

Grail

CFR, CF SLX, CF

SPEED FEELS DIFFERENT NOW

WORLDTOUR WATTS.
AERO OBSESSION.
GRAVEL RACING HAS COME A LONG,
LONG WAY OVER THE PAST TEN YEARS.

JUST LOOK AT THE WINNING TIMES
AT UNBOUND. THEY'VE TUMBLED.
NOT BY MINUTES, BUT BY HOURS.

NOW LOOK AT THE BIKES BEING
RIDDEN TO WIN.
BARELY RECOGNISABLE AGAINST
THEIR PREDECESSORS.

GRAVEL RACING IS AT THE SHARP
END OF PERFORMANCE BIKE
DEVELOPMENT. IT'S HERE THAT
PROGRESS MOVES FASTEST.



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WINNERS MAKE BETTER BIKES



WHEN YOU HAVE RACERS AS DETAIL
OBSESSED AS ROSA KLÖSER MAKING IT
VERY CLEAR WHAT THEY NEED TO WIN,
YOU LISTEN.

WITH GRAVEL, THERE'S LESS OF
A DISCONNECT BETWEEN WHAT THE PROS
NEED AND WHAT AMATEUR RIDERS ALSO
BENEFIT FROM. IF A PROVEN WINNER LIKE
ROSA IS DEMANDING CLEARANCE TO RUN
50MM+ RUBBER SO SHE FLOATS OVER ROUGH
TERRAIN FASTER, THEN WHY SHOULDN'T
WE ALL REAP THE REWARDS?

THE QUEST FOR THE GRAIL HAS TAKEN US
FROM THE DOUBLE DECKER THROUGH THE
UNBOUND- AND WORLD CHAMP-WINNING RACE
SUCCESS OF GEN. 2 TO WHERE WE'RE AT
TODAY-AT THE FOREFRONT OF A NEW ERA OF
ALL-TERRAIN RACE BIKE.

THE NEW GRAIL HAS TRULY BEEN SHAPED
TO MEET THE DEMANDS OF THE WORLD'S
FASTEST RIDERS, AND THAT'S GOOD
FOR ALL OF US.

GRAIL CFR



THE FASTEST
GRAVEL RACE
BIKE

GRAIL CF SLX



ALL-TERRAIN
RACING SPEED

GRAIL CF



EXPLORE
OFF-ROAD
PERFORMANCE



SET
FAST
FREE



Nothing this capable goes this hard. Engineered to unlock pure all-terrain speed, the new gen. 3 Grail is the fastest, most accomplished gravel race bike out there.

57MM TYRE CLEARANCE:

Front and rear, with over 4 mm ISO clearance to spare.

ALL-TERRAIN AERO:

Tested and benchmarked at real-world gravel race pace.

CONTROL IN THE CHAOS:

Proven progressive geometry gets a racier fit.

PACE MEETS CONTROL:

Adjustable PACE cockpit tech with new Control drops.

STASH ALL YOU NEED:

LOAD Down Tube storage always there, out of sight.*

PACK FAST:

Cyclite packs tailored to Grail won't slow you down.

BEYOND RACEDAY:

Unlock all-seasons action with Fast Fenders.**

THREE WAYS TO GRAIL:

Grail comes in CFR, CF SLX and CF options.

*Not on base CF platform.

**Not on top CFR platform.

CANYON GRAIL
PRESS KIT / SEPTEMBER 2026





**CLEARANCE:
HOW MUCH IS ENOUGH?**

Back when the wider-is-faster debate around gravel tyres was blowing up in 2024, we were at the drawing board with the new Grail.

At Canyon, we've been no strangers to big clearance providing big benefits. In 2021, the gen. 1 Grizl was one of the first gravel bikes on the market to offer 50 mm clearance.

Back over on the Grail, the tyre width arms race meant riders on the gen. 2 Grail soon felt the 42 mm frame clearance was holding them back.

While the internet debated whether wider tyres make you faster, we watched, we listened, we tested, we discussed with our pros and partners, and we adapted.

"GIVE ME ALL THE TYRE CLEARANCE YOU CAN."

Rosa Klöser burst onto the scene with her win at Unbound in 2024. Beyond her clear physical capacity, what sets Rosa apart as a racer is her methodical, analytical approach to every detail of her setup – a PhD student at the time taking a PhD approach to each event. This was the main attraction to bringing her over to Canyon.

