

CANYON



Kein öffentlicher
Durchgang
Zutritt nur im
Veranstaltungsfall
gestattet



Kein öffentlicher
Durchgang
Zutritt nur im
Veranstaltungsfall
gestattet



CONTENTS

| | |
|--------------------------------------|----|
| A STITCHED BORN ON THE STREETS — | 04 |
| THE ORIGINS — | 05 |
| BEYOND CARBON FIBRE — | 06 |
| FAMILIAR FEEL. GAME-CHANGING RIDE. — | 07 |
| THE STREET SPECIALIST — | 08 |
| SAME DNA. NEW FRONTIER. — | 09 |
| LOOK LIKE FABIO. RIDE LIKE FABIO. — | 10 |
| THE FINISHING TOUCHES — | 11 |
| FAQ — | 12 |

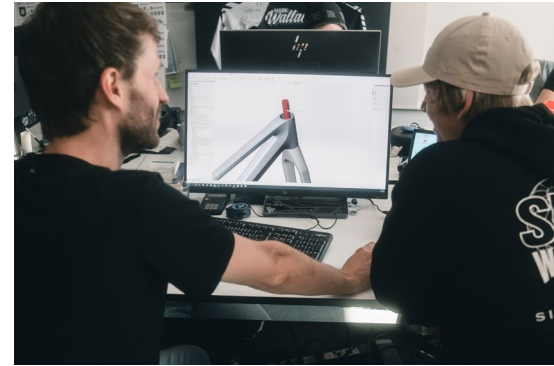
A STITCHED BORN ON THE STREETS

When you hear the word Stitched, you probably think of epic slope-style runs, mind-bending edits and a rock-solid jump bike that will keep coming back for more, regardless of the hits. Centred around an aluminium frame, the renowned Stitched 360 and its full suspension counterpart, the 720, have become the go-to option for those who want a dirt or street hardtail that is lightweight, bomb-proof and infinitely trickable. But when it came to the insane world of Street Trials, the Canyon stable had an empty space – until now.

The Stitched CFR Trial is the answer and becomes the latest addition to the Stitched family. Originally intended as a one-off collaboration between one of the most gifted riders on the planet – Fabio Wibmer – and our engineering team, the resulting creation was too exciting not to share.

Lighter, and stronger than anything ever seen before, the Stitched CFR Trial is a groundbreaking moment. Oh, and did we mention that it was carbon fibre? Well, carbon composite anyway.



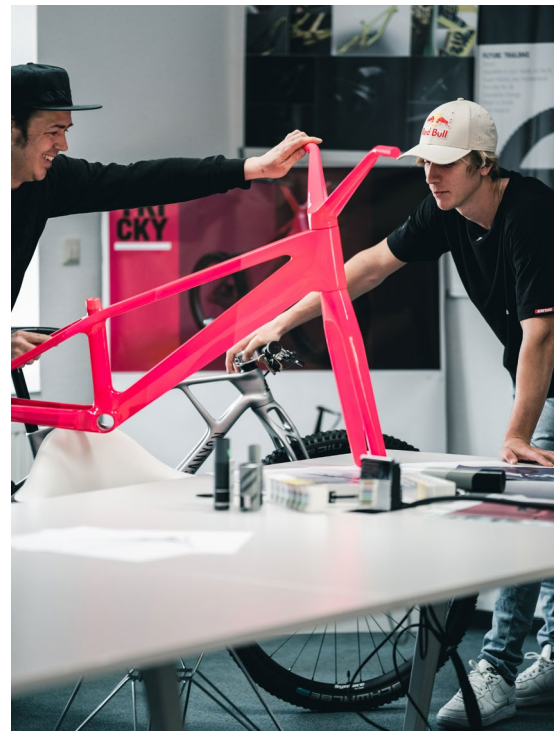


THE ORIGINS

At Canyon, we have always been huge fans of trials riding but had never set about making a dedicated bike. That all changed when we started working with Fabio Wibmer. As soon as the Austrian sensation and star of Home Office, Fabiolous Escape and Wibmer's Law became a member of the Canyon CLLCTV team in 2020, we knew we had

to create a street trials bike that would allow him to push himself and the sport beyond what had gone before.

