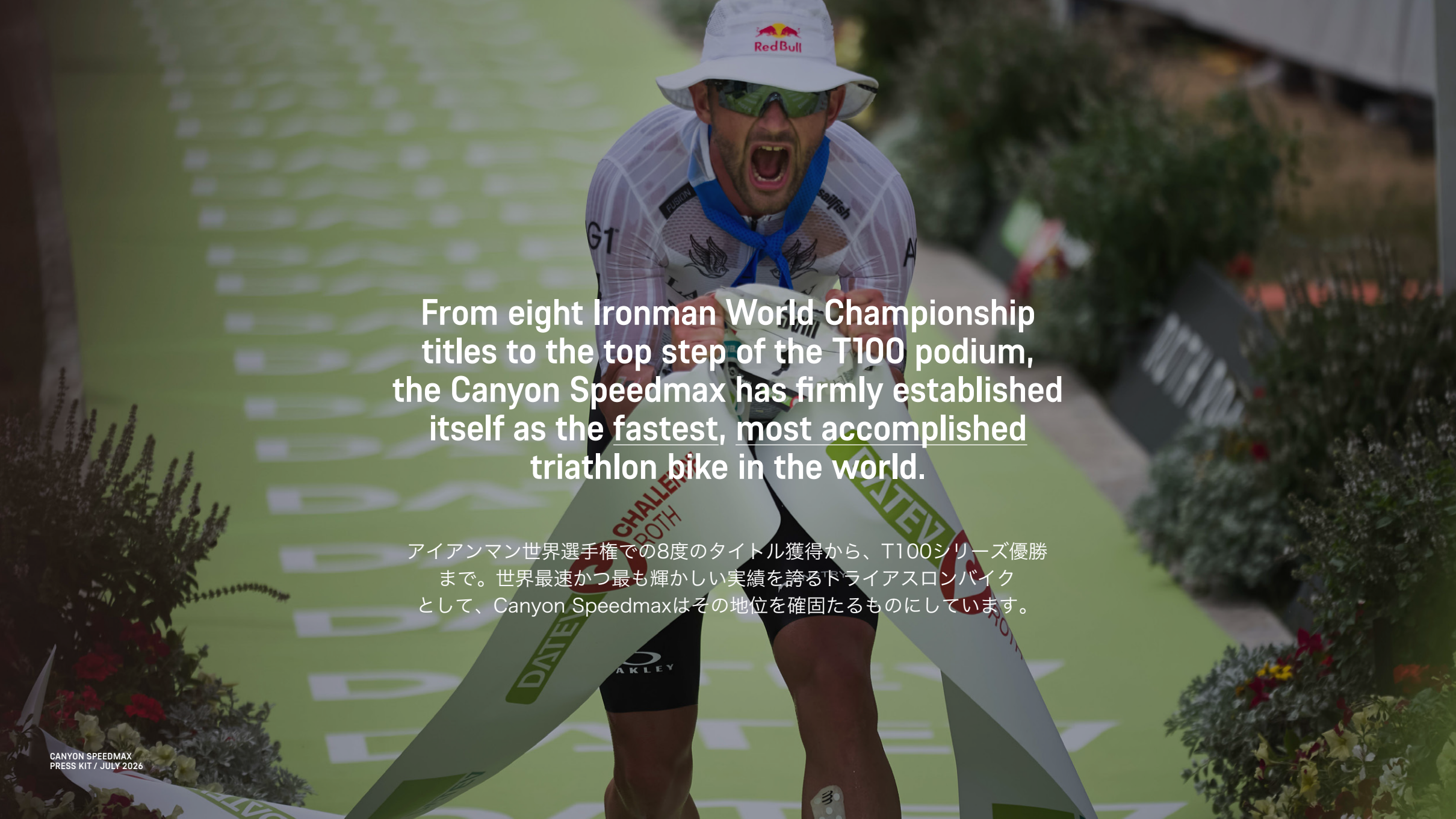


Speedmax

CFR, CF SLX



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From eight Ironman World Championship titles to the top step of the T100 podium, the Canyon Speedmax has firmly established itself as the fastest, most accomplished triathlon bike in the world.

アイアンマン世界選手権での8度のタイトル獲得から、T100シリーズ優勝まで。世界最速かつ最も輝かしい実績を誇るドライアスロンバイクとして、Canyon Speedmaxはその地位を確固たるものにしていきます。

A cyclist wearing a black and green jersey is riding a Canyon Speedmax triathlon bike down a paved road. The cyclist is surrounded by a large, dense crowd of spectators on both sides. Many people in the crowd are wearing green and blue hats and are holding up their smartphones to take photos or videos of the cyclist. The scene is brightly lit, suggesting a sunny day. The background shows more people and the continuation of the race path.

Beyond its racing success, the Speedmax is also the most popular bike among the triathlon community, taking the number one spot in bike counts at the sport's most iconic events, from Challenge Roth to the Ironman World Championships.

レースでの輝かしい実績に加え、Speedmaxは世界中のトライアスリートから最も支持されているバイクでもあります。Challenge Rothからアイアンマン世界選手権まで、世界最高峰の大会でのバイクカウントで最多使用台数を誇ります。

Launched in 2021, the 5th generation Speedmax CFR still tests fastest in the wind tunnel against today's key competitors.

