

Lux Trail



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INTRODUCING THE NEW LUX TRAIL





INTRODUCING THE NEW LUX TRAIL

You can call it "short-travel trail" or "downcountry", but here's all you really need to know — the new Lux Trail is capable, fast, and remarkably light.

Notice the first adjective in that last sentence? *Capable*. That's entirely intentional.

Don't get hung up on the "Lux" name — this is not an XC race whip like its World Cup-winning namesake.

Instead, the new Lux Trail blends the climbing efficiency of earlier Lux Trail models and the descending capability of the Neuron CF to create an all-new, lightning quick trail bike that doesn't shy away from rugged terrain. The new Lux Trail features downhill-loving geometry that's remarkably close to what you'll find on Spectral, without the extra weight that so often rides shotgun alongside more capable trail bikes.

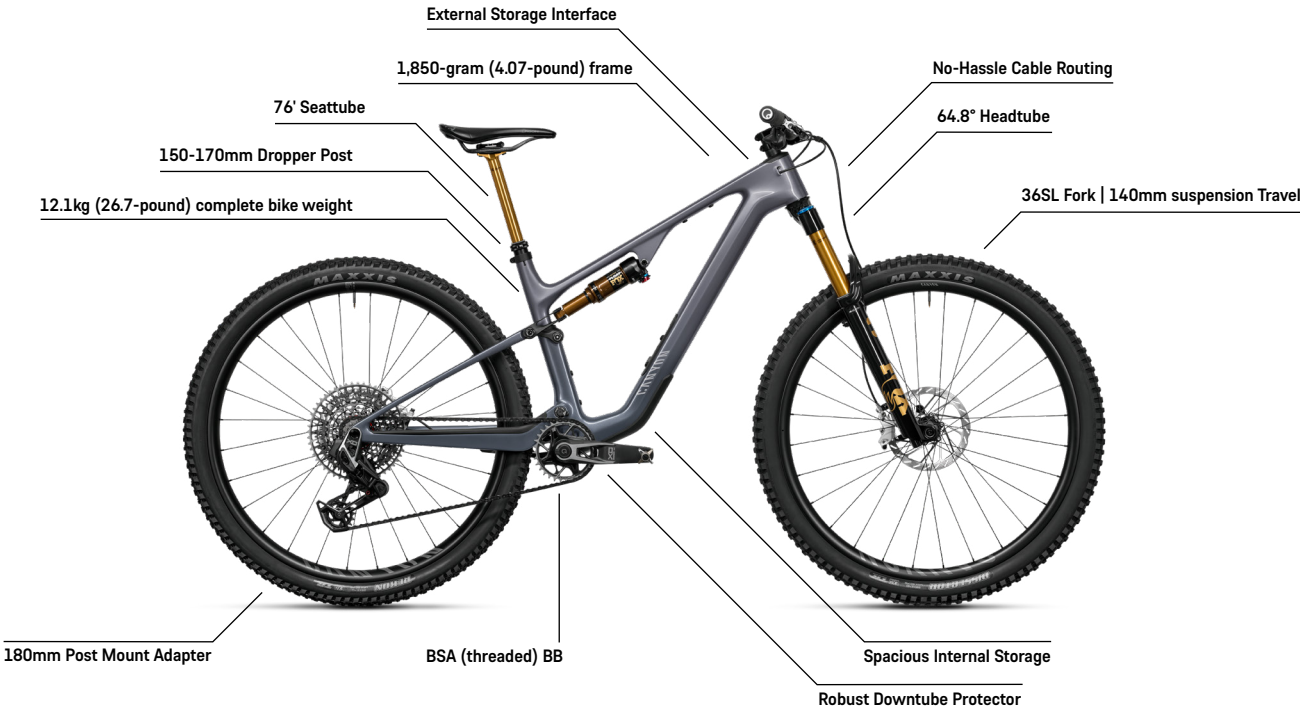
Looking for that one mountain bike that does everything remarkably well and doesn't saddle you with either nervous handling or excess weight? This is that bike — a bike that plays the trail instead of steamrolling it. The new Lux Trail rewards rider effort, rips uphill with ease, dances downhill with confident grace, grabs you by the hypothalamus and squeezes out dopamine by the fistful.

