CANYON


DRAW
THE
LINE
CANYON

CONTENTS

DOWNHILL IS AS MUCH ABOUT CREATIVITY AS IT IS ABOUT STRENGTH, SKILL AND GUTS.

The fastest lines don't stand out. Blazing trail through a rock garden, hitting that hidden transfer or cutting the corner everyone is railing gets attention, but the clock tells the truth. Your line is the difference between the podium and no man's land.

Piecing together the perfect run is an art form. To Draw The Line requires geometry configured for ultimate control, suspension that builds momentum on track and a construction that leaves no doubts in your mind.

This is where we Draw The Line.

SENDER CF

CANYON

SUSPENSION CONCEPT

TUNED FOR SPEED

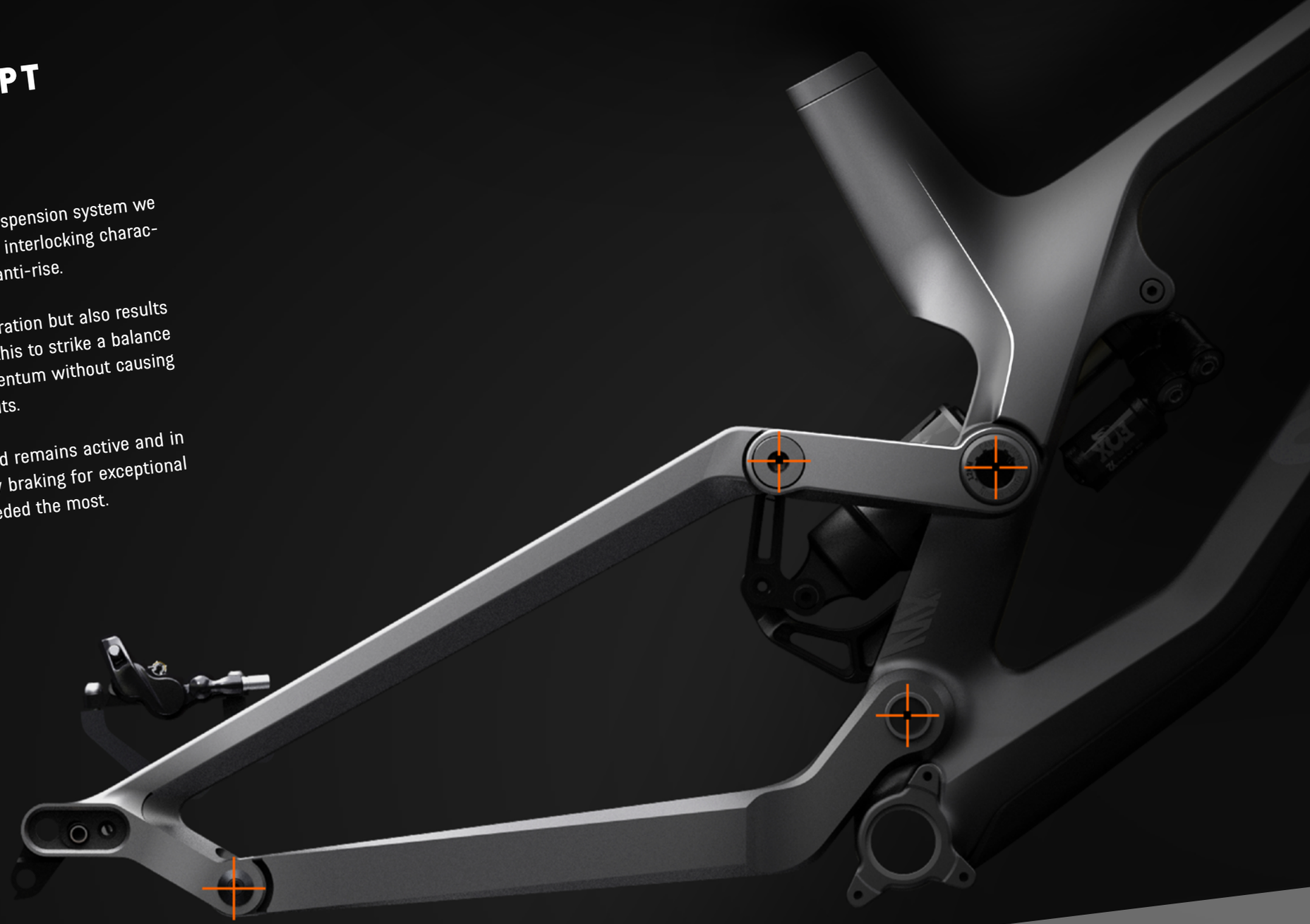
SUSPENSION CONCEPT

KINEMATICS

When developing the Sender's four-bar suspension system we set out to create the perfect mix of three interlocking characteristics: anti-squat, pedal kickback and anti-rise.

