

CANYON GRAIL



CANYON

The New Fast



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Set in Stone

Intro

Let's put the who the what the where and the why of gravel to bed. The gravel segment is fully established, its growth has revived and revolutionised how we look at drop bar bikes. From the fastest athletes in the world to riders looking for a one-stop-solution they can do a bit of everything on, there's a broad spectrum of demands to cover with these highly versatile bikes.

Gravel is set in stone. It's not going anywhere.





The Holy Grail



GRAIL CF SLX

2018

Our first search for the GRAIL at Canyon brought us here.

The first generation GRAIL launched back in 2018 as our debut dedicated gravel bike – and it has become an icon, breaking the mold of drop bar bike design and capability. Not unlike the mythical vessel after which it is named, you could say the GRAIL

possesses supernatural properties in how it transitions from rough to smooth and back again, as much at home off-road as it is on it. The time of the first generation may be coming to an end, but a second generation will carry the chalice forward.

All Hail the Holy Grail.

A Fork in the (Gravel) Road



2021

GRIZL CF SL SUSPENSION

“In gravel, the differences are small in equipment choices, and the consequences are big.”

– Pete Stetina

The gravel scene has evolved greatly since the launch of the first GRAIL back in 2018. Now we can identify two clear strands of gravel market, one catering to more adventure-oriented riders, and one for more performance-oriented. With our two-pronged portfolio at Canyon with the GRAIL and the GRIZL, we are perfectly positioned to cater for both.

Demands for performance gravel are now far clearer. Be it category-defining events in the U.S.A. like Unbound or SBT Gravel, or the UCI expanding into the scene with the Gravel World Series, there is a

growing appetite among fans as well as participants who can toe the line with the best in the world at the same race. First or last – at the end of the day everyone has a story to tell.

Every event has its own flavour, demands that require a considered setup, be it tyre choice or nutrition strategy, aided or unaided events, with or without aero bars, there is no one gravel race set-up to rule them all. Instead, you need a highly customisable platform that you can configure to your needs for the terrain or event you are riding.

2023 NEURON CF 9 SL • TASMANIA





The New Fast

Faced with a new world of competition where demands on riders flip from one minute to the next, the goal with the new generation GRAIL was to create a bike that has all bases covered.

Quick where you want it, rugged when you need it, adaptability that enables you to get the most out of your ride, the new GRAIL holds the keys to speed across all kinds of terrain thanks to its engaging and inspiring handling, true aero gains, an efficient

and compliant chassis and integration that works. Pared back and pure when speed is of the essence or fully loaded for the longest days, it's all yours.

Whatever performance means to you on your gravel rides, toeing the line at Unbound, flying solo through forests or that one setup to see you through all seasons, the new GRAIL has the answer.

**This is the New Grail.
This is the New Fast.**



Making it Fast. Aerodynamics.



At the 2023 edition of SBT GRVL 2nd place finisher Petr Vakoc clocked an average speed of 38 kph over 227 kilometres with a hair under 3000 metres of climbing. That's fast whichever way you cut it. Road racing fast. And it's not like he was sitting snug sheltered in a pack of 100-plus riders the whole time either like he could in a road race.

At the pointy end the speed of gravel races is on the rise, and as speed rises, so does air resistance. But you don't have to be in the mix for the win to

benefit from an aerodynamically efficient setup. Even if you're simply looking to finish, the length of these events also means you're going to be on course and out in the wind for hours at a time.

For any doubters out there, aero in gravel is 100 % a thing.



"Have you guys ever put this thing in a wind tunnel?"



This was the first question Pete Stetina asked us about the first-generation GRAIL when we got together to gather input for our new development. The truth is, we had, and while the first-generation GRAIL sported similar tube shapes to its contemporaries in our road portfolio, there was no getting around the fact that the DOUBLE DECKER BAR increased frontal surface area to catch the wind.

This was one of the driving factors behind the fresh silhouette of the new GRAIL and our new off-road speed-driven approach.

So, what did we do to enhance the aero performance on the new GRAIL?

- Tube shapes taken from the ULTIMATE applied across the frame, including D-shape seatpost.
- The DOUBLE DROP BAR, successor to the DOUBLE DECKER BAR, for reduced frontal surface area.
- Cable semi-integration for a clean front end.
- The AERO LOAD SYSTEM, storage that makes you faster.
- Aftermarket component choice, aero extensions taken from the triathlon market-leading SPEEDMAX or narrower 400mm-width "Pro" options for performance-oriented riders.

