

Torque AL





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THE LONG-TRAVEL LEGEND

Is the new Torque an enduro bike?
A freeride bike? A downhill bike?

Yes. Yes.
And, sure, in a pinch, why the hell not?

In a world of hyper-segmented mountain bikes, the Torque is the rare long-travel bruiser that excels at any and every kind of gravity riding. The new Torque is an unruly brute of a bike built to withstand a life of smashing into jump faces, mashing into berms, and swallowing up all the braking bumps a bike park could ever hope to dish out.

The Torque now boasts 180mm of front and rear suspension and rolls strictly on a mullet wheel set-up. Each Torque model dishes out world-class, gnar-devouring suspension and supremely confident control in a deceptively simple and extraordinarily tough (Category 5) aluminium package. This bike is living proof that top-shelf performance doesn't always require carbon frames, idler pulleys, Gucci-grade electronic drivetrains, or price tags that make your eyes bleed.





EVERYTHING YOU NEED AND NOTHING YOU DON'T

The Torque has been shredding the steeps for 20 years now, evolving through six distinct iterations along the way to stay at the forefront of progressive gravity riding. The all-new Torque AL taps into that legacy with a complete, ground-up redesign, resulting in the most capable and versatile Torque ever.

The new torque is the distillation of everything we've learned about gravity, refined into a single, incredibly versatile machine. The design goal? Create the best possible bike for ripping park laps, racing enduro, or chasing precious seconds between the race tape—all at the best possible price.

There's one frame material at play here; aluminium.

There's exactly one choice of wheel size; mullet.

There's 180mm of highly-evolved rear suspension travel.

Get the basics dialed, design everything around a frame built to withstand punishing levels of abuse, mix in just enough adjustability to not only survive, but excel, in every gravity-oriented discipline, and send it out into the world to trample the limits of speed and common sense. Tear down the sky, pedal back up, then do it again.

No idler wheels, no questionable cable routing, no caviar-class high-ticket electronics. The Torque AL relies on solid engineering, refined suspension kinematics, the kind of handling that makes everyone feel like a hero, and a frame that won't let you down no matter how hard you play.

Everything you need, and nothing you don't.

WE HAD GOALS. TORQUE NAILED THEM.

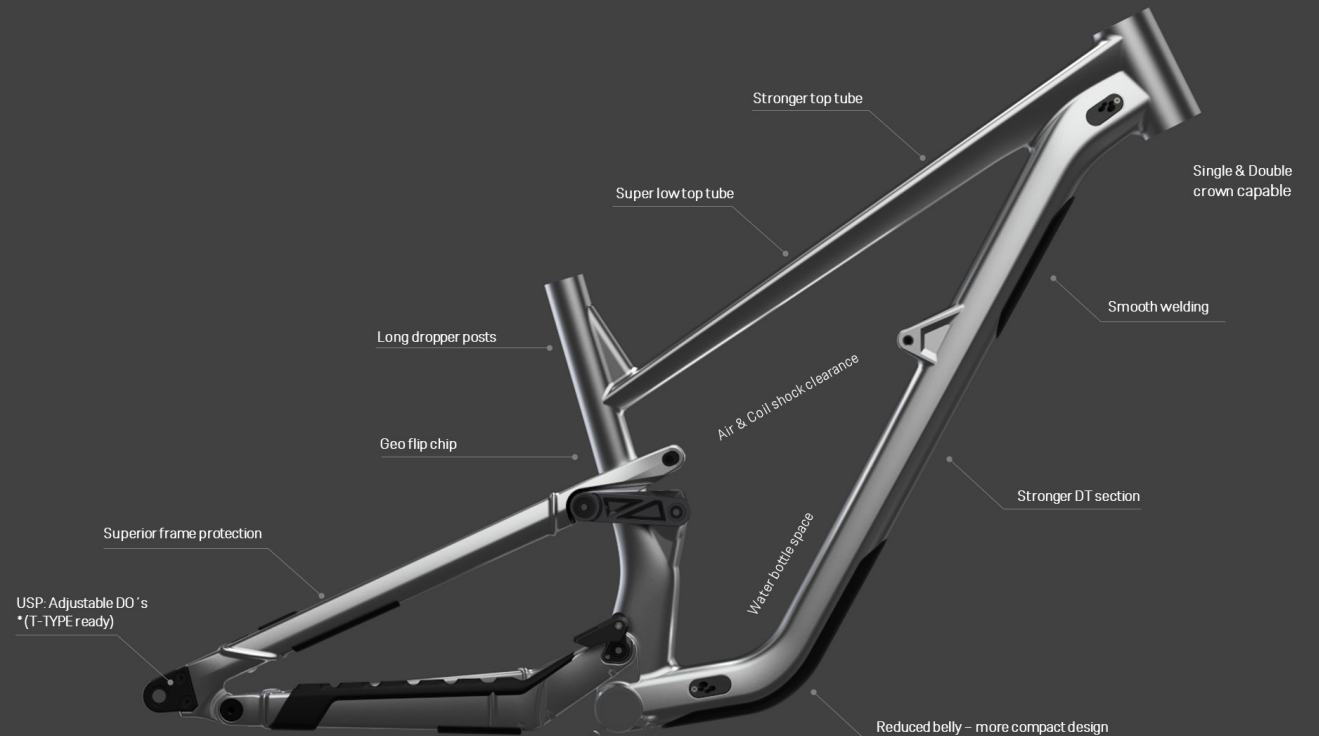
The Torque AL represents the achievement of several goals. First, we wanted to build a bike that would excel at all forms of gravity riding. Park riding was the obvious focal point, but we wanted it to be able to rip jumps, get rowdy on the trails and still toe the line at the occasional DH race. BUT, this bike needed to also be a decent enough climber that riders didn't feel like they were being punished for choosing to pedal uphill. So, it needed to be efficient, and it needed to be adjustable.