High anti-squat enables efficient acceleration but also results in more pedal kickback. We optimised this to strike a balance that actively increases the rider's momentum without causing undue leg fatigue over fast repetitive hits.

Effective anti-rise means the rear end remains active and in contact with the ground under heavy braking for exceptional traction and control when they're needed the most.



SUSPENSION CONCEPT

MX LINK

Inspired by motocross setups, our all-new MX Link enables us to tune the shock leverage ratio independent of anti-squat, pedal kickback or anti-rise.

The combination of our MX Link and the latest generation of lightweight, highly adjustable air shocks means we can create the ideal racing suspension setup consisting of three distinct phases.

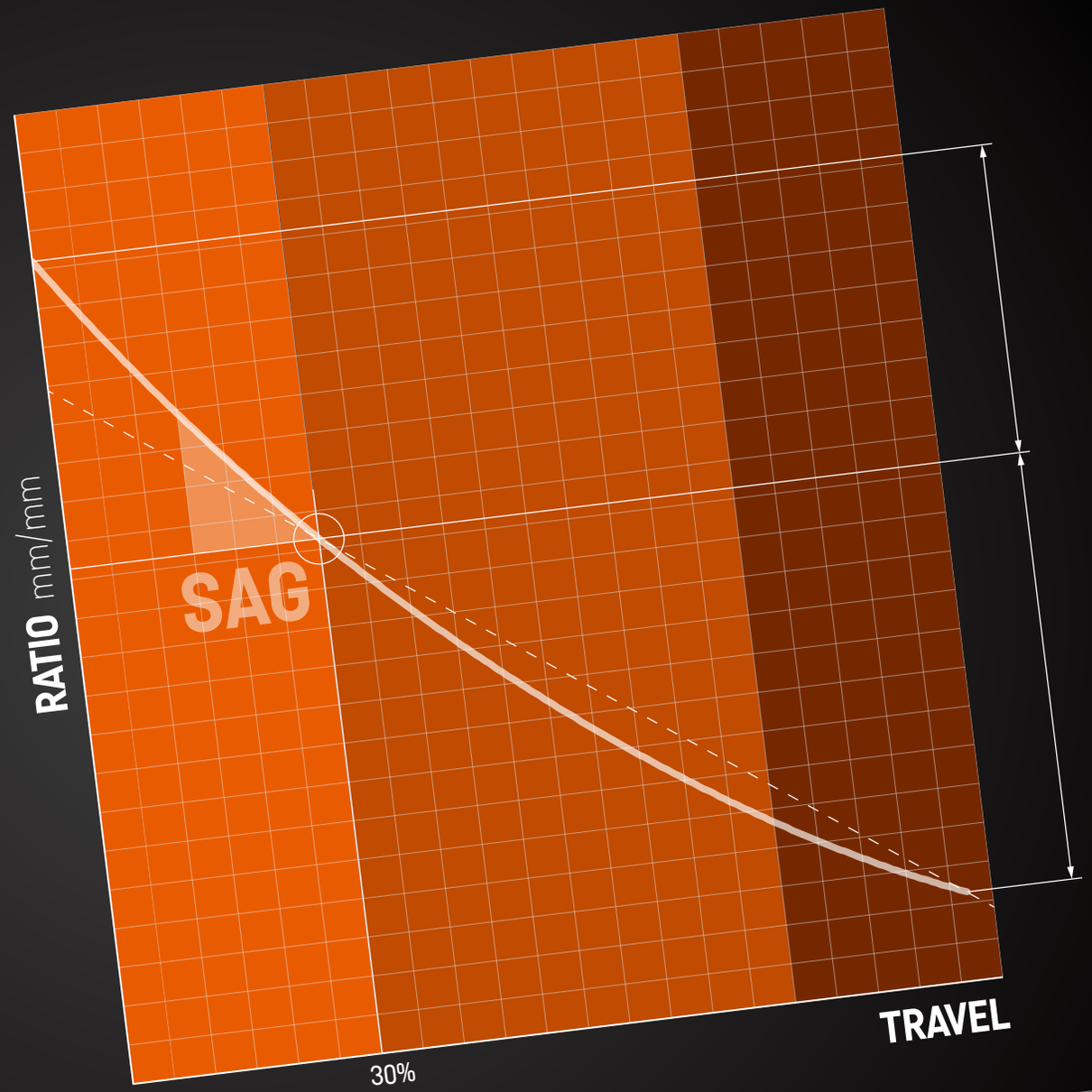
SUSPENSION CONCEPT

TPS – TRIPLE PHASE SUSPENSION

Phase 1: Air shocks require more force for activation than coil shocks. The MX Link transmits high power at the start of the stroke to overcome this. The result is outstanding responsiveness, small bump sensitivity and traction around the sag point, just like riding a coil shock.

Phase 2: Lower power through the mid-stroke provides a stable platform to reduce momentum loss. This enables the rider to actively pump for more track speed and make pinpoint line choices.

Phase 3: We combine the progressiveness of air shocks with a more moderate progression at the end of the stroke to avoid blowing through the entire travel and to give the suspension its bottomless feel. Using volume spacers, the rider can further fine-tune the shock's progression to their needs.