2021年にローンチした、第5世代Speedmax CFR。
2026年現在も、主要競合を上回る空力性能を有しています。

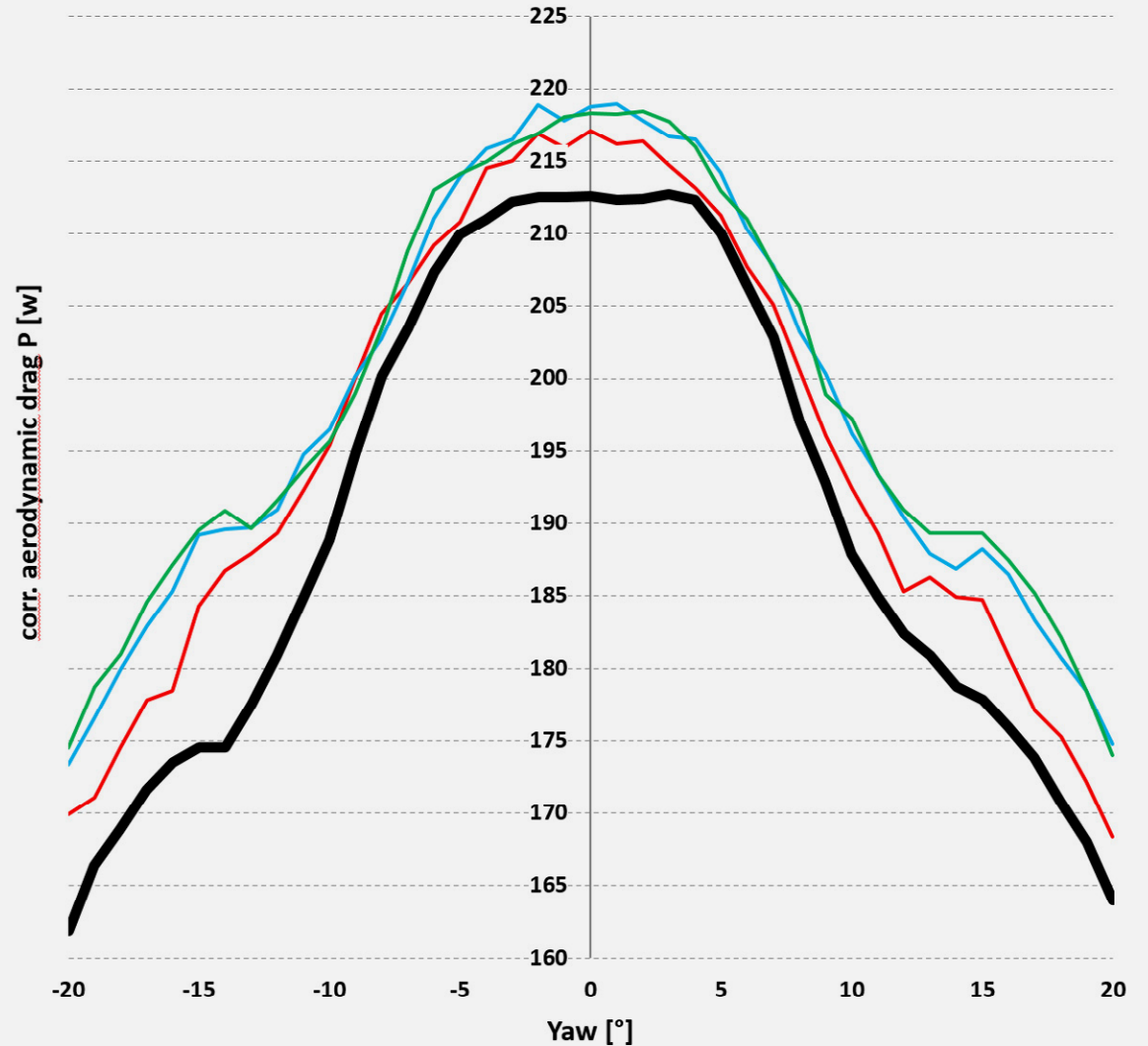
GEN. 5 SPEEDMAX CFR:
198 W

SCOTT PLASMA 6:
+ 3.8 W

CUBE AERIUM C:68X:
+ 6.9 W

TREK SPEED CONCEPT:
+ 7.1 W

Testing protocol: Our wind tunnel testing reveals frameset drag at 45 km/h across a -20° to $+20^{\circ}$ yaw sweep. Calculated deltas represent the weighted aerodynamic drag integrated across this entire yaw spectrum, utilising a numerically validated weighting algorithm. All setups are tested with the same drivetrains and wheel-tyre configurations, and cockpits are restricted to basebar only. Tests are carried out with Ferdi, our leg dummy, to show impact of rider's legs pedalling on airflow.



※風洞試験条件: 45km/h、ヨー角 $\pm 20^{\circ}$ 、同一ドライブトレイン・ホイール、ダミーレグで比較

**A high bar, but how to raise it?
That was challenge the Canyon R&D Team
set themselves for the next generation
of triathlon race bike:**

Take the best. Make it even better.

**Pro-level performance, straight out-the-box,
the aim for the new Speedmax was to
create fastest, most intuitive and adaptable
triathlon bike the sport has ever seen.**

**For professionals.
For age-groupers.
For all.**

**Pure personal.
Pure cycling.**

最高到達点を、さらに超える。
プロにも、エイジグルーパーにも。
すべてのトライアスリートを、自己最高の高みへ。



開発思想の転換

空気抵抗の70%以上は、ライダーに起因する。
「最速のバイクをつくる」から、
「ライダーを最速へ導くシステムをつくる」へ。
プロ仕様のプロトタイプを、すべてのトライアスリートへ。



SHIFTING FOCUS

The fastest frameset is just a baseline.
Over 70% of drag comes from the rider.