The Torque also needed to be tough. Gravity riding is brutal on frames and componentry. Bike park life is a nightmare scenario for most frames, and the "throw it over the tailgate then tear up rough forest tracks" reality of shuttle life isn't any easier. These harsh conditions need to be addressed from the outset, and bikes expected to deliver great rides in these conditions should be designed to survive these realities.

And, last but by no means least, the new Torque AL needed to be affordable. As in no-punches-pulled, all-out performance at prices that don't soar into the stratosphere.

Park bikes are rarely the only bike in a rider's quiver. It's one thing to design and build flagship DH race bikes with the expectation that they'll only ever see closed-course competition and will be obsessively tended by a team of dedicated World Cup mechanics. It's a bit delusional, however, to apply that same spare-no-expenses ideology to your park and freeride rig.

That's why we built the Torque right, prepared it for a life of hard thrashing, and priced it for the real world.





PLUSH, PROGRESSIVE, PEDAL-ABILITY

There is no room for error when pushing the limits and chasing speed; gravity riding demands control on the ragged edge. Traction, compliance and support are the three main pillars of effective long-travel suspension, and they need to be carefully balanced in order to deliver the right kind of ride.

Traction is paramount, whether braking, cornering, or driving. Compliance is equally important, and needs to factor in progressivity in order to smoothly handle traction-robbing small impacts. Yet the suspension must also ramp up effectively in order to comfortably swallow heavy hits and big landings. Finally, there needs to be enough support in the suspension so that the bike can remain responsive and poppy, as well as pedal efficiently.

The Torque AL utilizes a tried and true, highly refined 4-bar suspension to control the mountain. Shielded, sealed cartridge bearings riding on oversized pivot hardware ensure smooth, flex-free operation throughout the travel, regardless of conditions. A moderately progressive leverage ratio is tuned to work perfectly with modern, high-volume air shocks; providing silky compliance early in the travel and still ramping up nicely to contain the most violent jump landings.

We built in more anti-squat than on earlier Torque models; this keeps things lively in the early part of the travel and offers more support for pedaling and pushing into terrain, but not so much that it gets in the way of swallowing impacts. Pedal kickback has been reduced, allowing the suspension to cycle freely even when laying down the watts, providing tons of grip and feel whether under power or on the brakes.