When tested back-to-back in the wind tunnel with the first-generation GRAIL, the new generation saves a significant 9.1 watts at 45 kph, tested bike only with identical specs.

Aero LOAD System



Everything you need whether it's race day or you're heading out for an evening blast, tucked away out of the wind, away from the elements, out of sight. The AERO LOAD SYSTEM offers comprehensive storage solutions that don't hold you back, they actually make the new GRAIL faster.

The AERO LOAD SYSTEM is made up of two core elements:

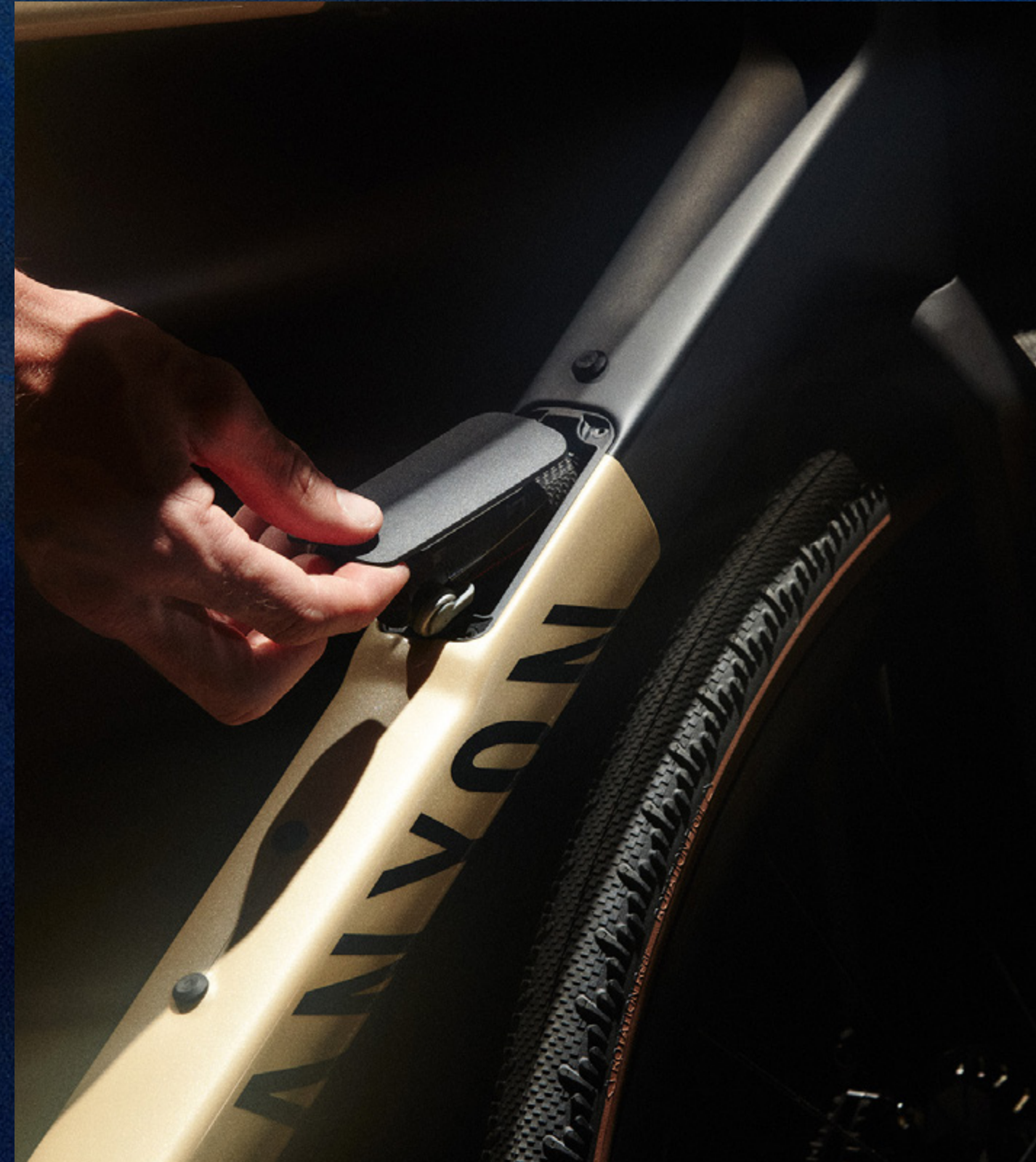
- LOAD DOWN TUBE STORAGE* with Hatch that can store a 6-piece CANYON MINITOOL and Topeak Micro Rocket, plus the LOAD TOOL PACK for additional tyre levers, CO2 cartridge, CO2 Inflator and TPU inner tube.
- The LOAD FIDLOCK QUICKLOADER is an innovative frame bag that is rapid to remove and install. No more fumbling around with straps, the QUICKLOADER locks into place behind the head tube thanks to three FidLock magnets.