During preliminary discussions with Rosa, she made one thing crystal clear: her future gravel race bike would have to be big on tyre clearance. This was to be a dealmaker or dealbreaker.

50 mm was not enough. We had to cross the imperial threshold and allow for 2.1-, 2.2- or even 2.25-inch rubber. For the core R&D team, this marked a key turning point in the project.

Initially, the Grail was to remain compatible with two-by drivetrains, which meant clearance at the frame would be maxed out at 50 mm. Enabling up to 2.25" tyres ruled two-by drivetrains out – we had to commit to a one-by only platform.

Even with that decision made, new innovations for Canyon were still required to create as much space for tyres as possible. The new Grail is the first bike we have engineered with a solid driveside chainstay, enabling a slender-yet-strong low-profile structure to absolutely max out clearance.

The result: the new Grail has clearance for tyres measuring up to 57 mm both at the frame and the fork, with over 4 mm ISO clearance to spare.

While all Grails are equipped as standard at launch with 45 mm tyres, this is a baseline from which riders can explore, providing them the freedom to choose the right rubber to suit their riding and ambitions the best.





AERODYNAMICS:
GRAVEL WAS NEVER MEANT TO BE THIS FAST

In an era of lofty aero claims, it's important to get the fundamentals straight: aero matters – whether you're front of the race or mixing it up in the mid-pack.

The longer you're out there, the more it matters too. For an event like Unbound where amateurs can take anything up to 20 hours to complete the course, it pays to take aero into consideration when dialling in your setup.

The bike industry often uses 45 km/h as the benchmark speed to communicate aero performance – we do too when it comes to our road racing products as road races can be that fast.

However, we've yet to see a gravel race won at a 45 km/h average. For Grail, we took a more honest approach focusing our testing around the 35 km/h mark – real-world gravel race pace.

WIND TUNNEL TESTING
AT CANYON

We test regularly in the GST Wind Tunnel in Immenstadt, a former aerospace facility now highly specialised in mapping out aero performance at bike racing speeds. Frame-set comparison tests are carried out using our carbon mobile leg dummy (Ferdì) to replicate a rider and their pedalling motion's effect on air behaviour across a $\pm 20^\circ$ yaw angle sweep. This protocol has been in-place for over a decade, giving us industry-leading levels of accuracy and repeatability in our testing few can match.



AERODYNAMICS:
GRAIL VS. COMPETITION

In 2025 we tested the new Grail prototype against key competitors to see where it stacks up. All bikes were equipped with the same control wheels (50 mm deep, 27 mm internal, 38.5 mm external) and tyres (45 mm), with Ferdi, our carbon mobile leg dummy, to give us a reading for frameset performance with rider.

The bottom line: as the most capable of the bikes tested with the most tyre clearance, the new Grail is also the fastest.

Bike	Speed	Tire	Drag
3rd Gen Grail	35 km/h	45 mm	109.5 W
Rose Backroad FF	35 km/h	45 mm	112.3 W
Factor Ostro Gravel	35 km/h	45 mm	110.3 W
Cervelo Aspero 5	35 km/h	45 mm	109.9 W

GEN. 2 GRAIL VS. GEN. 3 GRAIL

We knew to expect a significant frameset performance improvement compared to the gen. 2 Grail. What we were really interested to see is the impact of running wider tyres and if the frameset gains offset any of the aerodynamic losses of running high volume rubber.

The results show that even running the new Grail with 55 mm tyres, the setup is faster than its predecessor running 40 mm.

Bike	Speed	Tire	Drag
2nd Gen Grail	35 km/h	40 mm	115.7 W
3rd Gen Grail	35 km/h	40 mm	110.0 W
3rd Gen Grail	35 km/h	45 mm	109.4 W
3rd Gen Grail	35 km/h	55 mm	113.6 W

RIDE DYNAMICS:
CONTROL IN THE CHAOS

Over rough terrain, speed can give way to anxiety – the fear of a puncture, inability to hold pace through technical sections, or fatigue from being shaken to pieces.

The feedback we got on the handling of the gen. 2 Grail from riders across the spectrum, pro and amateur, was incredibly positive. Our concept was more progressive than many competitors still today with a longer wheelbase, consistent 71.5° head angles and 69 mm trail values across core sizes (S–L) resulting in handling that carves predictably through loose corners thanks to the riders' weight being better balanced at the centre of the bike.

For gen. 3, our approach was simply this: don't mess with a winning system. Beyond extending the wheelbase a further 10 mm to accommodate for 57 mm tyre clearance (a change we tested on our geo mule recording no negative impact), the handling dynamics remain the same as proven on the gen. 2 Grail.