We started with an aluminium test bike – the star of Fabio's lockdown-inspired Home Office edit – but our R&D team's expertise in carbon manufacturing meant the metal mule was always a means to an end. To succeed it would need to be strong enough to take the impacts of street trials, while also having the light and stiff characteristics of a carbon bike. We took the niche discipline and gave it the attention its ground-breaking nature deserve.



BEYOND CARBON FIBRE

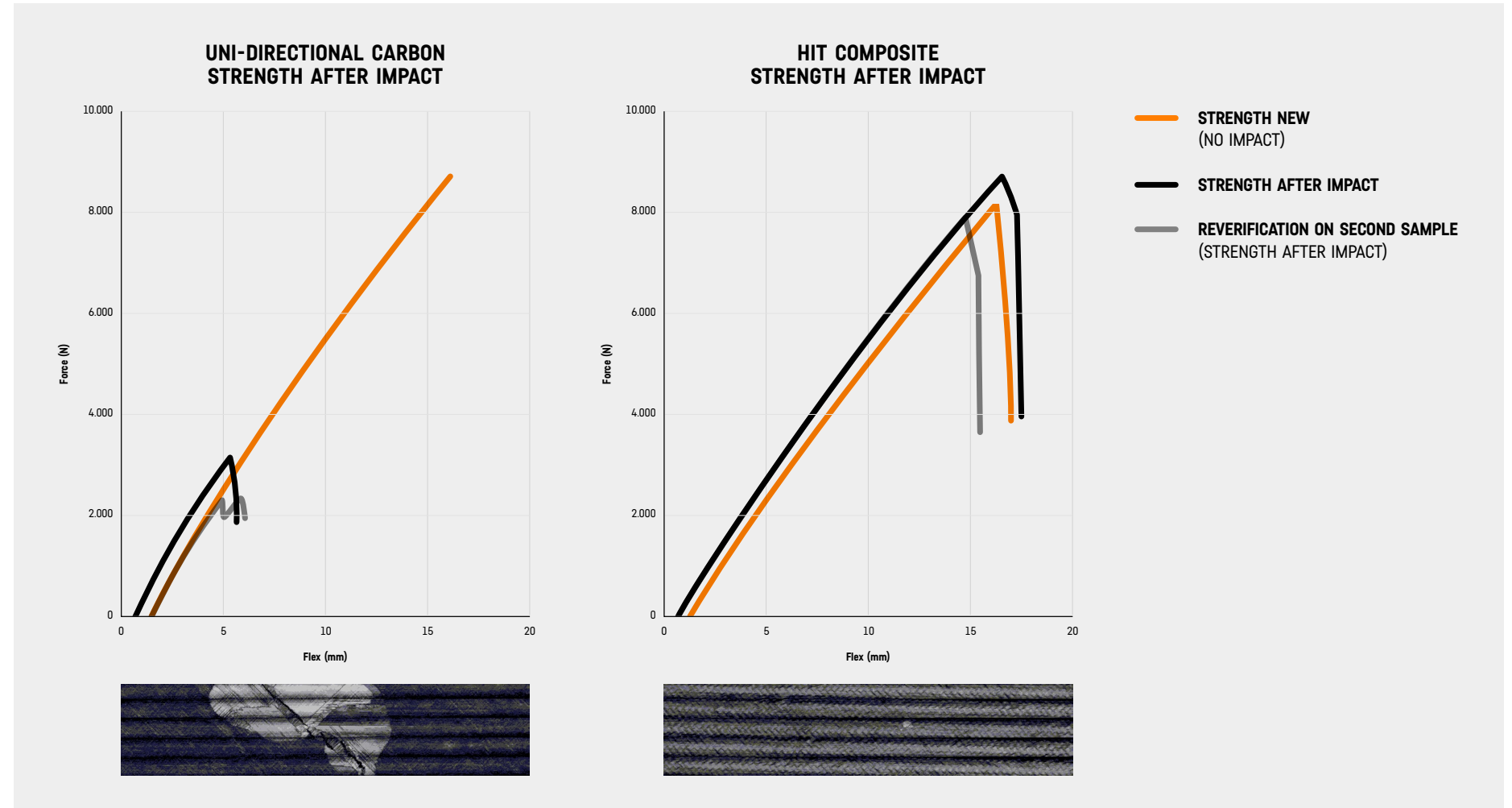
The choice of frame and fork material might leave street trials purists scratching their heads. Surely carbon is too fragile for the tough love dished out by riders on a daily basis? Won't it crack after a big bail? How can you ever be sure it hasn't been compromised? Give your hair follicles a rest from all that scratching – this isn't just carbon, this is composite.

