racing on these past few years was already one of the most successful race bikes on the World Cup circuit. And if that sounds like just so much marketing hype, consider this: In 2025 alone the Lux World Cup was raced to 41 victories, including several World and National Championship titles.

You might be thinking that bikes don't simply spring to the top of the podium all by themselves. And that's true. Riders like Jenny Rissveds, Sam Gaze, Luka Schwarzbauer, and Puck Pieterse are freakishly fast in their own right. But XC racing has also never been so competitive – never been so consistently defined by such tight margins. In this kind of racing environment, you don't rack up that kind of winning streak without also have a winning bike beneath you.

But we never rest on our laurels. Success requires progress – for racer and bike alike. So, we went back to the drawing board and paid keen attention to what the pros said they needed in order to stay on top.

The new Lux World Cup needed to still be crazy light, but it couldn't shave grams at the expense of either descending control or race-day durability. Suspension and geometry updates were in order. Similarly, the riders needed the Lux World Cup to retain its great pedaling efficiency – but they wanted to be able to fine tune the degree of anti-squat to better match different course conditions.

We dug in and got to work.



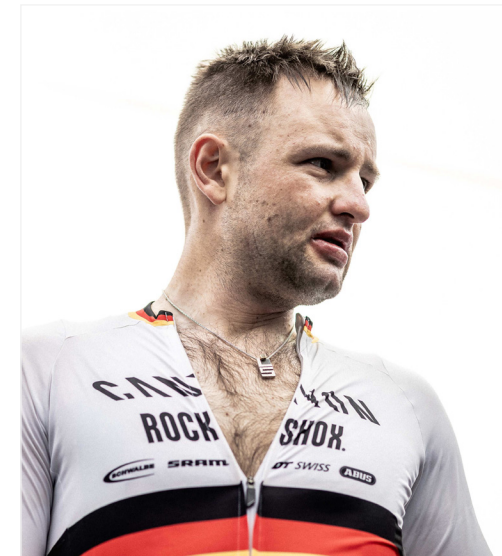
Jenny Rissveds. Reigning XC0/XCC World Champion



Sam Gaze. Shimano Supercup Massi La Nucia



Puck Pieterse. Reigning Dutch National Champion



Luca Schwarzbauer. Reigning German National Champion

ULTRALIGHT, YET DURABLE

At 1,480 grams, the Lux World Cup boasts one of the lightest, full-suspension XC race frames to date –with no sacrifice in stiffness, durability, or performance. In total, the new Lux World Cup CFR chassis is 55 grams lighter than the previous CFR frame and a massive 445 grams lighter than the outgoing CF version. Complete bike weights are now as low as 9.82 kilograms (21.6 pounds) (size M).

Every shape, every fiber, and every contour follows a clear objective: maximum speed with minimal material use. Through topology optimization and carbon engineering methods that can only be described as “obsessive”, we wrung every excess gram out of the chassis while actually strengthening high-stress sections of the frame, including the seatstays and bottom bracket area.

We also created a new 3D-forged rocker link that's remarkably light, yet stiffer than before. The stiffer link (in combination with circlip-locked bearings within the shock extension) improves durability.

M195 - 10 LUX WORLD CUP	WEIGHT[g]
Raw Frames CFR	1.125g
> Front Triangle	715g
> Rear Triangle	410g
Artwork (P01)	47g
Rocker	40g
Shock Extension	73g
Brake Mount	17g
CS - Protector	17g
Small Parts (Hardware, Bearings, Foils, Etc)	161g
Weight Total CFR	1.480g
Shock w/o Remote (FOX Float SL F-S)	272g
Shock w/o Remote (SIDLuxe U)	265g
Seat Clamp SC0001	20g
Quixle – Rear Axle	55g
Chain Guide & Bolt	8g

ULTRALIGHT, YET DURABLE

The new Lux World Cup CFR isn't just faster, lighter, and more efficient—we also engineered it to be exceptionally easy to maintain and service.