Add to the mix the speed benefits of running higher volume tyres over rough terrain, the new Grail brings control to chaos and reduces cognitive overload, enabling our athletes to push harder than ever through decisive technical sections on course.





RACE FIT:
PACE MEETS CONTROL

If there was one element of the gen. 2 Grail's geometry that we were set on changing, it was to enable a more aggressive fit in response to gravel racing's rising speeds. We therefore lowered the frame stack by 15 mm on the new bike while maintaining the same extended frame reach to work in tandem with shorter stems (80 mm on size M).

New for gen. 3, Grail CFR and CF SLX also upgrade to our patented, award-winning PACE Technology. This system enables riders to fine-tune fit in minutes using a single TX25 tool, with 50 mm of width and 20 mm of height adjustment meaning one cockpit delivers 15 distinct fit configurations. No steerer cuts. No excess spacer stacks. No brake bleeds.

We've also expanded our ecosystem of drop shape options with the addition of Control Drops specifically developed to boost handling precision and confidence with supreme off-road ergonomics.

WIDTHS: 370MM, 395MM, 420MM
DROP: 120MM
REACH: BASELINE EFFECTIVE REACH
EQUIVALENT TO CLASSIC DROPS
FLARE: 17°

Our range of drop bar options across Classic, Race, Compact, and now Control, let riders adjust effective reach by ± 10 mm, making it easy to adjust fit and feel without complex line re-routing or brake bleeds.

COMPLIANCE:
VCLS

Speed is nothing without compliance. VCLS is comfort that makes you faster. These four simple letters have defined our approach to high performance with exceptional ride quality for over a decade. Vertical Comfort where you want it. Lateral Stiffness where you need it.

Race-winning frames that deliver direct power transfer. Seatposts engineered to absorb shocks before they reach the rider. Ergonomic cockpits sculpted to eliminate pressure points. On gravel, while high volume tyres run at the right pressures can do the lion's share of the work, the direct contact points with the rider cannot to be ignored.

Aero seatposts do the job when speed is of the essence yet leave a lot to be desired when it comes to ride quality. Both the form and carbon layup on our SP0093 VCLS Aero post, debuted on the Endurace CFR, are optimised to deliver 25% extra compliance compared to a rigid equivalent. Whether your fit requires maximum or minimum seatpost exposure, it is also designed to deflect the same amount, meaning consistent comfort for all riders.

SEATPOST



CANYON
SP0093 VCLS
AERO SEATPOST

"SPEED WAS KEY,
BUT WE DIDN'T WANT TO
LOSE ANY OF THE
ADAPTABILITY THAT MAKES
THE GRAIL
SO ACCOMPLISHED."

Matthias Hensolt, Grail Design Engineer



ADAPTABILITY:
CANYON X CYCLITE

While no strangers to developing our own strapless quick-release frame packs, for the gen. 3 Grail we wanted to take performance up a level, so we turned to the experts.

Despite only first emerging on the scene in 2020, Bavarian brand Cyclite has quickly become one of the leading brands within ultra and bikepacking circles. Their signature white packs are now a common sight at ultra events, popularity built on a solid reputation for ultralight, weatherproof and robust packs constructed out of their specially developed LiteGrid-RN200T3 materials.

The goal for the new Grail was to come up with a lightweight system that integrates with the frame form for no aero penalty, and can be installed and removed in seconds for fast pitstop pack swaps. Cyclite proved the perfect partner to achieve this, so the Cyclite x Canyon Midloader was born.



**ADAPTABILITY:
CANYON X CYCLITE**

CYCLITE MOUNTING SYSTEM

These packs' party trick is a simple, secure push-to-release mechanism at the rear which allows rapid pack removal and installation.

PERFECT FIT

With a pack to match every frame size, each Midloader sits flush within the frame. In the wind tunnel, there is no discernible negative impact on aero performance when running the pack.

SUPERLIGHT

Compared to the Midloader on the gen. 2 Grail, the Cyclite x Canyon Midloader is a whole 200 g lighter, resulting in packs around the 100 g mark (frame size-dependent).

DETAILED DESIGN

Internal pockets help organise content, plus there is a protected cable/hose port.

MATCHING TOP TUBE BAG

Made-to-measure with a flush fit behind the stem on the Grail's top tube mounts, perfect for nutrition and light loads.