Canyon's R&D team is renowned for its boundary-pushing creations. And our CFR (Canyon Factory Racing) line is where they are at their most innovative. Left with free reign to experiment and craft to their hearts' content, the results

can be found at the top of podiums across professional cycling.

For this project, something special was required. While the usual stiffness to weight criteria were on the radar, added to the mix were some serious impact resistance requirements.

With toughness being one of the founding principles for the Stitched CFR Trial, we engineered the frame using a unique hybrid composite which integrates polymer fibre reinforcement fibres into the plies of the material. This means that the carbon composite layup used in the Stitched CFR Trial is unlike



anything featured on our other bikes. A material able to absorb and dissipate the energy of huge blows, without comprising its structural integrity- affectionately dubbed by our engineers as HIT (High Impact Technology) Composite. This material is made to take the hits.

What does this really mean? Well, we set ourselves some lofty targets in terms of durability against impacts – and our goals were to be

a minimum 30% tougher on the frame and 80% tougher on the fork compared to the leading aluminium trials bikes in the market. The Stitched CFR Trial exceeds both of these targets ... our HIT Composite is the real deal.



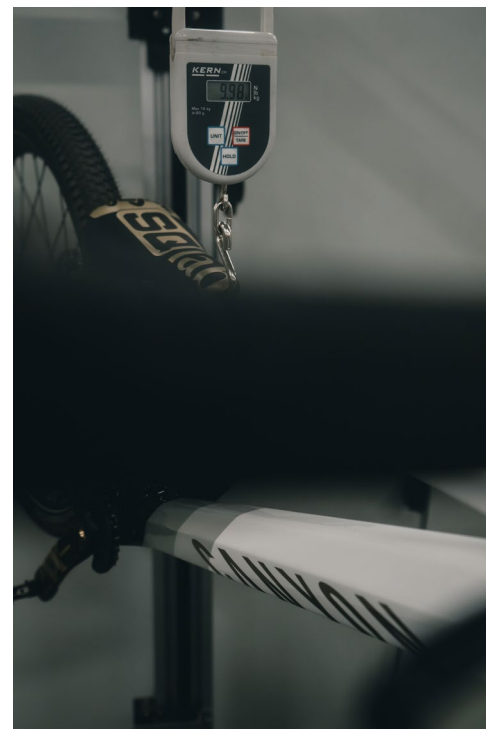


FAMILIAR FEEL. GAME-CHANGING RIDE.

The geometry of the Stitched Trial takes tried and tested numbers from the scene (short 363 mm chainstays, low bottom bracket and a 73° head angle), allowing riders to instantly feel at home from the first pedal stroke or nose manual.

The use of carbon composite in the frame and fork has enabled us to increase the stiffness-to-weight ratio. The bike's responsiveness is second to none, while its lightness allows riders to jump higher, gap further and session for longer.

The end result is a frame and fork combination that tips the scales at a combined 2,300 g (both without paint). When built up, this leaves you with a bike weighing 9.95 kg – over 1 kg lighter than benchmark products on the market.



| FRAME SIZE | M |
|------------------------|------|
| SEAT TUBE LENGTH (MM) | 284 |
| TOP TUBE LENGTH (MM) | 577 |
| HEAD TUBE LENGTH (MM) | 145 |
| HEAD TUBE ANGLE (°) | 73 |
| SEAT TUBE ANGLE (°) | 75 |
| CHAINSTAY LENGTH (MM) | 363 |
| WHEELBASE (MM) | 993 |
| BB OFFSET (MM) | -10 |
| STACK (MM) | 524 |
| REACH (MM) | 437 |
| SPACERS (MM) | 25 |
| STEM (MM) | 90 |
| HANDLEBAR WIDTH (MM) | 730 |
| CRANK ARM LENGTH (MM) | 165 |
| SEATPOST DIAMETER (MM) | 27,2 |
| TYRE CLEARANCE (IN) | 2,4 |
| WHEEL SIZE (IN) | 24 |