At the sharp end of triathlon, we've been partnering with the world's top athletes for years. The likes of Laura Phillip, Sam Laidlow, Kat Matthews and Patrick Lange have achieved great success on bespoke setups tailored to their body shapes, their profiles as athletes, and the challenges of each course. Experience gained here provides our engineers a wealth of data to identify patterns from their winning setups.

To take Speedmax to the next level for everyone, we had to shift our focus.

From the fastest bike to the fastest performance system.

From pro-exclusive prototypes to pro-level solutions for all athletes.

Introducing AeroID

Applying learnings from our pros' custom-made prototype solutions, we've brought together a production-ready system that any athlete can adapt to create their personal fastest setup.

We call it AeroID:
The passport to aero perfection.

From fit to fuelling,
AeroID is built upon four core pillars:

一人ひとりに最適な"最速"を実現するためのシステム

AeroShield

THE WORLD'S
FASTEST,
MOST ADJUSTABLE
COCKPITS.

エアロシールド
世界最速の空力。
自在に調整できる
コックピット。

AeroFuel

TURNING STORAGE
INTO SPEED.

エアロフューエル
カスタマイズ可能
補給・ストレージ
システム。

AeroFit

SIMPLE, STEPLESS
ADJUSTABILITY
FOR THE PERFECT POSITION.

エアロフィット
シンプルかつ無段階調整。
どんな体格でも
理想のポジションへ。

AeroBase

THE BEST
RIDING SPEEDMAX
EVER.

エアロベース
史上最高の
乗り心地と
ハンドリング。

AeroShield:

Previously only seen on the setups of sponsored professionals, AeroShield is a groundbreaking concept that brings bespoke closed cockpit performance to all racers.

The closed structure is critical for guiding airflow around the athlete and boosting aero performance, while the increased contact patch and raised sidewalls result in greater comfort as well as more stability and control when locked in the aero tuck.

This is the most adaptable cockpit in triathlon, fully adjustable in width, length, and grip angle – a true ergonomic benchmark.

エアロシールド: これまでプロにのみ供給されてきたシールド（盾）形状のエクステンションを、すべてのトライアスリートへ。

ライダー周囲の気流を最適化し、空力性能を向上。
さらに、高い走行安定性と長時間使用時の快適性をも実現。

トライアスロン史上、最高レベルの調整自由度を備えます。



AEROSHIELD

エアロシールド：一人ひとりの身体に合わせて調整できる、次世代エアロコックピット。



Adjustable Grips

ADJUSTABLE GRIP ANGLE
ADJUSTABLE GRIP SPACING
ERGON GRIPS

グリップ角度を自在に調整
グリップ幅もスペーサーで可変

Adjustable Extension Length

70 MM ADJUSTMENT RANGE

エクステンション長の調整レンジ70mm

Raised Side Walls

POSTURE SUPPORT FOR
NARROW POSITIONS
IMPROVES STEERING CONTROL

サイドサポートを高め、
エアロポジションとハンドリング安定性を向上

Ergonomic Padding

OPTIMAL PRESSURE DISTRIBUTION
CONTROL ENHANCING SURFACE TEXTURE
MEDICAL-GRADE FOAM

医療グレードのフォームパッド
長時間快適性が持続する圧力分散設計

Adjustable Armpad Width

200-275 MM ON AEROSHIELD S/M
225-300 MM ON AEROSHIELD L/XL

アームパッド幅の調整レンジ75mm

AeroShield Pro:

For the most committed athletes, AeroShield Pro unlocks peak speed. Refined and proven as a prototype with two Ironman World Championship victories, AeroShield Pro is now available to upgrade for every athlete with seven different sizes to choose from. Its lightweight monocoque construction is 300 g lighter than the standard AeroShield, with its sleek form saving an additional 3 watts at 45 km/h.

The performance of AeroShield Pro is built on a robust foundation of data. After analysing 183 individual forearm geometries, we defined seven finely tuned architectures based on two primary parameters: forearm circumference and forearm length. Unlike the standard AeroShield, this cockpit utilises fixed-width shells to minimise frontal area and maximise stability.

エアロシールド・プロ: 世界王者の使用機材。

さらなるスピードを追求するアスリートのための、究極のエアロシールド。

より軽く、より速く、よりパーソナルに。

通常のエアロシールド比-300gの軽量化、45km/hで-3W削減、7サイズ展開。

トップアスリートからエイジグルーパーまで、男女183名の前腕データをもとに設計。最適なポジション出しが可能となる、7サイズ展開。固定幅シェルにより前面投影面積を抑え、空気抵抗を削減。エアロポジションにおける走行安定性とハンドリング精度を高めています。