HERE'S WHAT'S NEW

Let's get to all the "new and improved" bits quickly.
Here's a summary of how Lux Trail has improved.

The New Lux Trail Features:

- Slacker head angle and longer wheelbase (progressive geo = improved downhill capability)
- More suspension travel (now 140/125mm)
- Improved kinematics—better traction, more playful feel, outstanding pedaling efficiency
- Lighter (by 200 grams) carbon frameset (now 1,850 grams total)
- Easier-to-access in-frame storage with improved locking mechanism
- Outstanding reliability (3D-forged rocker link and circlip-secured bearings improve stiffness and durability).



WHAT KIND OF BIKE IS IT, REALLY?

We've got an entirely new bike here. Rather than invent some new label to define the Lux Trail, maybe we should examine what it is NOT. For starters, this new model shares very little with the previous Lux Trail, aside from the name and a flex-stay.

Second, let's make this crystal clear: This is not an XC race bike, like the Lux World Cup CFR.

Yes, there is certainly some XC-pedigree on one side of the Lux Trail's DNA helix, especially when discussing the glorious absence of excess mass. But there's also a whole bunch of "long and slack" in the geometry gene pool, along with the burliest lightweight fork on the market, more suspension travel, and tires meaty enough to hook into the turns but still light enough to let it fly uphill.

In other words, this new Lux Trail isn't some spindly attempt at a marathon bike. The all-new Lux Trail has the trail pedigree of the Neuron CF without any excess. There are also some geometry cues taken from the burly, award-winning Spectral, but the Lux Trail is, by comparison, feathery light and blazing fast on the climbs.

The Lux Trail is probably what everyone would call a downcountry bike. That's still the hot SEO buzzword, right? While the term "downcountry" is useful search-engine shorthand, it's a bit lacking when it comes to actually communicating what the Lux Trail is all about.

Sure, the Lux Trail can rail some downhill singletrack, but it climbs like a homesick angel too, and it's so light and nimble that it dances where other bikes smash, floats where others wallow.

In point of fact, the Lux Trail is an edgy, fast, rail-all-day ripper of a trail bike. A light and quick trail machine, designed to play with the singletrack rather than mash it into submission. It's a trail bike that's been built to be lively and responsive instead of implacable and numb.



ULTRALIGHT, YET DURABLE

At the heart of the Lux Trail is a svelte carbon fiber frame, offering up to 125mm of refined suspension travel via a carefully engineered flex-stay rear suspension. The new frame is a ground-up redesign. It's stronger, better handling, more capable everywhere, and packed with rider-friendly features, including ample in-frame storage to stow all the goodies that an all-day trail romp might necessitate.

Oh, and we did all that while actually cleaving 200 grams from the carbon chassis.

At 1,850 grams (4.07 pounds) the new Lux Trail boasts one of the lightest, full-suspension trail bike frames you can find.

M194 LUX TRAIL	WEIGHT[g]
Raw Frame	1.445g
> Front Triangle	1.025g
> Rear Triangle	420g
Artwork (P01)	55g
Rocker	45g
Shock Extension	70g
Brake Mount	23g
CS - Protector	17g
DT - Protector	35g
Small Parts (Hardware, Bearings, Foils, Etc)	160g
Weight Total	1.850g
Storage Lid	55g
Shock w/o Remote (FOX Float F-S)	345g
Seat Clamp SC0001	20g
Quixle – Rear Axle	55g
Chain Guide & Bolt	8g

ULTRALIGHT, YET DURABLE

Every shape, every fiber, and every contour on the Lux Trail 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 strengthening high-stress sections of the frame

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.

Lastly, the new Lux Trail 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 riding.





THE GEOMETRY MODERN TRAIL RIDING DEMANDS

Geometry signals intent, and in the case of the Lux Trail that intent is to go fast and take a few chances. The geometry by the numbers is surprisingly close to the supremely confident and beloved Spectral but packaged in an entirely different chassis.

Travel has been increased over the old Lux Trail for a smoother, more composed ride in rocky terrain, and stability is further enhanced by a 65 (well, 64.8, to be exact) degree head angle. In other words, we slackened the head angle by more than 2 degrees. There's a little more reach, a little more stack, and significantly more wheelbase; it all combines to create a bike that boasts surefooted handling at any speed, on any terrain.