ADAPTABILITY

The new Grail houses a raft of practical, ride-enhancing features that make it as versatile as it is rapid.

GEAR GROOVE.
All Grails now come with Gear Groove, a versatile interface for lights, computers, as well as our super solid, highly adjustable aero extension that transform this bike into an ultra-endurance machine.

LOAD STORAGE. STASH ALL YOU NEED.
Always there, out of sight and easy to access. Our expanded LOAD Down Tube Storage system carried over from the Endurance CF SLX stashes all you need to get out of any mid-ride bind. Never leave home without it.*

FAST FENDERS. RIDE ALL SEASONS.
With full-coverage, rattle-free protection you can install and remove in seconds, our innovative DEFEND Fast Fenders transform Grail CF SLX and Grail CF into bikes for all seasons.**

*Not available on Grail CF models
**No fender interface on race-focussed Grail CFR

GRAIL ADD-ONS



	GEAR GROOVE. LOAD STORAGE. FAST FENDERS.
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GRAIL ADD-ONS



	RACE-APPROVED BY MAREI MOLDENHAUER
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From forks to cockpits to seatposts, for years we've been driven by the belief that building the perfect bike goes far beyond engineering the frame. The Grail marks the latest addition to a line of Canyon carbon wheels that make exceptional quality and performance more accessible than ever.

The inspiration behind our new Canyon GR 50 CF wheelset was to engineer a pair of wheels that perfectly complement the characteristics of the Grail and its intended use case – off-road speed. Like everything we produce, the aim is to achieve best-in-class quality and performance across the board, from aerodynamics, to handling, to durability.

- Progressive 27 mm internal rim width (widest under ETRTO guidelines) and 38.5 mm externals, the perfect bed for gravel tyres from 35 mm to 60 mm.
- Fast, 50 mm deep carbon rims combine low drag, crosswind stability and lightness for speed in all conditions.
- Competitive base drag and equivalent handling stability when benchmarked against narrower DT Swiss GRC 1400 in the wind tunnel.

- DT Swiss 350 hubs and Aerocomp II spokes bring proven reliability to every ride.
- All wheelsets delivered with matching tubeless valves and a spare XD-R freehub body enabling the rider to switch between Shimano and SRAM setups.
- Weight: 770 g front, 905 g rear, 1675 g pair with tubeless tape and microspine freehub.

Canyon GR 50 CF wheels are equipped on two models in the new Grail line-up, the Grail CF 7 AXS and the Grail CF SLX 7 Di2.

The wheels will be available aftermarket at a cost of 999 €. Canyon-registered customers who purchased a bike with aluminium wheels over the past three years receive an automatic 10% loyalty discount.

WHEELS



CANYON
GR 50 CF

As tyres and rims get wider, tyre pressure precision becomes even more critical. For example: a 0.5 bar / 7 PSI variation has way less impact on a 23 mm tyre inflated to 10 bar / 145 PSI (variation equates to +/- 5%) than on a 50 mm tyre inflated to 2 bar / 29 PSI (variation equates to +/-25%).

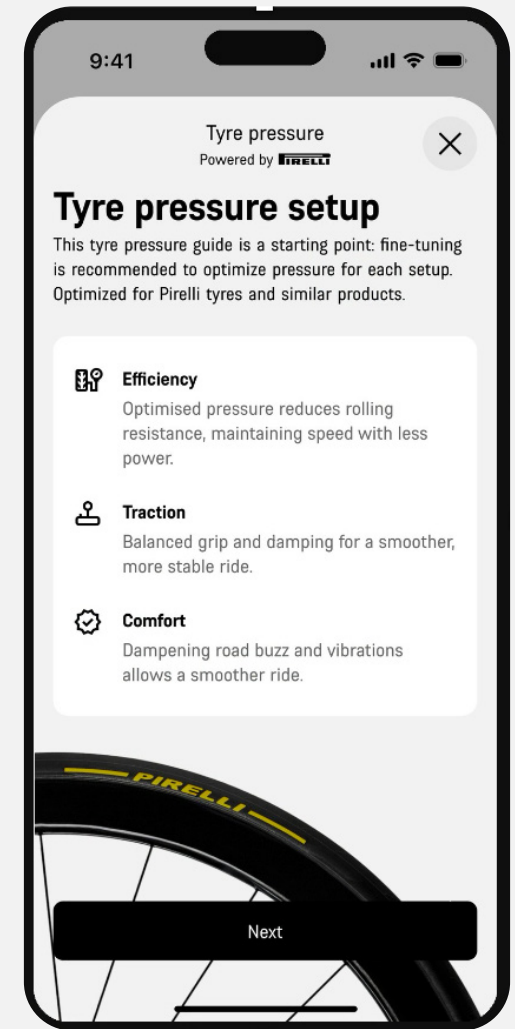
We recognize that too many riders are still carrying over their habits of running narrower tyres and riding with too much pressure, undermines their bike's performance, as well as their safety.