THE STREET SPECIALIST

If the inclusion of a saddle and seatpost, and the stout, compact frame didn't give it away, the Stitched CFR Trial is a pure street bike and has been designed solely around 24" wheels.

Trials bikes traditionally come in three different wheel sizes – 20", 24" and 26". The smaller and larger sizes are generally used for the competitive side of the discipline, while the middle is reserved for the freestyle and urban-influenced street trials.





SAME DNA. NEW FRONTIER.

When it came to what the new bike could look like, the Stitched CFR Trial posed a new challenge for our design team. How could they apply the Canyon design process to entirely new proportions? Their answer to these questions is a bike that not only fits the brief to be a performance leader in street trials, but also remains unmistakably Canyon.

Looking like something straight out of a concept showcase, every consideration has gone into producing a bike that is easy to trick and where all components work together seamlessly.



"The bike was a super exciting task in terms of design, because we had never made a trials bike before. We had the opportunity to invent a new archetype. The proportions of a trials bike are so unique – it wasn't all easy to successfully apply the consistency of the Canyon design language to such a small bike"

Peter Kettenring – Lead designer



LOOK LIKE FABIO. RIDE LIKE FABIO.

Fabio Wibmer's influence on the Stitched CFR Trial extends beyond the bike's sizing and geometry. The Austrian mountain bike star was involved in every aspect of the bike's build. And if it's good enough for Fabio ...

Specification decisions were easy – whatever components Fabio uses are found on the Stitched CFR Trial. Continental Air King tyres, Magura MT7 brakes and a full SQ Lab cockpit and finishing kit from Fabio's signature series make this the ultimate street trials weapon.

Even the artwork has his influence. As a nerdy side-note – the origins lie in specialist imagery of supersonic jets where it's possible to see the shockwaves created by a sonic boom. Add a dash of SiCK! Series white and grey colourway, and you're left with a badass looking bike.



STITCHED CFR TRIAL

| | |
|-------------------|---|
| FRAME | Stitched CFR Trial (HIT Composite Construction) |
| FORK | Stitched CFR Trial Rigid Fork, 24 inch, 15 x 110 (HIT Composite Construction) |
| BRAKE | Magura MT7 (203 mm Rotors F+R) |
| WHEELS | DT Swiss TR1700 |
| RIM WIDTH | 30 mm |
| TYRES | Continental Air King 24 x 2.35 |
| CHAINSET | Truvativ Descendant 6K AL (30T, 165 mm) |
| GEAR RATIO | 30t/16t |
| HANDLEBAR | SQLab 30X Trial Fabio Wibmer Edition (730 mm wide/84 mm rise) |
| STEM | SQLab 80X Trial Fabio Wibmer Edition (90 mm length/35° rise) |
| SADDLE | Stitched Tripod |
| SEATPOST | Stitched Tripod |
| COLOURS | Shockwaves |
| SIZES | M |
| WEIGHT | 9.95 kg |



THE FINISHING TOUCHES

The frame, fork and cockpit of a trials bike are only half the story. To successfully (and confidently) attempt some of the discipline's gravity-defying moves, you need a machine that can be fully trusted.