We've also introduced size-specific chainstays to the Lux Trail. Extra-small, Small, and Medium frames all feature rear triangles with 435mm chainstays while Large and X-Large models share a rear triangle with longer, 440mm chainstays.

And, just in case anyone is still laboring under the delusion that the Lux Trail is basically a dressed up XC bike, there's a burly 140mm travel FOX 36 SL fork up front (on most models) keeping everything pointed exactly where you want to go. We also made room for longer travel dropper posts, too.



LUX TRAIL GEOMETRY



	LUX TRAIL MY27	LUX TRAIL MY24 – 26	NEURON CF
Suspension (Front	140mm	120mm	140mm
Suspension (Rear)	125mm	114mm	130mm
Head Tube Angle	64.8°	67°	66°
Seat Tube Angle	76°	76°	76°
Stack	605mm	598mm	626mm
Reach	450mm	460mm	455mm

Rear triangle-sizes by front triangle-size
2 different rear triangles: (XS - M/L - XL)

Improved Capability

- More confidence and stability on the trail
- Slack head tube angle
- Increase stack height

Improved Efficiency

- Better traction and comfort without sacrificing efficiency
- Always the right balance of efficient pedaling and confidence

Improved Comfort

- Higher comfort without sacrificing efficiency
- Keep LUX DNA

LUX TRAIL 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	400 mm	420 mm	450 mm	480 mm
SP Mimimum Clearance Depth	295 mm	305 mm	325 mm	355 mm	385 mm
Top Tube Length	554 mm	574 mm	595 mm	616 mm	641 mm
Head Tube Length	93 mm	93 mm	95 mm	108 mm	125 mm
Head Tube Angle	64.8°	64.8°	64.8°	64.8°	64.8°
Seat Tube Angle	76.4°	76.2°	76.1°	76.1°	76°
Chainstay Length Horizontal	435 mm	435 mm	435 mm	440 mm	440 mm
Wheelbase	1160 mm	1179 mm	1200 mm	1231 mm	1258 mm
BB Drop Front	38 mm	38 mm	38 mm	38 mm	38 mm
BB Drop Rear	38 mm	38 mm	38 mm	38 mm	38 mm
Stand-over Height	442 mm	443 mm	444 mm	448 mm	453 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	603 mm	603 mm	605 mm	616 mm	633 mm
Reach	410 mm	430 mm	450 mm	470 mm	490 mm
FORK SPECIFICATION					
Length	551 mm	551 mm	551 mm	551 mm	551 mm
Fork Offset	44 mm	44 mm	44 mm	44 mm	44 mm
Travel	140 mm	140 mm	140 mm	140 mm	140 mm
SHOCK SPECIFICATION					
Length	210 x 55 mm	210 x 55 mm	210 x 55 mm	210 x 55 mm	210 x 55 mm
Travel	125 mm	125 mm	125 mm	125 mm	125 mm
Stem Length	50 mm	50 mm	50 mm	50 mm	50 mm
Handlebar Width	760 mm	760 mm	760 mm	760 mm	760 mm
Spacer Stem	0.0 mm	10 mm	10 mm	15 mm	20 mm
Crank Length	165 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"



THE SUSPENSION STORY

When it comes to rewarding rider input with lively acceleration, a flex-stay suspension is hard to beat. By crafting a single-piece rear triangle out of carbon fiber, our engineers were able to achieve three often conflicting goals.

Flex-stay designs use less hardware and therefore generally weigh significantly less than their multi-link counterparts. So, goal one; light weight. Next, carefully designed flex-stays allow full suspension travel and kinematic tuning. Goal two; active, comfortable, tractable suspension. Finally, by managing the inherent springiness of carbon fiber alongside intentionally controlled levels of anti-squat, there's goal three; responsiveness.



The new Lux Trail also features an isolated post mount brake adapter that enables the seatstays to flex in a more unrestricted fashion. Bottom line: less weight and smoother suspension.

THE SUSPENSION STORY

The Lux Trail is not an XC race bike, but it is still an absolute rocket.

Stomp on the pedals and it goes. Fast. Pedal response is snappy and crisp, perfect for hard out-of-the-saddle efforts and pumping into trail features. But when the going (fast) gets rough, the rear suspension now gives you 125mm of rock and root eating, finely controlled, highly tractable but-oh-so-poppy suspension travel that turns any trail into your personal playground.