Storage of tools and spares is essential for any gravel ride or race. The AERO LOAD SYSTEM covers the essential bases and reduces the need to carry parts elsewhere, like in a saddle bag or packed in jersey pockets that can further disrupt airflow.

So, can it make you faster? We tested in the wind tunnel and the answer is yes. The flush-fitting form of the LOAD FIDLOCK QUICKLOADER acts as a fairing to smoothen airflow passing the head tube.

With the QUICKLOADER fitted, the new GRAIL is 1.5 watts more efficient at 45 kph than without.

*LOAD DOWN TUBE STORAGE is not a feature on the base GRAIL CF SL platform.



Double Drop Bar

The first-generation GRAIL broke the mold with its iconic DOUBLE DECKER BAR. This unique cockpit design did not just boost compliance over rough terrain but offered a range of defined hand positions for great ergonomics, enhancing control and comfort on big days.

With the new GRAIL we wanted to build on the ergonomics and control that made the DOUBLE DECKER BAR great while also creating a system more compatible to performance gravel riders' needs. Named after its swooping frontal silhouette, the DOUBLE DROP BAR is our answer.

DOUBLE DROP BAR key ergonomic features:

- **Swoop & Sweep** – 5° Backsweep on the tops and a subtle drop from the stem, a position that your hands naturally fall into on the tops reducing pressure on wrist joints and keeping your elbows tighter to the body.
- **Double Flare** – 5° Flare at the hoods widens to 16° at the drops for the right amount of flare in the right position for extra leverage.
- **Double Hoods** – Ergonomic enhancement as the bar reaches forward an extra comfortable hand position in addition to the hoods themselves.





Gear Groove

As wiseman Pete Stetina states, "In gravel, the differences are small in equipment choices, and the consequences are big." Adapting your setup perfectly to best suit the challenges ahead is all part of the fun. The vision behind the new DOUBLE DROP BAR was to come up with a system to house that adaptation, which we achieve with the GEAR GROOVE.

The GEAR GROOVE is a new interface at the centre of the cockpit that provides a super solid platform for a range of accessories, from computer and phone mounts right up to full on highly adjustable aero bars.

GEAR GROOVE Accessories:

- **Aero Extensions** – Taken over directly from the best-in-class, triathlon world-beating SPEEDMAX CFR, these Aero Extensions set a new benchmark for aero bars on drop bar bikes thanks to the rock-solid GEAR GROOVE interface, 25 mm range of stack, 60 mm reach and grip angle adjustment, and comfortable, sweat-resistant Ergon pads. When big solo efforts are the order of the day as an amateur lining up at Unbound, nothing comes close.
- **Computer Mounts** – Out-front and in your line of sight, your navigation and performance metrics aren't going anywhere.
- **SP Connect** – Afraid of losing your phone when flying across rough terrain? The solid SP Connect interface keeps it locked in where it belongs.
- **Lights. Camera. Action.** – Further options for lighting for our own FLASH systems and other accessories utilising the GoPro mounting standard will also be available from launch.





CFR to CF SL. Double Drop Bar Options.



The DOUBLE DROP BAR is available in three different forms. The CP0039 version is equipped as standard on our new CFR and SLX platforms and features the GEAR GROOVE, a subtle drop on the tops with minimum 420–460 mm widths and 60–80 mm stems fitted across the 2XS–2XL size range.

For our pro riders we developed an additional CP0047 pro version that will also be available after-market. The pro DOUBLE DROP BAR is narrower at 400 mm measured at the hoods and has a more extreme swoop to replicate a negative angled stem

with 15 mm more drop than the CP0039, without changing the stem angle so the GEAR GROOVE can do its thing. CP0047 will also be available with longer stem lengths ranging from 80 to 110 mm. A CP0045 version of the DOUBLE DROP BAR is equipped on base GRAIL CF SL models in the range and has the same dimensions and ergonomics as the CP0039, however it does not have the GEAR GROOVE for extra accessory functionality. Instead, these cockpits come with the standard double screw interface beneath the stem known from other Canyon cockpits.