**AEROSHIELD PRO:
WIDTH OPTIONS**

エアロシールド・プロ:
7サイズから、最適なフィットを選択可能



215 mm Narrow

LENGTH OPTIONS: SHORT, MEDIUM, LONG



230 mm Medium

LENGTH OPTIONS: SHORT, MEDIUM



245 mm Wide

LENGTH OPTIONS: MEDIUM, LONG

AEROSHIELD PRO:
LENGTH OPTIONS

エアロシールド・プロ:
7サイズから、最適なフィットを選択可能

Short

WIDTH OPTIONS: NARROW, MEDIUM



Medium

WIDTH OPTIONS: NARROW, MEDIUM, WIDE



Long

WIDTH OPTIONS: MEDIUM, WIDE



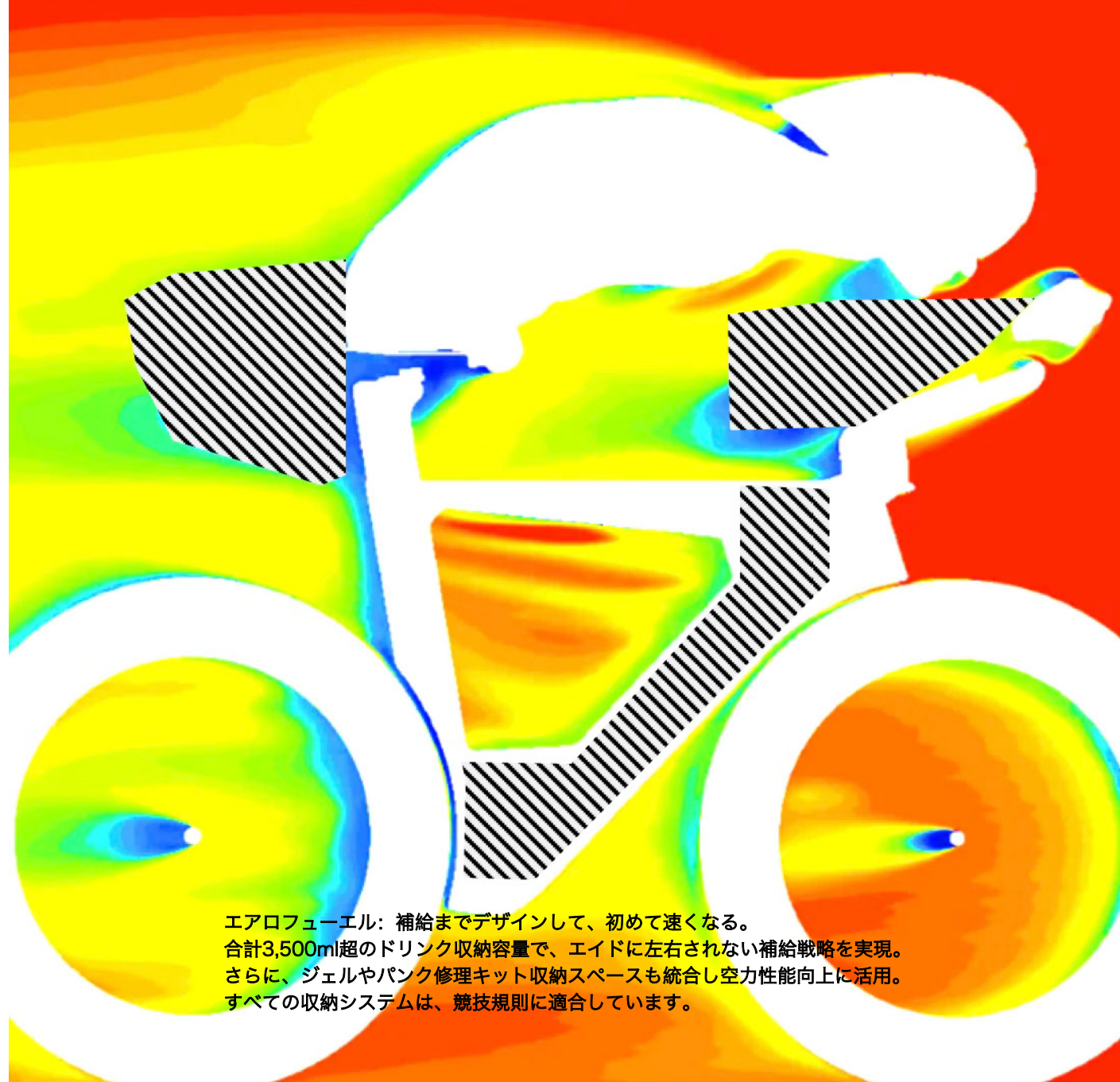
AeroFuel:

Building on the cockpit, the next component of AeroID turns storage into speed. With the revolution in carbohydrate intake having a significant impact on performance, AeroFuel lets athletes carry as much personal nutrition as possible so they can breeze through aid stations and keep their fuelling strategy on track, where it belongs.

Drink mix, gels or chews, whatever works for the individual, AeroFuel provides modular storage options with volume strategically placed across the bike for optimal aero performance.

A total capacity for over 3500 ml of liquids from the cockpit, integrated inside the frame and behind the rider enables an unrivalled amount of on-bike fuelling potential.

All AeroFuel solutions across the new Speedmax are fully competition-legal, so there's no stress for the athlete when checking in pre-race.



エアロフューエル: 補給までデザインして、初めて速くなる。
合計3,500ml超のドリンク収納容量で、エイドに左右されない補給戦略を実現。
さらに、ジェルやパンク修理キット収納スペースも統合し空力性能向上に活用。
すべての収納システムは、競技規則に適合しています。

AEROFUEL: PARTS エアロフューエルのシステム構成:
一部パーツは別売りオプションとなる

Splitter Plate Pro

Carbon monocoque seatpost structure allows bottles at various heights and positions.

ボトル取付位置をライダーのポジションに合わせて可変でき、空力性能を高めるカーボンモノコックシートポスト。

Frame Hydration

Easy-to-remove frame bladder with between 650-850 ml capacity depending on frame size, optimised for on-bike refills.

ダウンチューブ内装ハイドレーション
容量650~850ml (フレームサイズにより異なる)。トップチューブに補給口を設け、エイドでの補充も容易。

AeroModule

Modular, between-the-arms storage providing direct access to fuel and hydration.