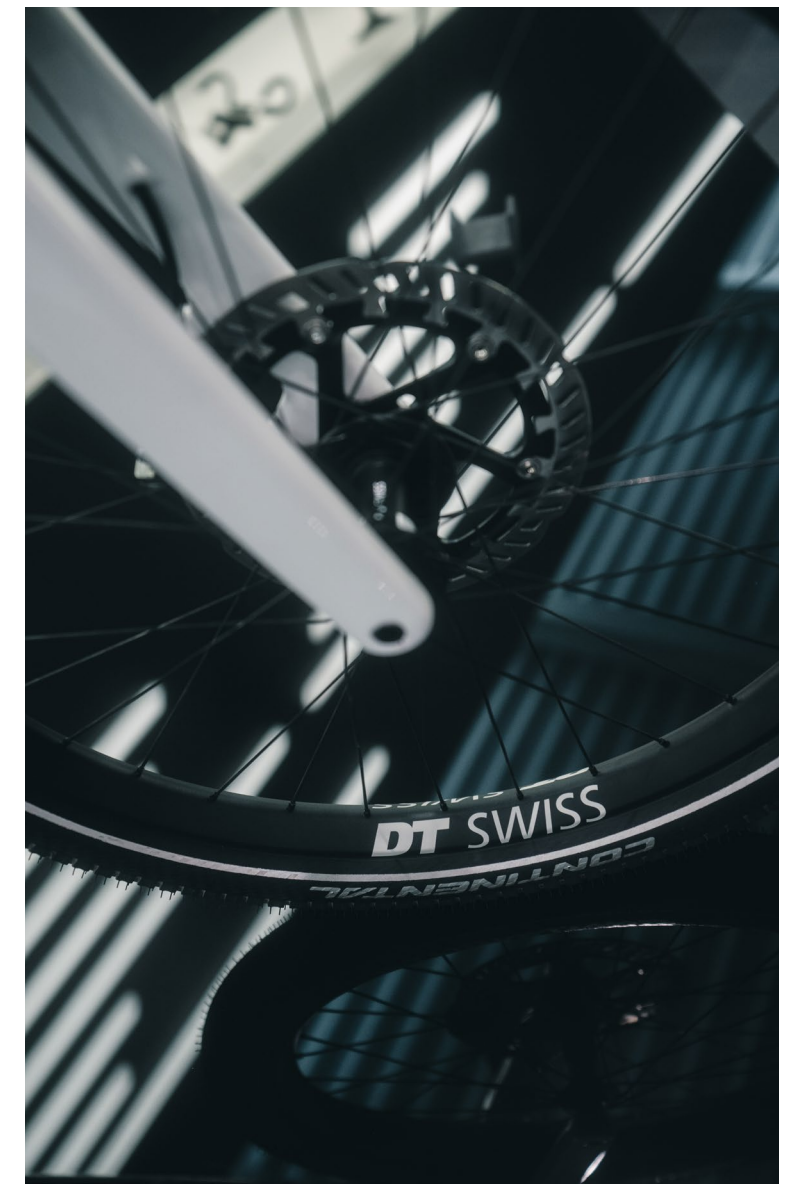
The Stitched CFR Trial delivers this with tested and proven standards. It features 180 mm post-mount disc brake mounts front and back – with the rear brake mount getting some extra research to ensure it can cope with forward and rearward forces unique to trials riding. Magura's four-piston calipers are paired with 203 mm rotors for precise stopping and unmatched power.

The Stitched CFR Trial was a project prompted new developments from more brands than just Canyon. DT Swiss developed their first trials specific wheelset to feature on this bike. The TR1700 wheels have an ultra-tough rear hub construction, surrounded by burly spoke specifications and a stout 30 mm wide rim – all laced together with DT Swiss's legendary build quality. There's no doubt these wheels are ready for some sends. The front

hub's 15 mm x 110 mm thru axle provides stiffness and control, while the rear hub's 12 mm x 148 mm thru axle helps to keep the backend responsive and stiff.

The bike has been designed around 2.4" tyres, striking a balance between grip, impact protection and weight.

A critical but often overlooked inclusion is the humble chain tensioner. The sprung design helps to eliminate the tight spots – and the snapped chains – common to street trials bikes with horizontal dropouts.



FAQ

WHEN CAN I TALK ABOUT THE NEW STITCHED CFR TRIAL?

The press embargo for the new Stitched CFR Trial runs until **14 April 11 am CET**. Once this has passed, you can jump into publishing your content.

HOW MANY BIKES ARE IN THE STITCHED CFR TRIAL LINE-UP AND WHAT ARE THEIR PRICES?