Cruise Control Handling



GRAIL "FRANKENSTEIN"

The first-generation GRAIL is a great handling bike, it has always been relatively progressive in its class thanks to a long wheelbase to deliver stability over rough terrain. In developing the new GRAIL we wanted to go a step further, increasing stability across fast and rough terrain while maintaining agility.

A bike's handling cannot be characterised by a single value, it is the interplay between multiple factors. Key among them is chainstay length which also impacts wheelbase, where typically longer equals more stable. Then there is head tube angle, where typically slacker equals more stable.

Additionally, there is fork offset, which impacts trail, where more offset means a shorter trail value, which results in faster responsiveness. Mastering these three parameters you are able to nail the ideal balance between agility and stability.

To test out different geometries we created a "Frankenstein" test mule to validate multiple different configurations back-to-back quickly while out in the field. On this bike it is possible to adjust chainstay length, fork offset and head tube angle while out riding, which provided some enlightening takeaways.

"The New Grail Carves"

To achieve our goal of extra stability and maintaining agility on the new GRAIL we slacked the head tube angle by a degree and lengthened the wheelbase by 27 mm. Critically we aimed to maintain a consistent trail value of 69 mm across most sizes to keep steering responses consistent across the size spectrum.

When you put into words how the new GRAIL rides – there is a neutrality and balance to the steering that increases the confidence through fast turns. To borrow Pete's words, it carves. We've eradicated the tipping point on the predecessor for more evenness as you lean in. The rider's weight is also

more evenly balanced between front and rear making it much more predictable over loose surfaces – if the front or rear wheels do start to slide, it's easier to control and bring everything back into line.

- 27 mm Longer Wheelbase
- 69 mm Consistent Trail Value Across Core Sizes (S-L)
- 71.5° Consistent Head Tube Angle Across Core Sizes (S-L)



Making it Smooth. Compliance.



Rear compliance is critical for riding long and riding off-road, which is what gravel racing is in its essence. In the [S15 VCLS 2.0](#) Seatpost with its innovative leafspring construction, at Canyon we have what is widely considered the benchmark in seatpost compliance. Nevertheless, for some larger or even more performance-focussed riders the deflection and amount of movement offered by the [S15 VCLS 2.0](#) seatpost can impact power output.

In-line with the performance goals of the new [GRAIL](#), we came up with a new seatpost, based off the same D-Shape mold as for the [ULTIMATE](#), but with an adapted layup for the right amount of flex. The D-Shape design is more aero than the round [VCLS](#) too, and the clamping concept inside the main triangle still enables deflection while being more immune to dirt ingress.

The New Flex

The new [SP0072 COMFORTPOST](#) equipped across the new [GRAIL](#) range offers far more compliance than the road seatpost fitted on the [ULTIMATE](#) and is a considerable 42 grams lighter than the [S15 VCLS 2.0](#) system. Riders wanting to tune their ride with a stiffer or lighter setup can also use our standard [ULTIMATE SP0055](#) or superlight 70 g [CFR SP0064](#) seatposts if they wish.

<u>SEATPOST MODEL</u>	<u>WEIGHT</u>	<u>DEFLECTION AT MIN. INSERT LENGTH</u>
SP0055 (ULTIMATE)	166 g	117 N/mm
SP0072 COMFORTPOST (GRAIL)	203 g	69 N/mm
S15 VCLS 2.0	245 g	50 N/mm





All Bases Covered

With the new GRAIL we set out to make the most highly customisable performance gravel package on the market that covers all the bases. Here are some additional ways you can configure your GRAIL.

Defend fast fenders

Believe it or not fenders can be fast. Fast to mount and fast to remove, the custom DEFEND FAST FENDERS work with up to 42 mm tyres and offer complete coverage to keep you and your bike clean, dry, and riding through every season. This is the new benchmark for removable mudguards.