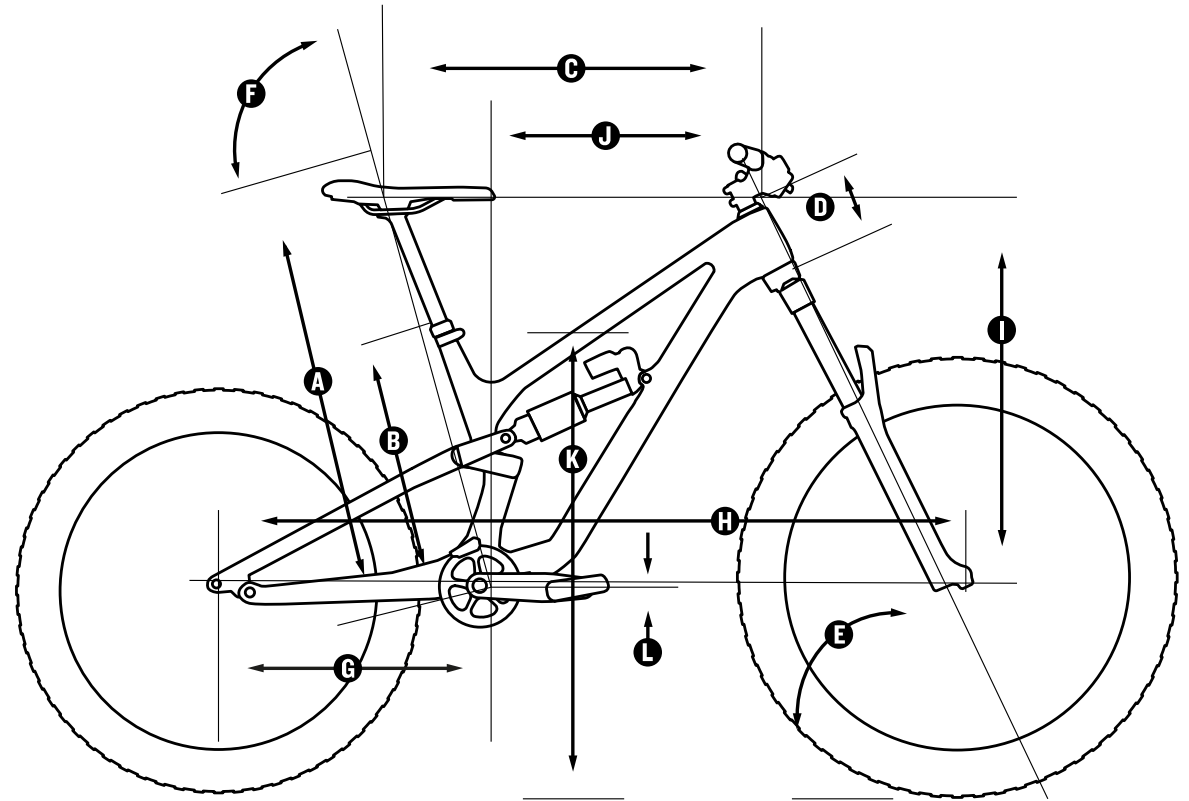
THE CALCULUS OF CONTROL

Taken individually, the data points that reference how a bike is designed to handle are just numbers, the same way that a road map is just a line on paper. That line is a reference point. It doesn't mean much until it is actually being traveled. Same with the angles and lengths that make up bike geometry – they are instructions about dimensions and fit that don't really mean anything until things are set in motion.

At Canyon, we have been evolving the Torque to satisfy the needs of progressive gravity riding ever since it was introduced two decades ago. The new Torque AL's geometry is the culmination of all that we have learned through a lifetime of shuttle laps, season after season of World Cup competition, and more shredded tires and blown shocks than we care to remember. This is our recipe for confidence and control:

- Increased stack height across the board for more confidence on steep terrain
- Refined reach dimensions on all frames (470mm on size M)
- Geometry-adjustable flip chip
- 63.5-64 degree head tube angle
- 78.5-79 degree effective seat tube angle
- Adjustable chainstay length – 430 or 440mm
- 5 frame sizes, from XS through XL

These are just numbers, right? But, in this case these are numbers informed by lifetimes of hard-won experience. Combine the refined suspension kinematics with a stout, super durable aluminium chassis, and a rider with the right gleam in his or her eye, and you have the perfect ingredients for a do-it-all gravity bike that can crush everything from park laps to jump lines to enduro courses to DH races.