SUSPENSION CONCEPT

PROGRESSIVE

STABLE

SENSITIVE

CANYON

GEOMETRY

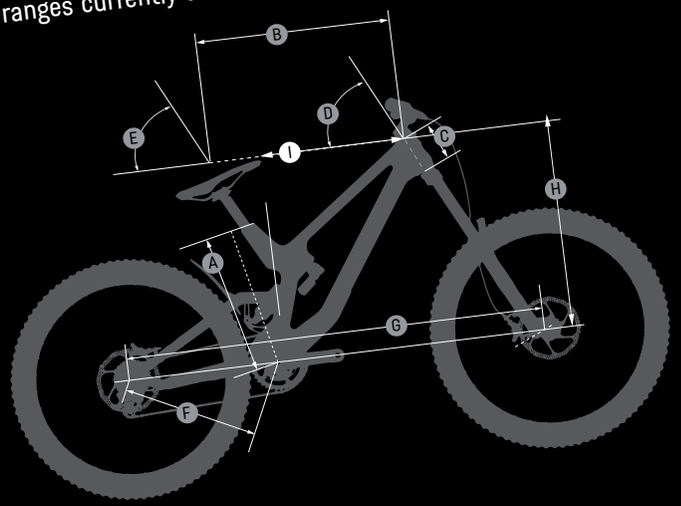
READY TO SEND

GEOMETRY

Fact: More control equals more speed on track. The Sender's geometry is at the forefront of the modern approach.

Extending the wheelbase through the chainstays and front center increases stability and tracking through corners. We also opted to lower the bottom bracket and increase the head tube length for a greater stack height. The result is a sensation of being "in" the bike for added confidence when taking on technical tracks at racing speeds.

By creating four distinct sizes, from S to XL, we ensure that for the first time taller riders above 190 cm get the exact same performance as riders below 170 cm. This is one of the widest size ranges currently available to downhillers.



	FRAME SIZE	S	M	L	XL
A	SEAT TUBE LENGTH (MM)	400	400	450	450
B	TOP TUBE LENGTH (MM)	562	586	611	635
C	HEAD TUBE LENGTH (MM)	110	120	130	140
D	HEAD TUBE ANGLE (°)	63° +/-1°	63° +/-1°	63° +/-1°	63° +/-1°
E	SEAT TUBE ANGLE (°)	74°	74°	74°	74°
F	CHAINSTAY LENGTH (MM)	430/446	430/446	430/446	430/446
G	SHORT WHEELBASE (MM)	1207	1232	1256	1281
H	STACK (MM)	599	607	616	625
I	REACH (MM)	420	440	460	480
	BB HEIGHT	348	348	348	348
	SPACERS (MM)*	15	15	15	15
	STEM LENGTH (MM)	45/50	45/50	45/50	45/50
	HANDLEBAR WIDTH (MM)	780 x 20	780 x 20	780 x 20	780 x 20
	CRANK LENGTH (MM)	165	165	165	165
	SEATPOST DIAMETER (MM)	30,9	30,9	30,9	30,9
	SEATPOST LENGTH (MM)	300	300	300	300
	FRONT TRAVEL (MM)	200	200	200	200
	REAR TRAVEL (MM)	200	200	200	200
	SHOCK LENGTH (MM)	240	240	240	240