Load fork sleeves

Our patented LOAD FORK SLEEVES allow you to attach additional bottle or cargo cages to meet your performance needs, be it additional hydration when riding somewhere hot and dry or the need for a change of kit when going super long. This solution is an alternative to conventional fork mounts which require reinforcement through additional material around the inserts, and therefore extra weight. The fork sleeves merge with the notch on the inner side of the fork for the perfect fit and can carry up to 3 kg load on each side.

Mounting points

Standard mounts on the top tube and underneath the down tube round out the features spec on the new GRAIL making space for strapless top tube bags or that third bottle cage.

Tyre clearance

The right amount of clearance is a fine balance between speed, capability and mud-shedding ability between the tyres and components. Just look at Unbound this year, which Caro Schiff won riding the new GRAIL. In-line with what most racers are riding at most events, we built the new GRAIL around a maximum 42 mm measured tyre size.

Gearing

A 42 mm maximum tyre size also makes it possible to fit larger 52/36t chainrings with enough chainstay clearance for riders requiring that extra high end speed.



The Next Level. CFR Hits the Dirt.

More riders. More backgrounds. More events. More nationalities. At Canyon we are at the forefront of the gravel racing movement, present where it counts with riders representing us at the top of the results from a host of disciplines. Triathlon. Road. MTB. Cyclocross. Even beach racing. That make-up, the melting pot of experiences and perspectives is what makes gravel an exciting and unique space to exist.

With the new GRAIL we wanted to raise the bar and introduce CFR-LEVEL performance the world of gravel. To do this we adopted the highest grades of carbon and precision manufacturing processes that enable the use of less material while simultaneously making the frame stiffer and stronger for

benchmark stiffness-to-weight. The GRAIL CFR packs the full list of features we developed for the new GRAIL to make it configurable to all performance needs, fully loaded and functional or stripped back and lightweight.

R121 NEW GRAIL CFR vs. R120 NEW GRAIL CF SLX

- 118 g Lighter Frame and Fork
- 10 % Stiffer Frame at Bottom Bracket and Head Tube
- 4.5 % Stiffer Fork, Lateral and Frontal Stiffness



CANYON GRAIL

Special Edition GRVL DZZL.



A special bike calls for a one-of-a-kind design. The striking GRVL DZZL artwork was first seen storming to victory at Unbound Gravel on the GRAIL CFR of Carolin Schiff and has continued to take honours since.

The GRVL DZZL design (pronounced "Gravel Dazzle") is inspired by the "Razzle Dazzle" camouflage technique, which rather than concealing, drew attention while disrupting outlines and

confusing perspective for any attackers trying to line up a shot. The camo lines aren't just random forms, it's the Canyon logo deconstructed and scattered across the frame for a unique finish.

This limited launch-edition run of just 70 bikes worldwide won't be around long.



FAQ

When can I talk about the new Grail?

Thanks for respecting our communication embargo before the [GRAIL](#) launch. We look forward to seeing what you have to say when the embargo lifts at **11:00 CEST on Thursday, 12th October.**

What tyre clearance does the new Grail have?

The new [GRAIL](#) is designed for clearance for a measured 42 mm tyre front and rear, with 40 mm tyres equipped as standard across the range. Even with the [DEFEND FAST FENDERS](#) fitted, maximum tyre size remains the same, and thanks to the new [GRAIL'S](#) longer wheelbase and slacker head tube, toe overlap is a thing of the past.

What's the maximum chainring size for the new Grail?

The reason for designing the new [GRAIL](#) around a 42 mm maximum measured tyre size is to make it possible to equip larger 52/36t double chainring setups for riders in need of that extra top-end speed. This was a requirement when we asked our pro riders for their feedback at the start of the project.

What's the difference between the Grail CFR and Grail CF SLX?

The new [GRAIL CFR](#) is the fastest, most efficient gravel bike we've made to-date. Higher grades of carbon that require precision manufacturing processes enable the use of less material while simultaneously making the frame stiffer and stronger for benchmark stiffness-to-weight. Compared to the new [GRAIL CF SLX](#), the [GRAIL CFR](#) frameset is 118 g lighter while the frame is 10 % stiffer where it matters when it comes to power transfer measured at the bottom bracket and head tube. Both platforms share the [LOAD DOWN TUBE STORAGE](#) solution as well as the [GEAR GROOVE](#) on the new [DOUBLE DROP BAR](#).

What's the difference between the Grail CF SLX and the Grail CF SL?