TORQUE AL GEOMETRY

	POSITION	XS	S	M	L	XL
Body Height		≤168 mm	163 - 177 mm	172 - 185 mm	180 - 194 mm	≥189 mm
Seat Height	A	680 mm	720 mm	760 mm	800 mm	840 mm
Seat Tube	B	385 mm	405 mm	405 mm	420 mm	450 mm
Top Tube	C	547 mm	574 mm	601 mm	628 mm	653 mm
Head Tube	D	110 mm	100 mm	110 mm	120 mm	125 mm
Head Tube Angle	E	63,5° 64°	63,5° 64°	63,5° 64°	63,5° 64°	63,5° 64°
Seat Tube Angle	F	78,5° 79°	78,5° 79°	78,5° 79°	78,5° 79°	78,5° 79°
Chainstay Length	G	430 440 mm	430 440 mm	430 440 mm	430 440 mm	430 440 mm
Wheel Base	H	1204 1214 mm	1225 1235 mm	1254 1264 mm	1284 1294 mm	1311 1321 mm
Stack	I	624 mm	634 mm	643 mm	652 mm	656 mm
Reach	J	420 mm	445 mm	470 mm	495 mm	520 mm
Stand Over Height	K	750 mm	756 mm	761 mm	767 mm	771 mm
Bottom Bracket Offset	L	-12 -4,5 mm	-12 -4,5 mm	-12 -4,5 mm	-12 -4,5 mm	-12 -4,5 mm

TORQUE AL SPECS

	TORQUE AL 7	TORQUE AL 8	TORQUE AL 9	TORQUE AL DH
Frame	Torque AL - M185	Torque AL - M185	Torque AL - M185	Torque AL - M185
Fork	Rock Shox ZEB Base	Rock Shox ZEB Select+	Fox 38 Factory Grip X2	Rock Shox BoXXer Select
Shock	Rock Shox Vivid Base	Rock Shox Vivid Select+	Fox X2 Factory 2POS	Rock Shox Vivid Base
Transmission	Shimano Deore 6100 12s	Sram Eagle 70 Transmissio n	Sram Eagle 90 Transmissio n	Sram GX DH 7s
Crank	Shimano MT512	Sram Eagle 70	Sram Eagle 90	Sram Descendent
Brakes	Shimano SLX M7120	Sram Maven Base A1	Sram Maven Silver B1	Sram Maven Base A1
Wheelset	SunRingle SR309 Enduro Comp SunRingle SR307 Enduro Copmp	DT Swiss F1900 29" DT Swiss F1900 27,5"	DT Swiss EX1700 29" DT Swiss EX1700 DEG DF 27,5"	DT Swiss F1900 29" DT Swiss F1900 27,5"
Tires	Maxxis Assegai DD MG 29" Maxxis DHR2 DD MT 27,5"	Maxxis Assegai DD MG 29" Maxxis DHR2 DD MT 27,5"	Maxxis Assegai DD MG 29" Maxxis DHR2 DD MT 27,5"	Maxxis Assegai DH MG 29" Maxxis DHR2 DH MT 27,5"
Handlebar	Canyon G5	Canyon G5	Canyon G5	Canyon G5
Stem	Canyon G5	Canyon G5	Canyon G5	Canyon G5
Seatpost	Canyon SP0081 XS = 150mm S = 170mm M = 200mm L = 230mm XL = 230mm	Canyon SP0081 XS = 150mm S = 170mm M = 200mm L = 230mm XL = 230mm	Canyon SP0081 XS = 150mm S = 170mm M = 200mm L = 230mm XL = 230mm	Canyon G5 Rigid 300mm
Saddle	Ergon SM Neo	Ergon SM Neo	Ergon SM Neo	Ergon SM DH
Grips	Ergon GDH	Ergon GDH	Ergon GDH	Ergon GDH
Colours	POWDER COAT BLACK TEAL FADE	POWDER COAT BLACK TEAL FADE	RAW BRUSHED	POWDER COAT BLACK
Framesize	5 Sizes: XS, S, M, L, XL	5 Sizes: XS, S, M, L, XL	5 Sizes: XS, S, M, L, XL	4 Sizes: S, M, L, XL
Wheelsize	Mullet (XS full 27,5")	Mullet (XS full 27,5")	Mullet (XS full 27,5")	Mullet

VERSATILE. DURABLE. ADJUSTABLE.