The new design features fewer small parts, clearly defined service points, and improved bearing access—all of which reduce downtime in the workshop and leave riders with more time to train and race.

Less wrenching, more racing.

The new Lux World Cup relies on flex pivots out back and now opts for a floating post mount brake adapter that enables the seat stays to flex in a more unrestricted fashion. In other words, we shaved weight while improving rear suspension feel.

What's more, the new floating brake mount ensures better rear brake caliper alignment and (since it's modular) riders can now choose to either run the standard 160mm post mount option or purchase our 180mm post mount, for additional stopping power.





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GREATER CAPABILITY, GREATER SPEED

The Lux World Cup CFR is designed to be blazing fast – up and down the race course. The bike's new geometry plays a big role in making that a reality.

Obviously, the Lux World Cup's incredibly light overall weight and efficient, race-tuned suspension help riders rocket to the climbs ahead of their rivals. But cross-country races are no longer solely won on ascents. Racers need a bike that's just as fast and controlled on the descents. For starters, many modern XC courses are legitimately rough. It doesn't matter how much weight you shaved or how snappy you made your race whip—if riders are crashing on the downhill sections they're no longer in the hunt for the podium.



GREATER CAPABILITY, GREATER SPEED



	M115 LUX WORLD CUP CF	M116 LUX WORLD CUP CFR	M195 LUX WORLD CUP CFR	CHANGES
Suspension (Front)	110mm	110mm	120mm	+10mm More Front Travel
Suspension (Rear)	100mm (210x50)	100mm (210x50)	110mm (210x50)	+10mm More Rear Travel
Frameset (M)	1.925g	1.535g	1.480g	-445g (M115), -55g (M116)
Head Tube Angle	68.5°	68.5°	66°	2.5" Slacker Headtube
Seat Tube Angle	75°	75°	75.5°	0.5" Steeper Seattube
Reach	450mm	450mm	455mm	+5mm More Reach
Stack	582mm	582mm	597mm	+15mm More Stack
Brake Mount Type	Flat Mount 160mm	Flat Mount 160mm	Post Mount 160mm	Post Mount Standard
BB Type	Press Fit	Press Fit	Press Fit	No Changes
Price Range	2.999-4.999€	7.999-8.999€	3.999-7.999€	Lower Entry Price Compares to M116

GREATER CAPABILITY, GREATER SPEED

But there's also this—our racers consistently reported that they need a bike that gives them the control to sail down tougher course without white-knuckling their way to the bottom with their heart rates redlining. They need a bike that lets them actually recover on descents, so that they can hit the next climb with full reserves and focus.

"Downhills are crucial – not just for speed, but for recovery. A good bike that lets you relax on fast, technical descents make a huge difference because whoever recovers best on the downhill wins the next climb."

– Luca Schwarzbauer, Reigning German National Champion

All of which explains why the new Lux World Cup features a far more progressive geometry than its predecessor. We've slackened the head angle a full 2.5 degrees (from 68.5 to 66°)—a change that makes the Lux World Cup much easier to pilot at speed on the toughest tracks. We also steepened the seat angle a half degree (to 75.5°), which helps racers put maximum power to the pedals and keep the front wheel firmly planted (despite the slacker head angle) on the most vertical of climbs.