The [GRAIL CF SL](#) is a great entry point into the world of performance gravel with incredibly competitive specs at more accessible pricepoints. To make this possible, the [GRAIL CF SL](#) frames do not come complete with [LOAD DOWN TUBE STORAGE](#), however the [LOAD FIDLOCK QUICKLOADER](#) is still compatible. In addition, The [CP0045 DOUBLE DROP BAR](#) equipped on the [GRAIL CF SL](#) lacks the additional functionality offered by the [GEAR GROOVE](#) interface.



What's the difference between the new Grail and the Grizl?

The new [GRAIL](#) is now a much sharper solution for performance gravel needs, proven even before its launch under the likes of Caro Schiff, Petr Vakoc and co. On the burlier end of the [GRAIL](#) sits the [GRIZL](#), with clearance for up to 50 mm rubber, suspension and dropper post options making it more at home on rougher terrain. Add to this extra mounting points on the fork (on the rigid bikes) plus rack mounts on the aluminium models then this makes the [GRIZL](#) the most ideal bike in our gravel portfolio for multi-day trips – some call it touring, the cool kids call it bikepacking, either way, the [GRIZL](#) is built for adventure.

What parts come as standard with [LOAD Down Tube Storage](#)?

The new [GRAIL](#) is a highly customisable performance package that covers all bases for gravel racing. The [LOAD DOWN TUBE STORAGE](#) solution on [GRAIL CFR](#) and [GRAIL CF SLX](#) provides a place to stash ride or race essentials out of the wind and away from the elements. As standard, all [GRAIL CFR](#) and [GRAIL CF SLX](#) models are shipped with the 6-piece [CANYON MINITOOL](#) that slots into the latch. All other items including the Topeak Micro Rocket, plus the [LOAD TOOL PACK](#) for additional tyre levers, CO2 cartridge, CO2 Inflator and TPU inner tube will be available at [Canyon.com](#) either individually or as competitively priced bundles.

Grail CFR



	GRAIL CFR D12	GRAIL CFR AXS	GRAIL CFR LTD
Frame	Canyon Grail CFR R121	Canyon Grail CFR R121	Canyon Grail CFR R121
Fork	Canyon Grail CFR FK118	Canyon Grail CFR FK118	Canyon Grail CFR FK118
Groupset	Shimano GRX Di2	SRAM Red AXS XPLR Quarq Spider Power Meter	SRAM Red AXS XPLR Quarq Spider Power Meter
Wheels	DT Swiss GRC 1100	DT Swiss GRC 1100	DT Swiss GRC 1100
Rim Profile	42 mm	42 mm	42 mm
Rim Width	24 mm	24 mm	24 mm
Tyres	Schwalbe G-One RS (40 mm)	Schwalbe G-One RS (40 mm)	Schwalbe G-One RS (40 mm)
Gear Ratios	48/31 • 11-34T	42 • 10-44T	42 • 10-44T
Cockpit	Canyon CP0039 Double Drop Bar with Gear Groove	Canyon CP0039 Double Drop Bar with Gear Groove	Canyon CP0039 Double Drop Bar with Gear Groove
Saddle	Fizik Vento Argo X1	Fizik Vento Argo X1	Fizik Vento Argo X1
Seatpost	Canyon SP0072 Comfortpost	Canyon SP0072 Comfortpost	Canyon SP0072 Comfortpost
Colours	Hale Bopp, Mars Attack	Hale Bopp, Mars Attack	GRVL DZZL
Sizes	2XS, XS, S, M, L, XL, 2XL	2XS, XS, S, M, L, XL, 2XL	2XS, XS, S, M, L, XL, 2XL
Weight	8.30 kg	8.04 kg	8.04 kg