腕の間のスペースを隙間無く埋める、エアロモジュール。ベントボックスやハイドレーションボトルを組み合わせ可能。補給食やドリンクへ素早くアクセス。



AeroFuel: AeroModule

必要な補給へ、
最短距離。

AeroModule sits between the rider's arms providing direct access to fuel and hydration. Liquid, gel flask or solid fuel storage, multiple modules are available to attach via a tool-free click mechanism. The system fills the void between the forearms to stabilise airflow around the cockpit providing an aerodynamic drag reduction of up to 7 watts at 45 km/h.

腕の間に隙間無く配置し、ドリンクや補給食へ素早くアクセス。
各モジュールは交換可能で、レースやトレーニングに合わせ最適化
できます。
前腕間の気流を整え、45km/h走行時に最大7Wの空気抵抗を削減。



AeroModule Load 300

Baseline configuration. The lightest, lowest-profile setup. Included as standard with every Speedmax CF SLX and Speedmax CFR.

標準付属となる容量300mlのベントーボックス。最軽量・ロープロファイル構成。

AeroModule Load 650

Taller variant of Load 300 with additional storage volume.

大容量650mlのベントーボックス。
より多くの補給食を収納。

AeroModule Fuel 650

A dedicated liquid or gel reservoir with hose.

ドリンク、ジェル専用650mlハイドレーション。ストロー付き。

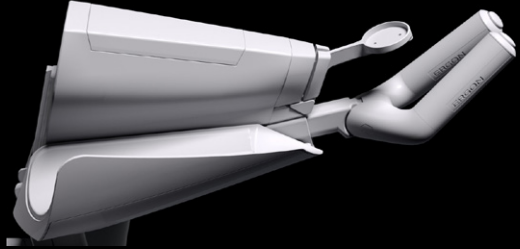
AeroModule BTC Beam

Standard bottle cage interface for aid station resupplies with elastic band for security.

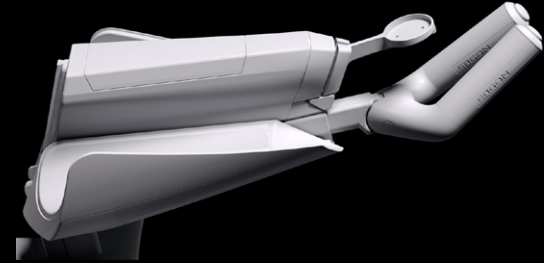
Tapered storage beneath cage for 2-3 gels.

手前側に延長してボトルケージを設置。下部にジェル2,3本を収納。

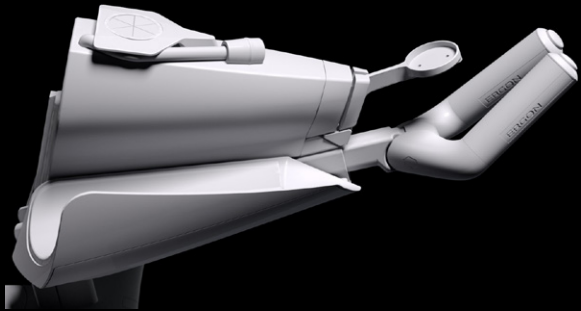
LOAD 300



LOAD 650



FUEL 650



BTC BEAM



AeroFuel: Splitter Plate Pro

ボトルをライダー後方に最適配置。
乱れた気流を整え空気抵抗を低減。

A concept tested and refined in partnership with Canyon pros across multiple seasons, Splitter Plate Pro is a fin structure that channels airflow between the legs and enables the modular placement of one or two bottles behind the rider's glutes. Occupying the area of maximum rider-induced wake, the bottles fill the void to reduce drag. The carbon monocoque construction adds only 76 g over the standard Speedmax seatpost.

Extensive wind tunnel testing and athlete feedback also inspired the development of the Horizontal Bottle Adapter. This component provides a range of fore-aft and vertical adjustment, enabling athletes to position hydration significantly higher and tighter against the glutes, regardless of saddle model or setback. The system not only optimises airflow attachment but also brings hydration within easier reach, ensuring functionality matches aerodynamic efficiency.



スプリッタープレート・プロ:

カーボンモノコックのシートポスト一体型構造。フィン形状のアームでボトルをライダー後方の最適な位置に配置し、乱れた気流を整え空気抵抗を低減。重量増はわずか76g。

前後・上下・角度の幅広い調整機構により、サドルやポジションに合わせてボトルケージを最適な位置へセット可能。空力性能とボトルの取り出しやすさを両立しています。

AeroFit:

When the rider themselves accounts for over 70% of overall drag, their position becomes the most decisive lever in aerodynamic optimisation. AeroFit is where precision meets simplicity with an industry-leading fit range that supports even the most extreme positions.

エアロフィット:

速さは、ポジションで決まる。なぜなら、空気抵抗の70%を占めるのはライダー自身だからです。シンプルな調整機構、広範な調整幅で理想のエアロポジションを実現できるフィッティングシステム、それがエアロフィットです。



AeroFit: Cockpit Post Technology

Key to AeroShield's benchmark adjustment range is our new Cockpit Post technology.

By applying the mechanical principles of the seatpost to the front end, this system enables stepless adjustment of stack, reach, and angle in seconds. The result is a bike that combines the limitless adjustability of a lab fitting bike with the seamless integration of a world-class race bike.

エアロフィット:
コックピットポスト・テクノロジー

理想のポジションを、実戦のバイクに。コックピットのスタック・リーチ・角度を簡単に無段階調整できる、革新的構造。
フィッティングで導き出したポジションを、忠実にスピードマックスで再現できます。

Just as a seatpost slides into the frame, the Cockpit Post slides into the head tube and is secured by a clamp and two easy-access bolts. To prevent interference with the fork crown at lower stack settings without requiring the post to be cut, the system features three pre-sized Short, Mid and High lengths to achieve the desired stack height.