SMOOTH, CONSISTENT SUSPENSION

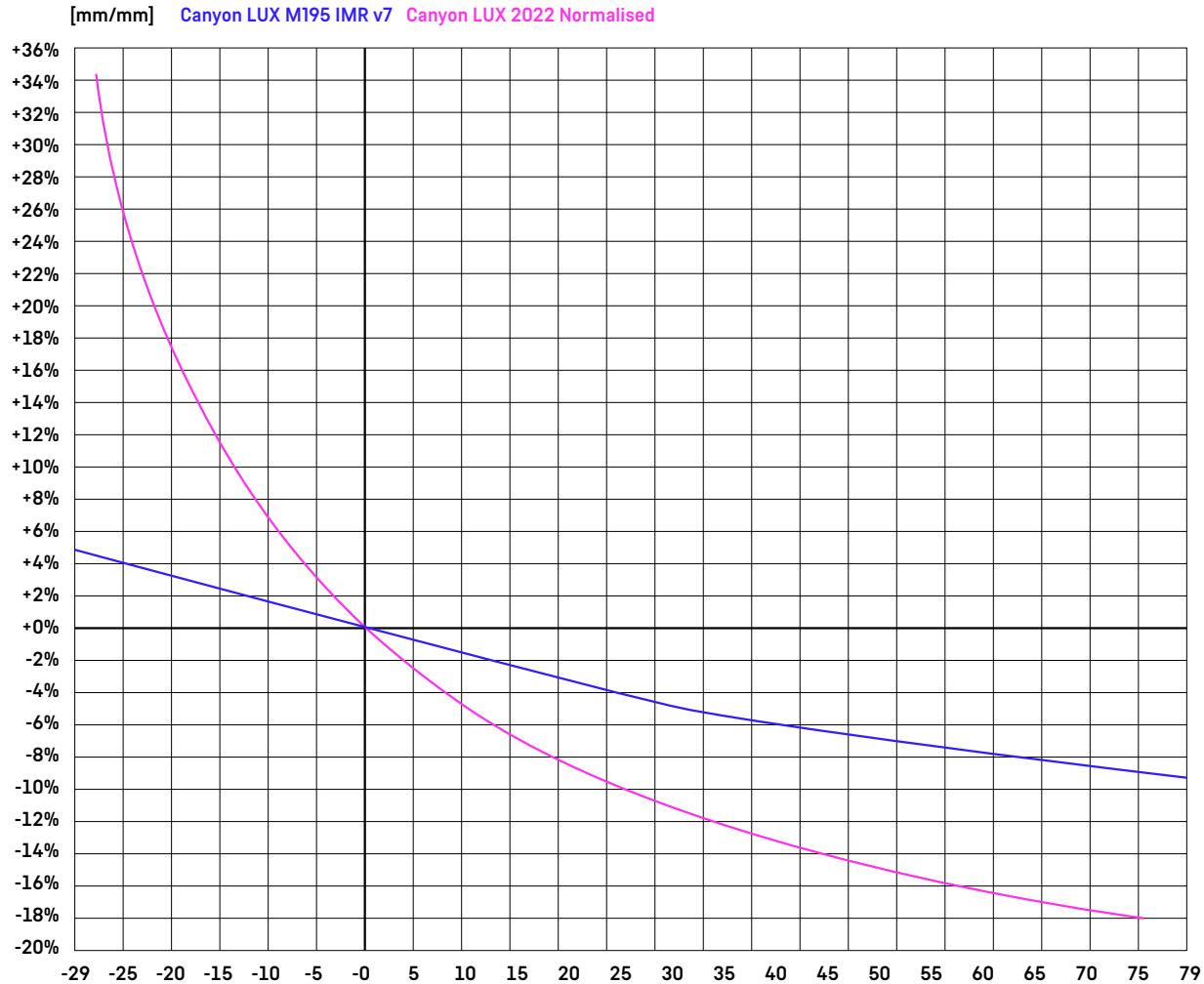
Lighter, faster, more capable.... Those are the hallmarks of the new Lux World Cup.

The bike's more progressive geometry is only part of the story though.

We've also advanced its suspension – providing riders with not only more squish to work with (now 120mm up front and 110mm out back), but also more traction on climbs and an even greater ability to fly through chunky terrain at race pace.

Let's start with grip and traction part of this story. We've given the Lux World Cup a more consistent progression through its travel – with less progression in the first half of travel than was previously the case. What does this actually mean out on the race course?

Leverage Ratio (dY%→0)



SMOOTH, CONSISTENT SUSPENSION

With less progression in the first half of its travel, the Lux World Cup's suspension is now more active at sag while still providing ample support; this gives the bike greater traction on technical climbs and makes it smoother across smaller bumps.