CANYON

GEOMETRY

GEO TUNE

No two tracks are the same. Geo Tune means the Sender's geometry can be transformed to match the terrain with six possible head angle and chainstay configurations.

Standard concentric headset cups give a head angle of 63°. For tracks that are either faster and steeper, or flatter and twistier, the standard cups can be swapped out for eccentric headset cups that enable a slacker 62° or steeper 64°.

Chainstay length can also be adjusted to suit both course and riding style. Where tight corners make all the difference, the shorter 430 mm setting provides a rapid responding rear end. If high speed is what it takes, the longer 446 mm setting increases stability. Making the change simply requires inserting the through axle into the chosen dropout and switching the position of the brake mount.

SHORT 430 MM

LONG 446 MM

LONG & SLACK
SHORT & STEEP

CONSTRUCTION

BE THE LAST ONE STANDING

CONSTRUCTION
MATERIAL

CARBON FRONT TRIANGLE

Carbon is the leading material for bike construction not simply due to lightness, but through its strength and vibration-damping properties. Modifying the main triangle's fibre layup and wall thicknesses enabled us to come up with a highly puncture-resistant structure with extra strength guaranteed where the biggest loads are applied. This is the most solid, most fatigue-resistant chassis we have ever produced.

CONSTRUCTION
MATERIAL

ALUMINIUM REAR

Crashes happen, and when they do, the rear triangle's width makes it most likely to hit the ground first and take the biggest impact. Taking its exposure to stone hits and constant drivetrain forces into account, aluminium is the most practical material for the rear end of the bike. Employing high-end 6066 T6 aluminium makes any potential damage easier to assess for a safer setup with no performance loss.

KONSTRUCTION
BEARINGS

Each of the pivots throughout the Sender's four-bar suspension setup are fitted with robust and smooth industrial bearings for long-lasting responsiveness. Oversized bearings are then used on the main triangle to deal with the higher lateral forces applied in this area.

Thanks to the MX Link's floating configuration, the linkage and shock performance are unaffected by lateral forces applied when riding. At these points, Polymer bearings by Igus further boost suspension sensitivity and durability.

CONSTRUCTION
QUALITY IN CONTROL

At Canyon, our internal testing procedures far exceed any industry standard. Where our products fit into our five-category testing classification is determined by how they perform across a range of examinations in our labs where we test our products to destruction.

Using our in-house CT scanner we examine wall thicknesses and the carbon layup with clinical accuracy to ensure all frame's meet our exacting standards.

In our test lab, we repeatedly simulate the most punishing downhill riding scenarios. Throughout development of the entire frame, any weak points were identified using a series of over-load and impact resistance tests before being eradicated from the final design.

As a result, the Sender meets our most demanding safety standards and is classed in the top tier: Category 5. The G forces required for its structure to fail far exceed those that the human body is capable of coping with.

CANYON

FEATURES

NOISE CANCELLING. PROTECTION. INTEGRATION.

FEATURES

- FORK BUMPER
- DOWN TUBE PROTECTOR
- 2C ARMOUR
- HEEL PROTECTOR
- BENT STAYS
- CABLE CUSHION
- CABLE PIT
- SENDER FENDER
- INTEGRATED SEAT CLAMP
- SAG MONITOR

CANYON

FEATURES

FORK BUMPER

Not only does the Fork Bumper protect the frame, it provides a clean entry point for the cables into the down tube.

FEATURES

DOWN TUBE PROTECTOR

Added protection where the frame is vulnerable to impacts from stones and other debris.

FEATURES

2C ARMOUR

A two-piece component with a hard core to protect the chainstay and a soft upper to reduce excessive chain noise.

FEATURES

HEEL PROTECTOR

Protects the chainstay on the non-drive side.