Each length offers an adjustment of a minimum of 35 mm depending on frame size. All three lengths combined cover a huge range of 105 mm total stack adjustment.

コックピットポストはベースバーからシートポストのように着脱可能。ワイヤレスのSRAMコンポーネント完成車なら簡単にコックピット部を完全に取り外しでき、輸行も容易です。

あらかじめ異なる長さにカットされたロー・ミッド・ハイの3種類の高さを用意し、フレームサイズによってそれぞれ35mm以上のスタック調整、3サイズ合わせて105mmのスタック調整に対応。

Stack adjustment range across frame sizes:

LOW

Across all frame sizes:
0–35 mm

MID

S: 35–70 mm, M: 30–70 mm,
L: 25–70 mm, XL: 20–70 mm

HIGH

S: 70–105 mm, M: 65–105 mm,
L: 60–105 mm, XL: 55–105 mm

Athletes looking for complete flexibility can select the "High" option and have a professional mechanic trim the cockpit post down to their desired length.

スタック調整範囲はフレームサイズによって異なります。

HIGH仕様はカット加工により、さらに細かな調整にも対応。



AeroFit: Cockpit Post Technology

エアロフィット：
ポジションに、限界をつくらない。

In addition to stack, three options for length, Short, Long, and X-Long cover the full reach spectrum, from conservative to radical positions that push the limits of current regulations. Each individual post enables 50 mm fore-aft adjustment, with all three posts combined covering a 150 mm reach range.

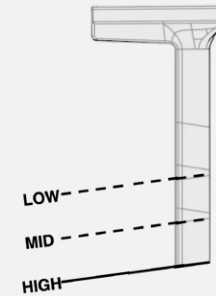
Finally, to achieve the perfect forearm angle, the clamping mechanism on every post allows for 0-20° of stepless tilt adjustment.

There are two distinct base setups: Standard with 10° base tilt enabling a maximum 30° tilt angle, and a Pro version with 20° base tilt enabling a maximum 40° tilt angle. Short posts are only available with Standard tilt settings, Long covers both Standard and Pro tilt settings, and the X-Long post is only available with Pro tilt settings.

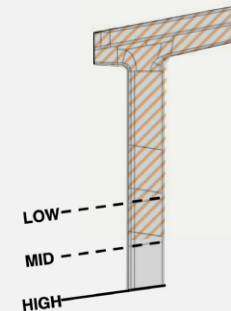
3種類のスタックに加え、3種類のリーチ (Short / Long / X-Long)
リーチ最大調整幅150mm (各ポスト50mm調整)
アームレストの前腕角度調整幅0~20° 無段階調整
コックピットポストのベース角度10° (Short) / 20° (Pro)
最大30° (Short) / 40° (Pro) の前腕角度に対応

コンサバティブなポジションからトッププロレベルのアグレッシブなポジションまで、幅広く対応します。

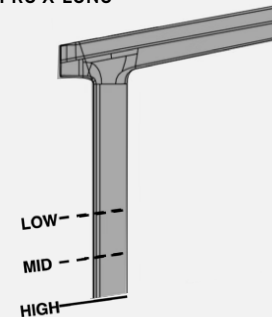
SHORT



PRO LONG



PRO X-LONG





AeroFit: PPS 2.0

Before fine-tuning can begin, you have to be in the right ballpark. Ordering a new Speedmax from Canyon.com is straightforward thanks to our revised Perfect Positioning System 2.0 fit recommendation.

PPS 2.0 offers Speedmax customers two distinct pathways: either inputting their current bike fit data to transfer positions, or using our advanced algorithm-based position calculator. The latter allows the athlete to input specific positional preferences (ranging from comfort-oriented to highly aggressive) alongside basic physiological data to determine their baseline fit profile.

現在のポジションを活かすことも、新しいポジションを見つけることも。

PPS 2.0は現在のポジションデータの移植、または身体データとライダーの好みに基づくポジション提案に対応。理想のエアロポジションへスムーズに導きます。

※アジアパシフィック向け仕様ではスピードマックスCFRのみ、MyCanyonカスタマイズに対応。CF SLXは標準仕様でのお届けとなりますが、幅広い調整機構により最適なポジションへセットアップできます。

エアロフィット:
PPS 2.0とは

キャニオン公式ストアの注文画面で利用できるパーフェクト・ポジションング・システム2.0は、理想のポジションへ近づくためのフィッティングシステムです。現在のポジションデータやライダー情報をもとに、最適なセットアップを提案します。

For the final touch, a premium torque wrench is delivered with each bike for total accuracy and confidence in the setup, and all key adjustment screws are TX25 standard for direct engagement.

The perfect fit, straight out of the box, our most advanced Speedmax is simpler and more precise to work on than ever before.

専用トルクレンチを標準装備。

ボルトの締めすぎ、緩すぎ、パーツの破損を防ぎ安全かつ正確な組み立て調整を可能にします。

バイクの調整箇所には目盛り付を印字しており、理想のポジションを簡単かつ正確に再現できます。





AeroBase:

AeroBase, is the core frameset of the Speedmax. Merging the previous generation's benchmark aerodynamics with new, progressive geometries and cutting-edge construction, this is the best riding, most confidence-inspiring Speedmax ever.