By making the bike's overall leverage curve more consistently progressive, we've made the Lux World Cup feel more predictable through the entirety of its rear suspension travel. End result? Riders have more confidence and can now push the Lux World Cup harder than ever before.

New



Old



QUICK AND EFFICIENT

The Lux World Cup continues to prove itself one of the fastest and most efficient climbers in the world. And that's by design.

In the age-old quest to create a bike that transforms your energy into pure speed, all engineers face the same enemy – suspension squat.

Squat, as you undoubtedly know, is a bike's tendency to bob up and down in response to your pedaling efforts.

Suspension squat, in a word, sucks.

It slows you down and wastes your precious watts. We've imbued the new Lux World Cup with a higher degree of anti-squat than in the past, which keeps the bike from sinking too deeply into its suspension travel as you put power to the pedals.

And we didn't stop there.



ENTER THE "QUICK CHIP"

Our racers were looking for a way to fine tune their pedaling efficiency. Anti-squat is greatly impacted by gearing and racers, keen to find every possible advantage on race day, have a tendency to swap chainring sizes depending on the nature of the day's course. Could our engineers, they asked, find a way to optimize anti-squat even when they went up or down a chainring size?

And casting aside the topic of chainring size, there are simply days when racers want more anti-squat to tackle steeper, more mountainous tracks with maximum pedaling efficiency and days when they wished they could sacrifice a little anti-squat and efficiency in order to get a smoother, more responsive rear suspension performance on rougher courses.

In other words, they wanted a way to adjust the Lux World Cup's level of anti-squat.

Which brings us to the topic of the "Quick Chip". The Quick Chip is an adjustable anti-squat flip chip that lets you choose between higher and lower anti-squat settings in order to maximize your pedaling efficiency and speed on race day—no matter the terrain, chainring size, or gear ratio. No wasted energy, no unnecessary suspension bobbing – only decisive power transfer and explosive acceleration.





WINNING BUILDS

Canyon Factor Racing projects are our own equivalent of Formula One—spare-no-expense explorations into developing cutting-edge bikes and gear that represent pinnacle performance. We pair meticulous engineering and design with the active involvements of some of the world's best racers in triathlon, road, gravel, and, of course, MTB.

What separates Canyon from the vast majority of cycling brands is that we strive to bring the fruits of that labor—the same state-of-the-art technology – down to far more accessible price points.

People have bills to pay, kids to feed, retirement to save for...they should be able to afford all of that and still have a thoroughly badass bike. Don't get us wrong: We don't make inexpensive products; that's simply not our mission. But we do aim to offer riders the best bikes at the best value, with every model we make.

To that end, we are launching the new Lux World Cup with five new models, ranging in price from 3.999€ to 7.999€.

Each model bears the same brilliant frame and features (this is also true of our single "CF" model) and is hung with components normally reserved for bikes with much higher price tags.

Best-in-class performance. Best-in-class value. Every bike.



LUX World Cup CFR XTR

#4409

FRM195-01 CFR Layup
CP0036-01 WH

Shimano XTR Di2
Shimano M9220, M9200,
180/160mm

FOX 34 SL Factory, Grip SL,
120mm
FOX Float SL Factory

Shimano WH-M9200 XTR
Pirelli Scorpion XC RC Lite 24"

FOX Transfer SL F-S
Ergon SPR20 CF

7.999€ | 9.8kg



LUX World Cup CFR XX

#4410

FRM195-01 CFR Layup
CP0036-01 WH

Sram XX SL AXS Powermeter
Sram Motive Ultimate
180/160mm

RockShox SID Ultimate 120mm
RockShox SIDLuxe Ultimate

DT Swiss XCR1200
Schwalbe Racing Ray,
Racing Ralph 2.35"