FEATURES

BENT STAYS

Extra clearance for the chain reduces chain slap for an even stealthier ride.

FEATURES

CABLE CUSHION

Cable rattle and movement inside the frame are avoided thanks to the foam Cable Cushion that runs through the down tube.

FEATURES

CABLE PIT

The recessed cable exit beneath the main pivot enables a larger radius to avoid kinks and cable growth for accurate shifting performance.

FEATURES

SENDER FENDER

The flexible guard protects the shock and linkage from rocks and dirt.

FEATURES

INTEGRATED SEAT CLAMP

Designing a clamp that visually merges with the frame maintains the seat tube's line throughout.

FEATURES

SAG MONITOR

Shock adjustment made simple through integration.

CANYON

DESIGN

RACING AGGRESSION

DESIGN

Clean-cut edges and logical lines give the Sender its aggressive, race-ready appearance.

DESIGN

There is clear unity across the frame thanks to the geometric forms that run from the head tube right down to the rear dropouts. Only minor gaps at each pivot interrupt the frame's lines. The shock itself is encased by wings that protrude from the top tube. At the core of the frame, the workings of the newly-developed MX Link are neatly displayed.

DESIGN

Unmistakeably Canyon in design, the Sender's sharp contours and clearly defined tube profiles exude its full-on racing character.

reddot award 2016
winner bicycle design

CANYON

SPECS

FOR EVERY RACER

SPECS

	SENDER CF 7.0	SENDER CF 8.0	SENDER CF 9.0
PRICE	3599 €	4299 €	4799 €
FRAME	Canyon Sender CF	Canyon Sender CF	Canyon Sender CF
COLOUR	abyss blue / volcano red	stealth / volcano red	stealth / abyss blue
HEADSET	Acros AZX-227	Acros AZX-227	Acros AZX-227
FORK	FOX 40 Float Performance Elite FIT4 LSC	Rock Shox Boxxer Team	FOX 40 Float Factory FIT4 HSC/LSC
SHOCK	FOX Float X2 Performance Elite	Rock Shox Vivid Air R2C	FOX Float X2 Factory
REAR DERAILLEUR	Shimano Zee Shadow Plus	SRAM X01 DH	SRAM X01 DH
SHIFTERS	Shimano Zee	SRAM X01 DH Trigger	SRAM X01 DH Trigger
BRAKES	Shimano Zee	SRAM Guide RSC	SRAM Guide RSC
WHEELS	DT Swiss FR 2020	E13 LG1+	DT Swiss FR 1950
TYRES	Maxxis Minion DHR II 3C Maxx Grip DW	Maxxis Minion DHR II 3C Maxx Grip DW	Maxxis Minion DHR II 3C Maxx Grip DW
CASSETTE	Shimano Zee	SRAM XG 795 / X01 DH	SRAM XG 795 / X01 DH
CRANKS	Shimano Zee	E13 LG1+	Race Face Atlas Direct Mount
GEAR RATIO	36 / 11-25	36 / 10-24	36 / 10-24
CHAIN GUIDE	E13 LG1+ Taco	E13 LG1+ Taco	E13 LG1+ Taco
BOTTOM BRACKET	Shimano Zee	E13	Race Face
STEM	Renthal Integra 45/50 mm	Renthal Integra 45/50 mm	Renthal Integra 45/50 mm
HANDLEBAR	Renthal Fatbar 780 mm	Renthal Fatbar Carbon 780 mm	Renthal Fatbar Carbon 780 mm
GRIPS	DHX Grips	DHX Grips	DHX Grips
SADDLE	SDG I Fly	SDG I Fly	SDG I Fly
SEAT CLAMP	Canyon Sender integrated	Canyon Sender integrated	Canyon Sender integrated
SEATPOST	SDG Micro I Beam	SDG Micro I Beam	SDG Micro I Beam
WEIGHT (KG)	17.4	16.5	16.2

CANYON

SPECS

CANYON


RENTHAL

COPYRIGHT

PRODUCED BY
CANYON BICYCLES GMBH
KARL-TESCHE-STRASSE 12
D-56073 KOBLENZ

WWW.CANYON.COM

CANYON

PURE
CYCLING

CANYON

VERSION 17.03.2016