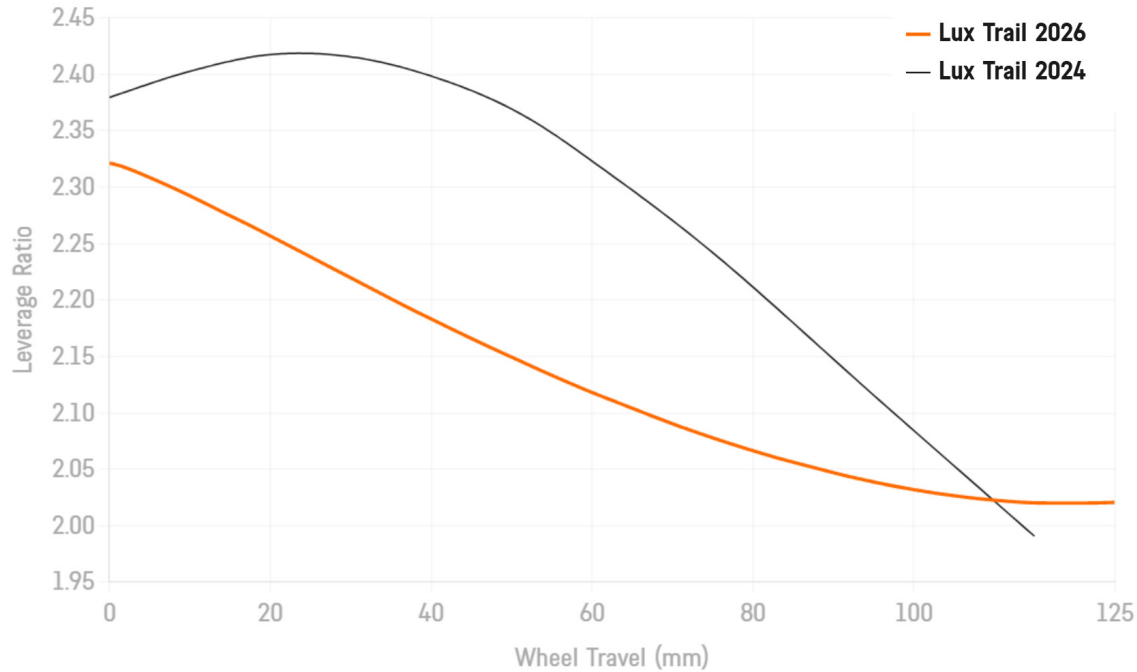
While there's more squish on tap with this new version of the Lux Trail, we've done more than increase suspension quantity—we've improved its quality as well.

Let's start with grip and traction part of this story. We've given the Lux Trail more progression at the sag point than was previously the case. That increased progressivity at sag gives you more support when you're descending and improves stability and pedaling efficiency when you're tackling climbs.

Taken as a whole, the Lux Trail now has a more consistent, steady progression through most of the travel, tailing off slightly at end-stroke. It adds up to a bike that gives you better traction on both climbs and descents, a more supportive platform that makes popping off of trail features a blast, and more easily-accessed, end-stroke travel on bigger hits.

Kinematics Data

Leverage Ratio





THE SUSPENSION STORY

Finally, there's that beefy FOX 36 SL 140mm-travel fork up front (on nearly all models). It's a nice, lightweight bit of kit that provides extra steering precision in the rough, ensuring that even when things get a little too hectic, you're still in control.

Look, we're not going to oversell the Lux Trail's downhill chops. There's no confusing this new Lux Trail with the big-hit smashability of an enduro or park bike.

The Lux Trail is a study in maximizing capability while minimizing weight. In that respect, this bike is a case study in flow-state design.

Think Yoda, not Darth Vader. Or a sleek rally racecar instead of a big monster truck.

DETAILS MAKE THE DIFFERENCE

Lightweight Made Durable

At just 1,850 grams, the Lux Trail possesses the lightest frame in its class. The bike's 3D-forged rocker link is one example of how we achieved this. Using finite element (FEM) analysis, we created a suspension component that increases stiffness and control, reduces maintenance—all at the lightest possible weight.





DETAILS MAKE THE DIFFERENCE

More Stopping Power & Control

The Lux Trail's new Post Mount Adapter is the perfect fusion of engineering and aesthetics.