SP0081-01
Ergon SPR20 CF

7.499€ | 10.4kg



LUX World Cup CFR X0

Other colour options available

#4408

FRM195-01 CFR Layup
CP0036-01 WBK

Sram X0 AXS Powermeter
Sram Motive silver 180/160mm

RockShox SID Select+ 120mm
RockShox SIDLuxe Select+

DT Swiss XRC1500
Schwalbe Racing Ray,
Racing Ralph 2.35"

SP0081-01
Ergon SPR20 TiNox

5.999€ | 10.8kg



LUX World Cup CFR XT

Other colour options available

#4407

FRM195-01 CFR Layup
CP0036-01 WBK

Shimano XT Di2
Shimano M8220, M8200,
180/160mm

FOX 34 SL Perf. Elite,
Grip SL, 120mm
FOX Float SL Perf. Elite

Canyon XC 30 CF
Schwalbe Racing Ray,
Racing Ralph 2.35"

SP0081-01
Ergon SPR20 CrMo

4.999€ | 10.9kg



LUX World Cup CF

#4406

FRM195-01 CFR Layup
ST0039-01, HB0072-01

Sram Eagle 90
Sram Motive Bronze, 180/160mm

RockShox SID SEL+ 120mm
RockShox SIDLuxe Select+

DT Swiss XR1700
Schwalbe Racing Ray, Racing
Ralph 2.35"

SP0081-01
Ergon SPR20 NEO

3.999€ | 11.5kg

LUX WORLD CUP FAQ

01 When can I start talking about the Lux World Cup or post articles about it?

You can publish information and stories about the new Lux World Cup beginning on April 30, 2026 at 11 AM CEST.

02 How many models of Lux World Cup models are there?

We are rolling out five core models to at launch time.

Lux World Cup CF 9 3.999€
RockShox SID Sel+/SIDLuxe Sel+
SRAM Eagle 90 drivetrain
SRAM Motive Bronze brakes (180/160mm)
DT Swiss XR1700 wheelset

Lux World Cup CFR XT Di2 4.999€
FOX 34SL Perf. Select/Float SL Perf. Select
Shimano XT Di2 drivetrain
Shimano XT brakes (180/160mm)
Canyon XC 30 CF wheelset

Lux World Cup CFR X0 AXS 5.999€
RockShox SID Sel+/SIDLuxe Sel+
SRAM X0 AXS drivetrain w/power meter
SRAM Motive Silver V2 brakes (180/160mm)
DT Swiss XRC1500 wheelset

Lux World Cup CFR XX SL AXS 7.499€
RockShox SID Ult./SIDLuxe Ult.
SRAM X0X SL AXS drivetrain w/power meter
SRAM Motive Ultimate V2 brakes (180/160mm)
DT Swiss XRC1200 wheelset

Lux World Cup CFR XTR Di2 7.999€
FOX 34SL Factory/Float SL Factory
Shimano XTR Di2 drivetrain
Shimano XTR brakes (180/160mm)
Shimano XTR wheelset

03 What is the price range for the Lux World Cup?

Prices start at 3.999€ and go up to 7.999€

04 Will the new Lux World Cup be available in all markets?

Yes.

05 What was Canyon aiming to achieve with the redesign of the Lux World Cup?

Generally speaking, to build the ultimate race machine. To get more specific, we wanted to build a lighter, faster, and more capable version of our World Cup-winning XC race bike.

LUX WORLD CUP FAQ

06 How did Canyon achieve those objectives?

On the make-it-lighter front, we shaved 55 grams of weight with the new frame while actually making key, high-stress sections of the chassis even stronger—those include the seatstays and bottom bracket area. Obsessive engineering and meticulous composite layup and molding were key here.

When it came to building a faster Lux World Cup, we increased the overall level of anti-squat, for even more efficient climbing and sprinting, and added an adjustable anti-squat flip chip that allows riders to optimize pedaling efficiency to best suit the day's course, their ride style, or their gearing choices.

We made the bike more capable by not only adding a bit more suspension to the mix (it's now 120mm of travel up front and 110mm out back), but by making the overall leverage curve more consistently progressive –giving the bike a more predictable feel. We also decreased the progressivity in the first portion of the travel, lending the bike a more supple feel that improves grip and traction are improved on climbs and over small hits.