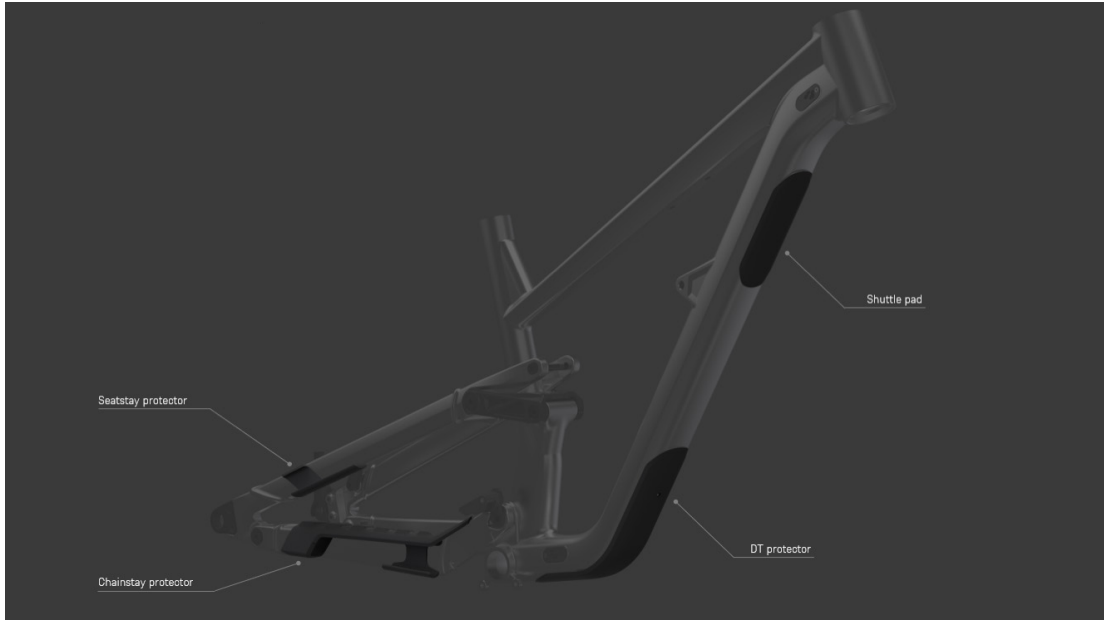
"Democratized performance" is a phrase you'll hear often if you happen to visit our headquarters in Koblenz. It's a pithy term, but it boils down to this: At Canyon we aim to build bikes that help riders unlock their peak potential without simultaneously sending them to the poorhouse. This belief is manifested in the Torque AL's robust, beautifully-crafted aluminium chassis. The new Torque AL frameset is a thing of beauty that offers all the manufacturing precision and ride characteristics of boutique carbon fiber at a fraction of the price.

At some point in the past decade, aluminium became pigeonholed as "lower quality" beginner fare. The new Torque AL is further proof of just how truly misguided a notion that is.

At the heart of each new Torque is a smooth-welded aluminium frame designed to withstand a punishing Category 5 specification. The new top tube is strong and sleek, and offers even lower standover than before. The downtube is stronger, with a less pronounced, more compact belly. There is clearance inside the front triangle for either air or coil shocks, as well as room to mount a water bottle.