エアロベース：
速さと扱いやすさを両立した、新世代フレーム。

前作で磨き上げた空力性能を継承しながら、ジオメトリーと構造を全面刷新。スピードマックス史上、最も速く、最も安心して走れるフレームへ。



Geometry

The new Speedmax introduces a comprehensive geometry update across the entire size range. Sizes S and XS have been merged into a new S size, maintaining the low minimum saddle height of the previous XS (630 mm) while now accommodating 700c wheels. This ensures all athletes have access to the full range of high-performance tyre and wheel options. Sizes M through XL are now aligned with our road bike range in terms of saddle height, shifting the range downwards to allow smaller riders to ride larger frames to gain more reach. Combined with refinements to frame dimensions, the new geometry is optimised around the modern aerodynamic position, delivering improved handling stability across the board.

小柄なライダーにも、700Cという新しい選択肢。

新サイズSは従来XS相当の最低サドル高630mmを維持しながら、700Cホイールを採用。高性能ホイール・タイヤをサイズを問わず選択でき、現代のエアロポジションに最適化した安定した走りを実現します。

M~XLもサドル高レンジを見直しフィットの自由度を向上。サドル高を低めまで調整でき、フレームサイズを選択肢が広がり、より理想的なポジションを実現できます。

Integration

Lighter, faster, yet still built for the real world and real competition, the Speedmax frame houses tool pouch storage at the bottom bracket for rapid mid-race repairs with space for capacity two CO2 cartridges, a Canyon FIX 3-in-1 minitool, and a spare TPU tube.

Frame hydration bladder capacity also increases across all sizes over the previous generation by utilising the full length of the down tube. The entire system has been re-engineered for better usability under race conditions with a simplified top-fill enabling fast refills. The soft bladder and cap are detachable without tools, with the bladder available as a dedicated spare part for simple maintenance down-the-line.

実戦で求められる収納性能を、一体化。

- ・フレームサイズによって650-850ml容量のダウンチューブ内ハイドレーションブラダージャーを搭載
- ・工具やスペアチューブを収納できる、フレーム内BB上方ストレージ
- ・新しいケーブルルーティングにより整備性も向上

Construction

While aero remains the focus for any triathlon bike, weight also sets the new Speedmax apart from the competition. Its design has been optimised and simplified for structural integrity, most evident by the removal of the previous generation's top tube storage compartment and its replacement with more efficient storage within the AeroModule, leading to an increase in the top tube's geometric stiffness.

Combined with an advanced blend of carbon fibres laid up by industry-leading experts, the Speedmax CFR frameset shaves an impressive 250 g over its predecessor, translating to up to half a kilo fully built and ready-to-ride.

To make the new Speedmax future-proof, the frame is UDH compatible and has clearance for 31 mm tyres (plus ISO clearance). Maximum chainring sizes are 60t for 1x setups, 56/43 for 2x SRAM and 58/44 for 2x Shimano.

軽さ、剛性、そして将来性まで。

CFRフレームは前世代比約250gの軽量化を達成しながら、ペダリングパワーを高効率に推進力へ伝える剛性を実現。新しいカーボンレイアップに加え、UDH（ユニバーサルディレーラーハンガー）を採用し、将来のコンポーネント規格にも対応します。さらに最大31mm幅タイヤに対応し、快適性や路面への対応力も向上しました。チェーンリングは1x最大60T、2xはSRAM最大56/43T、Shimano最大58/44Tまで使用可能で、幅広いレースセッティングに対応します。

Pure personal.
Pure cycling.

The new Speedmax CFR and CF SLX represent the pinnacle of Canyon engineering and innovation.

Over 50 new components have been developed from scratch for the 6th generation to enable every athlete to fully unleash their aerodynamic potential and customise a bike that outperforms pro-exclusive bikes of the past.

**Straight
out of
the box.**

ひとりひとりに、最速は違う。

新型スピードマックス CFR / CF SLXは、50を超える新規開発コンポーネントと AeroIDシステムによって、ライダー一人ひとりに最適なエアロ性能を引き出します。

これまでプロだけが手にしていたノウハウを、すべてのトライアスリートへ。

箱から出した、その瞬間から速い。

MYCANYON CUSTOM
MADE

All new Speedmax CFR models are available in the MyCanyon customisation programme.

All bikes have the option to change or upgrade the cockpit, cockpit post, crank length and saddle.

Speedmax CFR models offer a choice of DT Swiss or Zipp 454 or 858 wheels, plus rear disc options

Our MyCanyon program for Speedmax CFR also provides access to exclusive artworks for bikes that truly stand out whether on course or parked in transition.

自分だけのスピードマックスへ。

スピードマックスCFRはMyCanyonに対応。コックピット、コックピットポスト、クランク長、サドル、ホイール、カラーをカスタマイズ可能。

ホイールはDT SwissまたはZipp 454/858、リアディスクホイールも選択可能。

MyCanyon限定カラーも用意し、バイクコースでもトランジションでも個性を演出します。

※日本ではMyCanyonはSpeedmax CFRのみ対応。CF SLXは完成車仕様での販売となります。

**SPEEDMAX CF SLX
LINEUP**

Speedmax CF SLX / Cosmic Dust



Speedmax CF SLX / Lava Red



Speedmax CF SLX / Glacier



**SPEEDMAX CFR
LINEUP**

Speedmax CFR / Pro Black



Speedmax CFR / Pro White



Speedmax CFR / Paradigm Shift*



Speedmax CFR / Midnight Prism*



Speedmax CFR / Silver Surfer*



Speedmax CFR / Henize*



*Available in the MyCanyon customisation programme.