Last but not least, we made very significant geometry changes that make the Lux World Cup much more confident and stable on steep, technical descents and at high speed. We relaxed the head angle, for example, by a fairly massive 2.5 degrees and lengthened the wheelbase for greater stability.

07 What sets the Lux World Cup apart from other bikes in this class?

All of the above, really. The Lux World Cup is quite simply one of the lightest bikes in its class. More to the point, with our fairly radical geometry changes (from the prior generation to this new one), the Lux World Cup is now one of the slacker and more stable-at-speed race machines on the World Cup circuit. Pedaling efficiency has always been a Lux World Cup strong suit, but now the bike is even more efficient than before. It's an absolute climbing and sprinting beast.

And then there's the value proposition... Each Lux World Cup model represents a best-in-class value at every price point. Look at each of our models, consider the component spec, and then look at the price. Each model offers an unrivaled "bang for your buck" quotient.

08 What ride quality was Canyon aiming for? How did they achieve it?

Obviously, a world-class XC bike needs to transfer every watt you produce into instant acceleration. Outstanding climbing and sprinting performance is a given prerequisite in this class of bike. But races are no longer solely won and lost on the climbs and in finish line sprints.

Modern XC race bikes need to be equally fast on the descents and across technical sections of trails. As a result, we wanted to build a bike that felt more stable and confident on steep and technical descents, as well as smoother and better controlled across rocks and roots of every size.

09 Is the new Lux World Cup a better descender than its predecessor?

Yes. Most definitely.

LUX WORLD CUP FAQ

10 If so, how?

The slacker head angle (it's now 66 degrees) and longer wheelbase make the bike more stable and easier to control on the steepest and roughest downhill sections. Make no mistake – this a dedicated XC race machine, but you only need to look at the geo numbers to see that the geometry is veering quite close to what you'll find on a lot of contemporary trail bikes. The additional 10mm of suspension, front and rear, also helps a bit here.

11 Is the new Luw World Cup CFR a better climber than its predecessor?

Absolutely.

12 If so, how?

We improved the seating position, putting the rider in a better position for efficient pedaling. We also increased the overall level of anti-squat, which helps reduce suspension bob associated with squat.

13 What changes to the geometry has Canyon made and why?

Per the answers above, we slackened the headtube angle from 68.5 to 66 degrees, steepened the seat angle a half degree to (75.5°), grew the reach 5mm (455mm on a size M), added 15mm of stack height (another plus on steep, technical descents), and grew the wheelbase a bit more than 40mm (it's now 1185mm on a size M).

14 The goal of all this?

Build a bike that was just as fast going down as it is going up the race course. The greater stability and confidence shaves seconds from the clock and also lets racers descend with the kind of control that leaves them fresher and stronger at the bottom of each downhill section, so that they can then hit the next climb with greater energy reserves and speed than before.

15 Has this performance bike already proved its winning credentials?

You bet it has. Eleven stage wins at Cape Epic (three for Luca Schwarzbauer and Sam Gaze in the Men's Category, eight for Jenny Rissveds and Simon Andreassen in the Mixed Pairs) and beyond the race tape the bike also won a prestigious Red Dot award for outstanding design quality and innovation, proving that both athletes and design judges are huge fans of the bike.

16 Do you have a geo chart I can check out?

Absolutely. Here you go. (overleaf)