Optimal pressure is one that ensures:

- Enough deformation to absorb surface irregularities and provide enough traction, safety and comfort.
- Low enough deformation to prevent suction from the surface.
- Protection against pinch flats

For a gravel tyre, the magic target to aim for is 20% sag. This isn't suspension, so can a rider see if they're around the 20% mark? Fortunately, there's an app for that.

In collaboration with Pirelli, the Canyon app now features an accurate tyre pressure set-up calculator, pre-filled to the rider's original bike specs and 100% user customisable.





SET
FAST
FREE



SPECS, GEOMETRY+ ARTWORKS

Specs

	Grail CFR AXS	Grail CFR Di2	Grail CF SLX 8 AXS	Grail CF SLX 7 Di2	Grail CF 7 AXS	Grail CF 7
Groupset	SRAM RED XPLR AXS w/ Quarq dual-sided power meter	Shimano RX825 GRX Di2 w/ 4iiii single-sided power meter	SRAM Force AXS w/ Quarq single-sided power meter	Shimano RX715 GRX Di2	SRAM Rival XPLR AXS E1	Shimano RX610 GRX mechanical
Wheelset	DT Swiss GRC 1100 50 mm	DT Swiss GRC 1100 50 mm	DT Swiss GRC 1400 50 mm	Canyon GR 50 CF 50 mm	Canyon GR 50 CF 50 mm	Newmen Advanced G.34 28" CL
Tyres	Schwalbe G-One RS PRO 45 mm	Schwalbe G-One RS PRO 45 mm	Schwalbe G-One R 45 mm	Schwalbe G-One R 45 mm	Schwalbe G-One R 45 mm	Schwalbe G-One R 45 mm
Cockpit	Canyon CP0048 PACE Bar w/ Control Drops	Canyon CP0048 PACE Bar w/ Control Drops	Canyon CP0048 PACE Bar w/ Control Drops	Canyon CP0048 PACE Bar w/ Control Drops	Canyon CP0039	Canyon CP0039
Seatpost	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero	Canyon SP0093 VCLS Aero
Saddle	Fizik Vento Argo X1	Fizik Vento Argo X1	Fizik Vento Argo X3	Fizik Vento Argo X3	Selle Royal SRX	Selle Royal SRX
Sizes	7 (2XS- 2XL)	7 (2XS- 2XL)	7 (2XS- 2XL)	7 (2XS- 2XL)	7 (2XS- 2XL)	7 (2XS- 2XL)
Weight	7.9 kg	8.4 kg	8.9 kg	9.5 kg	9.1 kg	9.2 kg
Price*	8,000 €	6,500 €	5,499 €	4,499 €	3,499 €	2,499 €
Artworks	Mercury Burst, Sonic Marble	Mercury Burst, Sonic Marble	Monochrome, Metallic Acid, Strawberry Shake	Monochrome, Metallic Acid, Strawberry Shake	Clean Slate, Sandstone, Blue Copper	Clean Slate, Sandstone, Blue Copper

*Pricing is provisional and subject
to change before launch.