GEOMETRY

| | Speedmax SLX 7 | Speedmax SLX 8 Di2 | | Speedmax CFR Di2 | Speedmax CFR AXS |
|-------------------|---|---|--|--|--|
| Cockpit | AeroShield | AeroShield | | AeroShield (Pro* +85,000JPY) | AeroShield (Pro* +85,000JPY) |
| Aeromodule | Load 400 (always included) | Load 400 (always included) | | Load 400 (always included) + Fuel 650 (+15,000JPY) + Load 650 (+10,000JPY) + Fuel 650 / BTC Beam (+35,000JPY) + Load 650 / BTC Beam (+30,000JPY) | Load 400 (always included) + Fuel 650 (+15,000JPY) + Load 650 (+10,000JPY) + Fuel 650 / BTC Beam (+35,000JPY) + Load 650 / BTC Beam (+30,000JPY) |
| Front Derrailleur | Shimano 105 Di2 | Shimano Ultegra Di2 | | Shimano Dura-Ace Di2 | SRAM Red E1 AXS |
| Rear Derrailleur | Shimano 105 Di2 | Shimano Ultegra Di2 | | Shimano Dura-Ace Di2 | SRAM Red E1 AXS |
| Crankset | Shimano 105 52/36 + 4iiii single-sided powermeter | Shimano Ultegra 52/36 + 4iiii single-sided powermeter | | Shimano Dura-Ace Di2 + dual-sided powermeter | SRAM Red E1 AXS + dual-sided powermeter |
| Cranklength | 165 mm | 165 mm | | 165 mm 160 mm* (+0 JPY) 170 mm (+0 JPY) 172,5 mm (+0 JPY) 175 mm (+0 JPY) | 165 mm 160 mm* (+0 JPY) 170 mm (+0 JPY) 172,5 mm (+0 JPY) 175 mm (+0 JPY) |
| Shift/Brake Lever | Shimano Dura-Ace Di2 | Shimano Dura-Ace Di2 | | Shimano Dura-Ace Di2 | SRAM Wireless Blips |
| Brakes | Shimano Ultegra | Shimano Ultegra | | Shimano Dura-Ace | SRAM Red E1 |
| Brake Rotors | Shimano CL 700 | Shimano CL 800 | | Shimano CL 900 | SRAM Paceline X |
| Chain | Shimano Ultegra | Shimano Ultegra | | Shimano Dura-Ace | SRAM Red E1 |
| Cassette | Shimano 105 11-34 | Shimano Ultegra 11-34 | | Shimano Dura-Ace 11-34 Shimano Dura-Ace 11-30* (+0 JPY) | SRAM Red E1 10-33 SRAM Red E1 10-36 (+0 JPY) |
| Wheelset | DT Swiss ARC1600 65/85 | DT Swiss ARC1600 65/85 | | DT Swiss ARC 1100 85/85 DT Swiss ARC 1100 65/85 (+0 JPY) DT Swiss ARC 1100 85/Disc (+180,000JPY) Zipp 858/858 NSW (+180,000JPY) Zipp 454/858 NSW* (+160,000JPY) Zipp 858 NSW / Super 9 Disc (+265,000JPY) | DT Swiss ARC1100 85/85 DT Swiss ARC1100 65/85 (+0 JPY) DT Swiss ARC1100 85/Disc (+180,000JPY) Zipp 858/858 NSW (+180,000JPY) Zipp 454/858 NSW* (+160,000JPY) Zipp 858 NSW/Super 9 (+265,000JPY) |
| Tires | Front: Continental Aero 111, 26 mm Rear: Continental 5000 TT TR, 28 mm | Front: Continental Aero 111, 26 mm Rear: Continental 5000 TT TR, 28 mm | | DT Swiss wheelset: Front: Continental Aero 111, 26 mm Rear: Continental 5000 TT TR, 28 mm Zipp wheelset (+0 €): Front: Pirelli P ZERO Race SL-R, 28 mm* Rear: Pirelli P ZERO Race SL-R, 28 mm* | DT Swiss wheelset: Front: Continental Aero 111, 26 mm Rear: Continental 5000 TT TR, 28 mm Zipp wheelset (+0 €): Front: Pirelli P ZERO Race SL-R, 28 mm* Rear: Pirelli P ZERO Race SL-R, 28 mm* |
| Saddle | Fizik Transiro R5 LD | Fizik Transiro R5 LD | | Fizik Transiro R1 LD Ergon SR Tri WMN CF (+0 JPY) Ergon SR Tri Men CF (+0 JPY) Fizik Transiro R1 LD Adaptive (+15,000JPY) Prologo Predator (+25,000JPY) | Fizik Transiro R1 LD Ergon SR Tri WMN CF (+0 JPY) Ergon SR Tri Men CF (+0 JPY) Fizik Transiro R1 LD Adaptive (+15,000JPY) Prologo Predator (+25,000JPY) |
| Seatpost | SP102 (Standard) | SP102 (Standard) | | Splitter Plate Pro + Horizontal Bottle Adapter | Splitter Plate Pro + Horizontal Bottle Adapter |
| Colors | Cosmic Dust*, Lava Red, Glacier | Cosmic Dust*, Lava Red, Glacier | | Pro Black*, Pro White Paradigm Shift, Midnight Prism, Silver Surfer, Henize (all +85,000JPY) | Pro Black*, Pro White Paradigm Shift, Midnight Prism, Silver Surfer, Henize (all +85,000JPY) |
| Weight | from 9.55 kg | from 9.02 kg | | from 8.65 kg | from 8.48 kg |
| RRP: | 1,099,000 JPY | 1,309,000 JPY | | 1,830,000JPY | 1,830,000JPY |

KEY

Standard Specification

Upgrade Option

*Lightest Option

CANYON