2023

GRAIL CFR D12 • HALE BOPP



2023

GRAIL CFR AXS • MARS ATTACK



2023

GRAIL CFR LTD • GRVL DZZL



Grail CF SLX

	GRAIL CF SLX 8 DI2	GRAIL CF SLX 8 AXS
Frame	Canyon Grail CF SLX R120	Canyon Grail CF SLX R120
Fork	Canyon Grail CF SLX FK117	Canyon Grail CF SLX FK117
Groupset	Shimano GRX Di2	SRAM Force AXS
Wheels	DT Swiss GRC 1400	Zipp 303 Firecrest
Rim Profile	42 mm	40 mm
Rim Width	24 mm	25 mm
Tyres	Schwalbe G-One RS (40 mm)	Pirelli Cinturato RC (40 mm)
Gear Ratios	48/31 • 11-34T	42 • 10-44T
Cockpit	Canyon CP0039 Double Drop Bar with Gear Groove	Canyon CP0039 Double Drop Bar with Gear Groove
Saddle	Fizik Vento Argo X3	Fizik Vento Argo X3
Seatpost	Canyon SP0072 Comfortpost	Canyon SP0072 Comfortpost
Colours	Metal Grind, Sand Grain	Metal Grind, Sand Grain
Sizes	2XS, XS, S, M, L, XL, 2XL	2XS, XS, S, M, L, XL, 2XL
Weight	8.50 kg	8.14 kg



2023 GRAIL CF SLX 8 DI2 • METAL GRIND



2023 GRAIL CF SLX 8 AXS • SAND GRAIN



Grail CF SL

	GRAIL CF SL 7	GRAIL CF SL 7 AXS	GRAIL CF SL 8
Frame	Canyon Grail CF SL R119	Canyon Grail CF SL R119	Canyon Grail CF SL R119
Fork	Canyon Grail CF SL FK117	Canyon Grail CF SL FK117	Canyon Grail CF SL FK117
Groupset	Shimano GRX 620	SRAM Rival AXS XPLR	Shimano GRX 820
Wheels	DT Swiss Gravel LN	DT Swiss Gravel LN	DT Swiss G1800
Rim Profile	25 mm	25 mm	25 mm
Rim Width	24 mm	24 mm	24 mm
Tyres	Schwalbe G-One R (40 mm)	Schwalbe G-One R (40 mm)	Schwalbe G-One R (40 mm)
Gear Ratios	46/30 • 11-36	42 • 10-44T	42 • 10-45T
Cockpit	Canyon CP0045 Double Drop Bar	Canyon CP0045 Double Drop Bar	Canyon CP0045 Double Drop Bar
Saddle	Fizik Vento Argo X5	Fizik Vento Argo X5	Fizik Vento Argo X5
Seatpost	Canyon SP0072 Comfortpost	Canyon SP0072 Comfortpost	Canyon SP0072 Comfortpost
Colours	Stone Grind, Quicksand	Stone Grind, Quicksand	Stone Grind, Quicksand
Sizes	2XS, XS, S, M, L, XL, 2XL	2XS, XS, S, M, L, XL, 2XL	2XS, XS, S, M, L, XL, 2XL
Weight	9.22 kg	9.82 kg	8.74 kg



2023

GRAIL CF SL 7 • STONE GRIND



2023

GRAIL CF SL 7 AXS • STONE GRIND



2023

GRAIL CF SL 8 • STONE GRIND



Geometry

	2XS	XS	S	M	L	XL	2XL
Min. Body Height (cm)	158	166	172	178	184	190	196
Max. Body Height (cm)	166	172	178	184	190	196	204
Seat Tube Length (mm)	420	450	480	510	540	570	600
Top Tube Length (mm)	533	550	564	586	609	623	648
Head Tube Length (mm)	123	129	145	163	187	207	230
Head Tube Angle (°)	69.5	71	71.5	71.5	71.5	71.8	71.8
Trail	83	72	69	69	69	67	67
Effective Seat Tube Angle (°)	73.5	73.5	73.5	73.5	73.5	73.5	73.5
Chainstay Length (mm)	425	425	425	425	425	425	425
Wheelbase (mm)	1021	1024	1034	1057	1080	1092	1118
Stack (mm)	545	556	573	591	613	633	655
Reach (mm)	372	385	394	411	427	435	454
STR	1.47	1.44	1.45	1.44	1.44	1.46	1.44
Cockpit Dimensions (mm)	60 • 420	60 • 420	70 • 420	70 • 440	70 • 440	80 • 460	80 • 460
Spacers (mm)	20	20	20	20	20	20	20
Wheel Size	700C	700C	700C	700C	700C	700C	700C



- 1 2023 HEATHER & STEVIE WATTIE
- 2 2021 ANDREW JACKSON • ULTIMATE CF SLX • LOS ANGELES, U.S.A.
- 3 2023 DIANE INGABIRE • MALLORCA, SPAIN
- 4 2022 TAMIKA HINGST, AMÉLIE GRAEF, LAURA LUISA GREBNER (PART OF THE "GRL PCK")

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CANYON



Thanks.



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