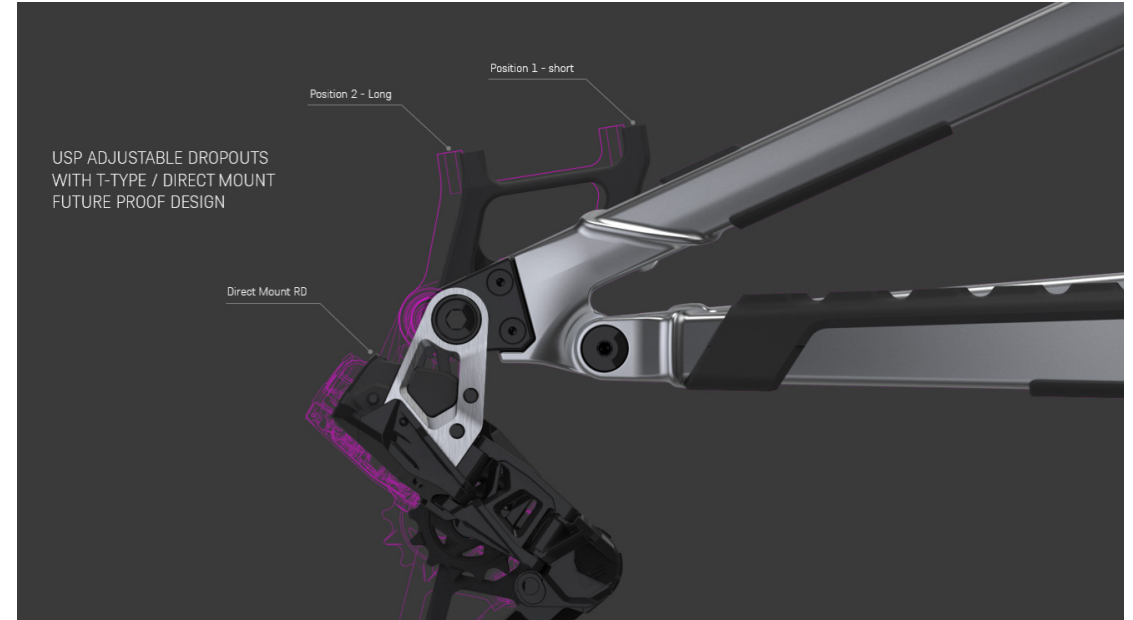
Not all riders are the same nor want the same exact ride quality, so adjustability is key. We equipped the new Torque with modular T-type rear axle dropouts that let you choose between a short and playful rear center or a longer set up for more stability at speed. There's also a flip-chip integrated within the seatstay that allows for quick and easy geometry adjustment.





FULL FRAME PROTECTION

Discrete finishing touches include capped cable routing ports with ultra-silent foam jacketed internal cable guides, and deeper seatpost insertion for longer travel dropper posts across all sizes. Sophisticated, precise, versatile, tough as nails; there's nothing cheap about this ride.



MODULAR DROPOUTS

Rubberized protection ensures silent performance and enhances the bike's already impressive durability in critical areas – the underside of the upper and lower down tube, drive side chainstay, drive side seatstay.

TORQUE AL FAQ

01 What were the key performance objectives for the new Torque AL?

We wanted to take the Torque back to its roots and build a modern interpretation of the original do-it-all park bike. Our key objectives were strength, capability, versatility, adjustability, and affordability.

02 How did Canyon achieve those objectives?

We started with an incredibly strong aluminium frame featuring beefy tubing tested to withstand Category 5, Rampage-worthy abuse. We improved kinematics for better big-hit performance, added more adjustability for enduro and DH racers, and increased suspension travel for DH and park riding. This is the big bike that a lot of people are looking for.

03 What sets this new Torque AL apart from the previous generation of Torque? What's new?

- Increased stack height for more confidence on steep descents
- More contemporary Reach sizing (470mm on size M, for example)
- More suspension travel (now 180/180 front/rear suspension travel)
- Even tougher aluminium frameset (true Category 5 strength)
- Improved adjustability (flip chip plus modular drop outs for adjustable rear centre)
- Improved climbing performance (more anti-squat)
- Even longer dropper posts for maximum maneuverability (230mm on L/XL, 200mm on M, 170mm on S, 150mm on XS)

04 What differentiates the Torque AL from other bikes in this class?

Clean design, incredible strength, adjustability that offers a high level of adaptability, and incredible affordability.