Developed through precise FEM analysis, it delivers maximum stiffness and reliability while integrating seamlessly and elegantly into the frame's overall look. The Lux Trail comes equipped with 180mm rotors (front and rear), for maximum stopping power and control.

DETAILS MAKE THE DIFFERENCE

Lighter Than Ever

The new Lux Trail's frame is 200 grams lighter than that of the previous Lux Trail—and a staggering 1,000 grams lighter than the Neuron CF frame from which it draws much of its DNA.

We achieved that massive weight reduction while creating a frame that meets the same Category 3 strength and impact testing standards. Shedding all those excess grams not only makes the bike a blast to ride; it also enabled us to achieve remarkably light bike weights while still equipping each Lux Trail model with true trail-riding components that deliver outstanding descending performance.





DETAILS MAKE THE DIFFERENCE

Outstanding Internal Storage

We've increased the size of our in-frame storage hatch, improved the lever mechanism, made it completely water-tight, and we're now including the multi-tool and storage sleeve with each new bike.



OUTSTANDING SPEC. BRILLIANT VALUE.

We are launching with four amazingly-well spec'd Lux Trail models. The Lux Trail is dressed to go fast and play rough, with an emphasis on versatility, capability, efficiency, and lively performance.

Nearly every model features Fox 36 SL forks, Maxxis Dissector front tires, 180mm rotors front and rear, and carbon fiber wheelsets. The end result is a crop of innovative bikes that all deliver backcountry-confident handling and braking without dulling responsiveness or climbing prowess.

Each model bears the same brilliant frame and features 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 Trail CF 9

Cockpit - RaceFace Turbine SL ST, Era CF HB

Brakes - Sram Motive Ultimate 180/180mm

Drivetrain - Sram XO AXS Powermeter

Fork - FOX 36 SL Factory Grip X, 140mm

Shock - FOX Float Factory 210x55mm

Wheels - Canyon XC 30 CF Wheelset

Tires - Maxxis Dissector EXO DC, Rekon EXO DC

Seatpost - Fox Transfer Factory

Saddle - Ergon SRS Pro Carbon

Weight - 12.1kg

LUX Trail CF 8

Cockpit - RaceFace Turbine SL ST, Era CF HB

Brakes - Sram Motive Silver 180/180mm

Drivetrain - Sram GX AXS

Fork - FOX 36 SL Performance Elite Grip X, 140mm

Shock - FOX Float Performance Elite 210x55mm

Wheels - Canyon XC 30 CF Wheelset

Tires - Maxxis Dissector EXO DC, Rekon EXO DC

Seatpost - SP0081-01

Saddle - Ergon SPS20 Neo TiNox

Weight - 12.3kg

LUX Trail CF 7

Cockpit - ST0039, HB0073

Brakes - Sram Motive Bronze 180/180mm

Drivetrain - Sram Eagle 90

Fork - FOX 36 SL Performance Grip, 140mm

Shock - FOX Float Performance 210x55mm

Wheels - Canyon XC 30 CF Wheelset

Tires - Maxxis Dissector EXO DC, Rekon EXO DC

Seatpost - SP0081-01

Saddle - Ergon SPS20 Neo

Weight - 12.8kg

LUX Trail CF 6

Cockpit - ST0039, HB0073

Brakes - Shimano M8220/M8220

Drivetrain - Shimano XT

Fork - FOX 34 Rhythm Grip, 140mm

Shock - FOX Float Rhythm 210x55mm

Wheels - Canyon AI Wheelset (Rodi/Alex)

Tires - Maxxis Dissector EXO DC, Rekon EXO DC

Seatpost - SP0081-01

Saddle - Ergon SPS20 Neo

Weight - 13.2kg

LUX TRAIL FAQ

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

You can publish information and stories about the new Lux Trail beginning on July 14, 2026 at 11 AM CEST.

02 How many models of Lux Trail models are there?

We are rolling out four core models at launch time.