Geometry
Grail CFR, CF SLX, CF

	2XS	XS	S	M	L	XL	2XL
Body height	158 – 166 cm	166 – 172 cm	172 – 178 cm	178 – 184 cm	184 – 190 cm	190 – 196 cm	196 – 204 cm
Seat tube length	432 mm	462 mm	492 mm	522 mm	552 mm	582 mm	612 mm
Top tube length	528 mm	544 mm	559 mm	581 mm	604 mm	618 mm	643 mm
Stack	525 mm	537 mm	558 mm	575 mm	598 mm	618 mm	640 mm
Reach	372 mm	385 mm	394 mm	411 mm	427 mm	435 mm	454 mm
Effective stack*	508 mm	521 mm	541 mm	558 mm	574 mm	592 mm	611 mm
Effective reach*	617 mm	624 mm	643 mm	660 mm	683 mm	703 mm	725 mm
Head tube length	98 mm	103 mm	120 mm	138 mm	162 mm	182 mm	205 mm
Chainstay length	435 mm	435 mm	435 mm	435 mm	435 mm	435 mm	435 mm
Effective seat tube	73.5°	73.5°	73.5°	73.5°	73.5°	73.5°	73.5°
Wheelbase	1034 mm	1037 mm	1039 mm	1062 mm	1085 mm	1097 mm	1123 mm
Head tube angle	68.5°	70°	71.5°	71.5°	71.5°	71.8°	71.8°
Trail	90 mm	79 mm	69 mm	69 mm	69 mm	67 mm	67 mm
Stem length CFR + CF SLX	70 mm	70 mm	80 mm	80 mm	80 mm	90 mm	90 mm
Stem length CF	60 mm	60 mm	70 mm	70 mm	70 mm	80 mm	80 mm
Bar width CFR + CF SLX	370/395/420 mm	370/395/420 mm	370/395/420 mm	370/395/420 mm	370/395/420 mm	370/395/420 mm	370/395/420 mm
Bar width CF	400 mm	400 mm	420 mm	420 mm	420 mm	440 mm	440 mm
Crank length	160 mm	160 mm	165 mm	165 mm	170 mm	170 mm	170 mm

*We now measure Effective Stack and Effective Reach to define a rider's real-world hand position. These figures state the height and length from the bottom bracket to where the hands hold the hoods, including the headset spacers our bikes ships with.

Grail
Artworks

Grail CFR / Mercury Burst



Grail CFR / Sonic Marble



Grail CF SLX / Monochrome



Grail CF SLX / Metallic Acid



Grail CF SLX / Strawberry Shake



Grail CF / Clean Slate



Grail CF / Sandstone



Grail CF / Blue Copper



01 What are the frame weights?

Here are the raw size M frame weights for the gen. 3 Grail across all three platforms:

Grail CFR: 989 g
Grail CF SLX: 1095 g
Grail CF: 1128 g

While every performance-driven rider values lightness, with the new Grail we were driven to make a bike more capable with 57 mm tyre clearance, and more aerodynamic. As a result, while the gen. 3 Grail is not as light as gen. 2 on the scales, it is certainly faster out riding in the real world by every other metric.

02 How does testing work on a bike like the Grail?

Our internal testing goes beyond industry standard ISO Category 1 testing for drop-bar bikes. Instead, we test to our internal standard, 1CX, with increased load cycles at key areas like the rear dropouts to replicate the impacts of riding rougher terrain encountered on any gravel ride. That way, riders know they have a bike that is fully fit for purpose.

03 Grail CFR is now offered in the MyCanyon customisation program, what can I expect?

Riders in EMEA markets can look forward to building their dream Grail CFR with our MyCanyon customisation program. Highlights include not only four additional stand-out artworks, but also additional wheelsets with Zipp 303 XPLR SW and Scope Artech 4G options alongside the DT Swiss GRC 1100. Cockpit customisation lets riders specify stem length as well as drop options from our PACE ecosystem, with the CP0053 RACE Bar also available for the most committed racers. Saddles, crank length and chainring size, including aero chainrings, round out the offering. MyCanyon customisation on Grail will be rolled out across additional regions in the future.

04 What BB standard is used on the Grail?

PF86.

Why? Two ride-improving reasons firstly, tyre clearance and BB stiffness – a wider BB interface means we could design wider chainstays creating space for a 57 mm rear tyre, while also providing a more stable pedalling platform.

Secondly, ensuring perfect alignment in manufacturing is more consistent, any frames outside of the required tolerances can also be reworked, not disposed of. And finally, as a direct-to-consumer brand, at Canyon we have access to all our customer service data to guide our decision making, and if that's anything to go by, our customers have experienced very few issues with PF86 on our bikes to-date, which is why we chose this standard when developing the new Grail.

Not all PressFit standards are created equal (we're looking at you PF30) and the entire PressFit brand has suffered as a result. We're also fans of BSA threaded solutions, but the idea that this is a one-stop cure for all bottom bracket ills is also not entirely watertight, unfortunately, and we've done our homework here. When it comes to manufacturing, bonding metal threads into a carbon frame presents alignment challenges that can also result in systems that creak. For aluminium frames it's a different story, BSA is the way to go.

05 Finally, when can I talk about the new Grail?

We look forward to reading, watching and listening to your coverage when the embargo lifts on September 17th, at 11:00 AM CEST.

SET
FAST
FREE



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CANYON