LUX WORLD CUP GEOMETRY

	XS	S	M	L	XL
Body Height	150 - 166 cm	166 - 175 cm	175 - 183 cm	183 - 192 cm	192 - 205 cm
Seat Height	606 - 706 mm	668 - 768 mm	698 - 798 mm	727 - 872 mm	767 - 867 mm
Seat Tube Length	390 mm	420 mm	440 mm	470 mm	500 mm
SP Mimimum Clearance Depth	295 mm	325 mm	345 mm	375 mm	405 mm
Top Tube Length	568 mm	588 mm	609 mm	632 mm	656 mm
Head Tube Length	93 mm	93 mm	95 mm	108 mm	120 mm
Head Tube Angle	66°	66°	66°	66°	66°
Seat Tube Angle	75.5°	75.5°	75.5°	75.5°	75.5°
Chainstay Length Horizontal	435 mm	435 mm	435 mm	440 mm	440 mm
Wheelbase	1143 mm	1163 mm	1185 mm	1216 mm	1242 mm
BB Drop Front	42 mm	42 mm	42 mm	42 mm	42 mm
BB Drop Rear	42 mm	42 mm	42 mm	42 mm	42 mm
Stand-over Height	442 mm	440 mm	442 mm	445 mm	450 mm
Thru Axle Height	12 x 148 mm	12 x 148 mm	12 x 148 mm	12 x 148 mm	12 x 148 mm
Stack	592 mm	592 mm	597 mm	609 mm	624 mm
Reach	415 mm	435 mm	455 mm	475 mm	495 mm
Back Angle	52.8°	51.2°	49.5°	48.5°	48.1°
Shoulder Angle	80.2°	78.5°	76.9°	77.4°	76.5°
FORK SPECIFICATION					
Length	531 mm	531 mm	531 mm	531 mm	531 mm
Fork Offset	44 mm	44 mm	44 mm	44 mm	44 mm
Travel	120 mm	120 mm	120 mm	120 mm	120 mm
SHOCK SPECIFICATION					
Length	210 x 50 mm	210 x 50 mm	210 x 50 mm	210 x 50 mm	210 x 50 mm
Travel	110 mm	110 mm	110 mm	110 mm	110 mm
COCKPIT SPECIFICATION					
Handlebar Length Width	60 - 740 mm	60 - 740 mm	60 - 740 mm	60 - 740 mm	60 - 740 mm
Spacer Stem	0.0 mm	10 mm	10 mm	15 mm	20 mm
Crank Length	170 mm	170 mm	170 mm	175 mm	175 mm
Seat Post Diameter	31.6 mm	31.6 mm	31.6 mm	31.6 mm	31.6 mm
Wheel Size (Front Wheel)	29"	29"	29"	29"	29"

LUX WORLD CUP FAQ

17 What does the "Quick Chip" adjustable anti-squat flip chip do?

As the name suggests, this new flip chip lets you maximize your speed by fine tuning the systems amount of anti-squat. Racers who seek every advantage sometimes choose to go up or down a chainring size, depending on the profile of the day's course. When you change chainring size, you invariably change the amount of anti-squat on offer.

To ensure that racers get maximum pedaling efficiency, the 2-position flip chip lets riders tweak the anti-squat that's on offer.

Poetic phrasing aside, here's what that actually looks like.

Anti-Squat Level at Ride Height

		CHAINRING SIZE				
		30t	32t	34t	36t	38t
Flip Chip Position	High Anti-Squat	n/a*	116%	111%	106%	101%
	Low Anti-Squat	113%	108%	103%	98%	n/a*

*not possible due to clearances.

LUX WORLD CUP FAQ

18 Is the Quick Chip an "on-the-fly" adjustability feature?

No. While you don't need a ton of tools nor master-mechanic expertise to make the adjustment, you are removing the bolt from the main pivot in order to swap the orientation of the flip chip, so this is really a pre-race adjustment.

When we created the Quick Chip, we aimed to solve a problem for riders (the loss of pedaling efficiency when they tweak their gearing) without also adding weight or complexity to the new Lux World Cup. The solution needed to be simple, robust, and ultralight...and those parameters dictated the form and function of the new flip-chip feature.

19 How much does the new Lux World Cup CFR frame weigh?

For a size medium frame with all mounting hardware but NO shock, the Lux World Cup CFR frame weighs 1,480 grams. Here's the breakdown of every little gram. Feel free to nerd out to your heart's delight.

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> Rear Triangle	410g
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