05 Enduro, DH, Park – the new Torque AL is exceptionally versatile. But seriously, what is it best at?

Freeride fun. It's a solid enduro platform and can do double duty as a DH bike, but its heart is in the park. The Torque AL is super playful, awesome as a jump bike, and it absolutely crushes park riding.

TORQUE AL FAQ

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

Portes du Soleil! Bike park! Steep! Fast! Jumps! The Torque AL delivers the goods via custom shock tunes in conjunction with specifically-tailored suspension kinematics, along with carefully designed handling characteristics and ride feel.

07 Is the new Torque AL a better descender than its predecessor?

Yes. It corners better, has more travel, is more supportive, and the rear end feel is amazing, in terms of traction and cornering.

08 How did you improve its downhill performance?

More travel, modular dropouts, more refined suspension kinematics allowing more playful response from the suspension, but also more stability thanks to the rear center (chainstay length) adjustability.

09 You mentioned modular dropouts—what's the story here? How do they work and why would a rider take advantage of them in the first place?

Different riders can want different ride qualities from the same bike. To that end, some riders love the playful, snappy handling of a bike with a short rear center while other riders prefer the greater high-speed stability that's on tap with a longer rear center.

We equipped the new Torque with modular T-type rear axle dropouts that let you choose between a short and playful rear center or a longer set up for more stability. The bike arrives in its box wearing the shorter dropouts, but the longer versions are included in the same bike box. Swapping between the two sets of dropouts requires just a few minutes and a hex wrench. It's incredibly simple, though it's certainly something you'll want to do at home, as opposed to on the side of the trail.

10 Is the new Torque AL a better climber than its predecessor?

It's very similar. Apples to apples, the Torque AL climbs better than the previous alloy Torque, but is about the same as the previous Torque CF. The old CF was lighter and much more expensive, so the new Torque AL is in good company.

11 What did Canyon do to make it a better climber?

We improved the seating position, putting the rider in a good spot for efficient pedaling. Anti-squat was improved in the sag zone, and this also helps with pedaling.

12 What was the most challenging aspect of bringing the Torque AL to production?

Our biggest challenge was finding that sweet spot that combined strength, performance and playfulness. We had to figure out how strong and stiff to make it, without sacrificing ride feel, playful responsiveness and traction.

TORQUE AL FAQ

13 How many models of Torque AL are there?

There are four models total – three enduro/FR models with single crown forks, and one DH build with a dual crown fork and seven-speed cassette. Each Torque AL model is tailored to deliver maximum performance without gutting your wallet.

Torque AL 7 2499€
RockShox ZEB Base 180/Vivid Air Base
Shimano Deore 12 speed drivetrain
Shimano SLX 4-piston brakes
SunRingle SR309 wheelset

Torque AL DH 2999€
RockShox Boxxer Base 190/Vivid Air Base
SRAM GX DH7 drivetrain
SRAM Maven Base 4-piston brakes
DT F1900 wheelset

Torque AL 8 2999€
RockShox ZEB Select+ 180/Vivid Air Select
SRAM Eagle 70 ET 12s drivetrain
SRAM Maven Base 4-piston brakes
DT FT1900 wheelset

Torque AL 9 Factory 3999€
Fox 38 Factory 180/Float X2 Factory
SRAM Eagle 90 ET 12s drivetrain
SRAM Maven Silver 4-piston brakes
DT EX1700 wheelset

14 What is the price range for the Torque AL?

Prices start at 2499€ and go up to 3999€

15 Will the new Torque AL be available in all markets?

At time of launch, the Torque AL is available only in European markets.

16 Why is the new Torque AL only available in aluminium?

Aluminium is, first and foremost, a great material. We love carbon too (obviously), but building the new Torque out of aluminium enables us to deliver more performance for the customer at a lower price. For example, Fox Factory spec for 3999€? That's crazy value. Aluminium can withstand bike park abuse well and makes a lot of sense for this category. For gravity performance, suspension and component quality are the more important considerations, and the main requirement of frame material is that it can handle a lot of abuse. Aluminium is perfect in this regard.