One. It's as simple as that. The bike you'll be riding is exactly the same one as Fabio Wibmer – from the size to the components to the colour. With such a solid complete build, we will not offer a frame only option. Pricing can be found in the press release.



IN WHICH COUNTRIES WILL THE STITCHED CFR TRIAL BE ON SALE?

The Stitched CFR Trial will be available in all Canyon markets, with the exception of the USA.

WHAT WAS CANYON AIMING TO ACHIEVE WITH THE STITCHED CFR TRIAL?

Fabio Wibmer has always pushed limits with his riding, and it was only right to create a bike that matched his drive to continue to progress. As the project took shape, it became pretty clear to Fabio and Canyon that this was a product we should accessible to the street trials community.

HOW DID CANYON'S ENGINEERS ACTUALLY ACHIEVE THAT GOAL?

Let's just say that Fabio's number was on speed dial over the last couple of years. He let us know what he wanted from a trials bike and we set about making it the Canyon way – extensive benchmarking, testing and feedback rounds. After nailing the design and geometry in aluminium, we set about creating the perfected composite iteration.

HOW HAS STREET TRIALS EVOLVED IN RECENT YEARS AND DID THOSE CHANGES IMPACT THE DESIGN OF THE STITCHED CFR TRIAL?

Street trials has become its own specialism, which has resulted in different design requirements. While the traditional UCI-competition standards have gone one way, the trick and street-based riding of Fabio is only getting more extreme – featuring bigger moves, bigger tricks and bigger offs. As well as slightly different geometry numbers, the Stitched CFR Trial is tough enough to keep up with the learning curve of its riders.

WHO WERE THE DRIVING FORCES BEHIND THE STITCHED TRIAL CFR'S EVOLUTION?

This project wouldn't have got off the ground if it wasn't for our partnership with Fabio Wibmer – he was integral in the bike's features and specs, as at the start we were designing a bike just for him. As the project grew, the whole team became invested in the project and it has truly been one of the most unique bikes we have worked on in recent years.





HOW LONG HAS THE NEW STITCHED CFR TRIAL BEEN IN DEVELOPMENT?

When Fabio became a Canyon CLLCTV athlete at the start of 2019, the concept of a trials bike was put on our radar. After our initial discussions, we created an aluminium prototype, which made its small screen debut in his 2020 Home Office edit. We have since been testing the carbon version thoroughly with Fabio and other CLLCTV riders Gabriel Wibmer and Tomomi Nishikubo to ensure the production article is 100% dialed.

HOW DID THE DECISION COME ABOUT TO BRING IT TO MARKET?

We originally intended to keep the Stitched CFR Trial as a concept bike that would be just for members of the Canyon CLLCTV – riders such as Fabio and Gabriel Wibmer and Tomomi Nishikubo – but once it started to take shape, we realised that we could make it available to the trials community without a prototype price tag.

WHAT WAS THE MOST CHALLENGING ASPECT(S) OF THE DESIGN?

Spelling trails trials correctly ... In the grand scheme of things, it was one of our more straight-forward projects. There's no suspension kinematics or watt-saving aerodynamics to think about – instead our focus was on making a composite frame strong enough for trials riding. We continuously benchmarked against competitors throughout the development process to keep us on track, and the results speak for themselves.

WHERE THERE ANY SPECIAL APPROACHES WHEN USING CARBON FOR A BIKE LIKE THIS?

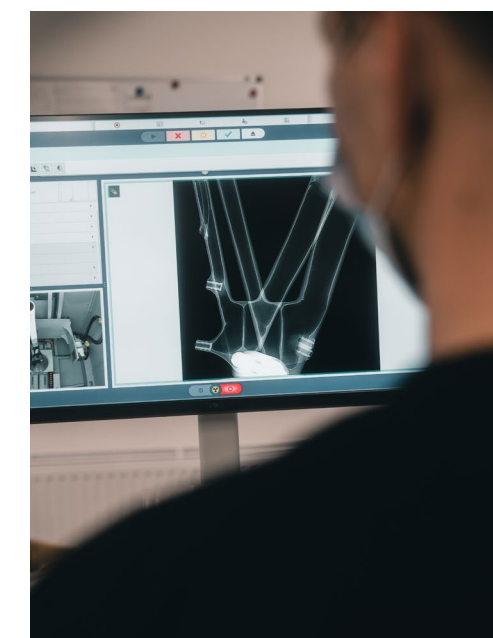
Even our strongest carbon fibre layup wasn't going to cut it, so we went back to the drawing board and worked with polymer fibre reinforcement fibres to make our HIT (High Impact Technology) Composite truly bombproof. The use of this aerospace industry material allowed us to increase the impact strength of the frame and fork, and place them above an aluminium equivalent when it came to toughness.