Lux Trail CF9

Cockpit - RaceFace Turbine SL ST, Era CF HB
Brakes - Sram Motive Ultimate 180/180mm
Drivetrain - Sram XO AXS Powermeter
Fork - FOX 36 SL Factory Grip X, 140mm
Shock - FOX Float Factory 210x55mm
Wheels - Canyon XC 30 CF Wheelset
Tires - Maxxis Dissector EXO DC, Rekon EXO DC
Seatpost - Fox Transfer Factory
Saddle - Ergon SRS Pro Carbon

Lux Trail CF8

Cockpit - RaceFace Turbine SL ST, Era CF HB
Brakes - Sram Motive Silver 180/180mm
Drivetrain - Sram GX AXS
Fork - FOX 36 SL Performance Elite Grip X, 140mm
Shock - FOX Float Performance Elite 210x55mm
Wheels - Canyon XC 30 CF Wheelset
Tires - Maxxis Dissector EXO DC, Rekon EXO DC
Seatpost - SP0081-01
Saddle - Ergon SPS20 Neo TiNox

Lux Trail CF7

Cockpit - ST0039, HB0073
Brakes - Sram Motive Bronze 180/180mm
Drivetrain - Sram Eagle 90
Fork - FOX 36 SL Performance Grip, 140mm
Shock - FOX Float Performance 210x55mm
Wheels - Canyon XC 30 CF Wheelset
Tires - Maxxis Dissector EXO DC, Rekon EXO DC
Seatpost - SP0081-01
Saddle - Ergon SPS20 Neo

Lux Trail CF6

Cockpit - ST0039, HB0073
Brakes - Shimano M8220/ M8220
Drivetrain - Shimano XT
Fork - FOX 34 Rhythm Grip, 140mm
Shock - FOX Float Rhythm 210x55mm
Wheels - Canyon AI Wheelset (Rodi/Alex)
Tires - Maxxis Dissector EXO DC, Rekon EXO DC
Seatpost - SP0081-01
Saddle - Ergon SPS20 Neo

LUX TRAIL FAQ

03 Will the new Lux Trail be available in all markets?

Yes.

04 What was Canyon aiming to achieve with the redesign of the Lux Trail?

Our goal was nothing less than to build the lightest, fastest, and most capable short-travel trail bike. If you want to call that a "downcountry" bike, that's fine too. This is a safe space—you can safely use either term here.

05 How did Canyon achieve those objectives?

The short answer is we blended the trail bike capability of the Neuron CF with the lightweight, pedaling-efficient performance of the Lux Trail. But to get a bit less poetic about it, we changed up the geometry radically—slackening the head angle 2.2 degrees, increasing the stack, and growing the wheelbase...all of which make for a far more stable and controlled bike on steep descents and at high speeds.

We also gave this new Lux Trail more travel—it's rocking 140mm up front and 125mm out back.

We didn't mess about with the fork—choosing, instead, to spec the brilliant Fox 36 SL on three of our four new models. The suspension kinematics have been tweaked—it's more consistently progressive now. The upshot of that change is that the has more support at sag than prior generation Lux Trails, making it a great climber and also a bike that feels nicely supportive when you are descending. That poppy, playful feeling you experience on the bike? It has a lot to do with the new kinematics.

On the make-it-lighter front, we shaved 200 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.

06 What sets the Lux Trail apart from other bikes in this class?

All of the above, really. The Lux Trail 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 Trail is now one of the slacker and more stable-at-speed downcountry bikes on the trail today.

And then there's the outstanding value proposition... Each Lux Trail 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.

07 Is the new Lux Trail a better descender than its predecessor?

Yes. Most definitely.

08 If so, how?

The slacker head angle (it's now 65 degrees), greater stack height and longer wheelbase make the bike more stable and easier to control on the steepest and roughest downhill sections. 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 improved suspension kinematics and the light-yet-burly FOX 36 SL forks help here as well.

LUX TRAIL FAQ

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

Absolutely. Here you go.

	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	400 mm	420 mm	450 mm	480 mm
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Crank Length	165 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 TRAIL FAQ

10 How much does the new Lux Trail frame weigh?

For a size medium frame with all mounting hardware but NO shock, the Lux Trail frame weighs 1,850 grams (4.07 pounds). Here's the breakdown of every little gram. Go ahead and nerd out to your heart's delight.

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Raw Frames	1.445g
> Front Triangle	1.025g
> Rear Triangle	420g
Artwork (P01)	55g
Rocker	45g
Shock Extension	70g
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Weight Total	1.850g
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