17 What changes have been made to the Torque's geometry, and why?

The great ride feel and pedaling behaviour of the Torque CF has been retained. Then we added more stack, a steeper effective seat angle, adjustable dropouts to adapt for larger riders or riders looking for more stability, and a lower top tube for more clearance. On the whole, this resulted in an improved ride feel--you feel like you are sitting "in" and not "on" the bike.

18 What does the geometry flip-chip do?

The flip-chip raises or lowers bb height and alters both the head and seat angle. This helps with pedaling, and not only provides geometry change to steepen or slacken head angle but also can help compensate for dual crown forks. There's a total of 7.5mm bottom bracket height change, and about .5 degree head/seat angle change.

19 What is Category 5 testing?

This is the toughest testing in the EU, only used for bikes intended for the most brutal terrain – DH, park, Red Bull Rampage style events.

TORQUE AL FAQ

20 What does the new Torque AL frame weigh?

For a size medium frame with all mounting hardware but NO shock, the Torque AL frame weighs 3.5kg.

21 Why is the new Torque only available in a mullet wheel configuration?

We thought a lot about 29er options, but it cost a lot in terms of clearance and frame design options. With the main focus being park, fun and freeriding, most test riders preferred a mullet setup during development of the Torque AL. Longer dropouts work really well with a mullet for stability and cornering, and remaining playful, but these benefits were less apparent when considering a full 29er. Ultimately, we decided the mullet was the way to go. This is a Morzine bike!

That said, there is exactly one exception to this whole mullet wheelsizing on the new Torque AL. Our XS-sized Torque ALs all roll on 27.5 wheels—front and rear. Why? Dual 27.5 wheels fit and performed better on our smallest Torque frame. And, no, don't try and fit the mullet wheel set up on the XS Torque ALs.

22 Do coil shocks work well on the new Torque AL?

They work great.

23 Which shock is actually better on the Torque AL, air or coil?

They are both excellent choices. A coil shock works very well, but riders need to be sure to get their spring rates right. With the high-volume air shocks we spec on the Torque AL, we have derived custom tunes that allow for a huge amount of versatility – by tweaking sag and damping clickers, riders can dramatically alter the Torque's personality to suit conditions.

24 How much anti-squat does the new Torque AL have?

We added some anti-squat at sag in order to ensure riders have a playful and responsive ride feel, as well as a platform to push into for jumping. This also helps with pedaling, which is a nice bonus. But we kept the values modest through the rest of the travel to optimize suspension compliance and traction. We also reduced the amount of anti-rise slightly, to enhance

25 Will a dual crown fork void my warranty?

No, a dual crown fork will not harm the frame—so long as you reduce its suspension travel from the standard 200mm to 190mm. The Torque AL is not tested to withstand more than 190mm of front suspension. Bear in mind, your head angle will probably kick out about a half-degree when you increase the front suspension travel to 190mm. Slackening the headtube a half degree will be fine for DH, but might prove a bit less playful in the park.

26 Why isn't the Torque AL a high-pivot design like the Sender?

Many reasons. The Sender is about going as fast as possible, but is not as playful as the Torque. With the Torque, we wanted to optimize playfulness, jumpability, and park performance. Torque has an entirely different axle path and suspension kinematic, and is ideal for what we intended. Going to a high pivot on the Torque AL would take away some of that playful nature, "poppy" feel, and would add complexity and expense. Affordable and fun were our key goals here.

TORQUE AL FAQ

27 What is the shock length?

All Torque AL sizes (except XS) utilize 250mm x 72.5mm shocks. The XS size runs a 250mm x 70mm unit (and has 170mm total rear travel, instead of 180mm).

28 What is the seatpost diameter?

A robust 34.9mm (the most dependable diameter on the market as far as dropper post reliability is concerned).

29 What length dropper post can the Torque AL handle?

That depends on frame size. L and XL frames come with 230mm travel droppers, while M frames feature 200mm posts, S frames get 170mm droppers, and XS frames utilize 150mm travel posts.

30 What is the chainline?

55mm. With 148mm rear spacing, this is a good all-round chainline for performance across all 12 gears.

CANYON