WHY DIDN'T WE USE ALUMINIUM?

We truly felt carbon composites, when optimized for this use, offered the best qualities to make a big step forward in performance. The result is a bike that is not only stronger, but is also much lighter than an aluminium alternative.

WHAT BENEFITS DO RIDERS FEEL WITH A CARBON COMPOSITE FRAME VS MORE COMMON ALUMINIUM OPTIONS?

Feedback from our athletes is that the weight saving alone helped them jump higher, clear gaps more easily and pull tricks with less effort.



IS IT JUST AS STRONG AS ALUMINIUM TRIALS BIKES?

The Stitched CFR Trial is stronger – in terms of strength and impact durability metrics minimum targets of 30% higher for the frame and 80% higher for the fork were set by our engineering team. The Stitched Trail surpassed these numbers in final testing.

HOW MUCH DOES THIS THING WEIGH? HOW MUCH LIGHTER IS IT THAN THE COMPETITION?

Without paint, the frame and fork weigh a combined 2,300 g (1,600 g for the frame and 700 g for the fork). When built up to our specification, the complete bike comes in at 9.95 kg, over 1 kg lighter than the benchmark competitors.

HOW DID CANYON ACHIEVE THAT WEIGHT?

From a design perspective, we really looked into optimising cross sections to provide improvements on the bike's strength to weight ratio. Getting the numbers right has allowed us to balance the amount of material required across the frame

and fork to while still achieving our stiffness, strength and impact resistance targets. The use of high-end components further helps the mission to make the Stitched CFR Trial one of the lightest bikes in this space.

WHAT WHEELSIZES ARE AVAILABLE ON THE NEW STITCHED CFR TRIAL?

This is a pure street trials bike, so it's 24" only.

HOW DID CANYON DECIDE THE GEO FOR THIS THING?

Fabio Wibmer was an integral influence in the Stitched CFR Trial's design and wanted a bike he could feel at home on right away. We've gone for the tried and tested angles common in the street trials scene, enabling Fabio and other Canyon CLLCTV riders to push their limits in their very first session.

WHAT IS THE MAX TYRE SIZE FOR THE STITCHED CFR TRIAL?

It's designed around 2.4" tyres.



WHAT DID OUR ENGINEERS LEARN FROM THE ALUMINIUM PROTOTYPE WHICH FABIO WAS USING AT THE BEGINNING OF HIS TIME WITH CANYON?

The aluminium test mule was a great learning tool for Fabio and the engineering team. Aside from perfecting the bike's geometry, it allowed us to nail other areas of the frame construction that can be easy to overlook. Take the rear brake mount, for example. Braking

with rearward momentum when jumping on the back wheel – common in tyre taps or rear wheel hops – places very unique forces on a frame. To counter this, we ramped up the strength in this area on the composite version, prolonging the life of the frame.



STITCHED CFR TRIAL

A NEW ERA



© CANYON 2022. ALL TEXT, IMAGES AND OTHER PUBLISHED INFORMATION ARE COPYRIGHT OF CANYON BICYCLES GMBH OR HAVE BEEN GIVEN PERMISSION BY THE RIGHT HOLDER IF STATED OTHERWISE. ALL INDICATIONS WITHOUT ENGAGEMENT. ERRORS AND OMISSIONS EXCEPTED.

IMPRINT

CANYON BICYCLES GMBH
KARL-TESCHE-STRASSE 12
56073 KOBLENZ
GERMANY

T +49 (0) 261 9490 3000
INFO@CANYON.COM

CANYON.COM

04.04.2022