

Orange



Don't do as we *say* do as we *do!*



What's the best way to get the mountain bike you want?

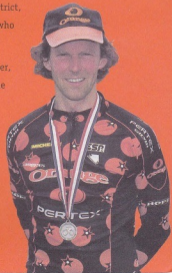
Build one yourself, of course. Lester Noble and Steve Wade took this a stage further, they created Orange Mountain Bikes and made some for a few friends as well. The Orange reputation spread and grew into a strong following of converts riding their exclusive bikes, all because they wanted a better bike for themselves. This remains the same today, the bikes they produce are ridden over the length and breadth of the country, by everyone from touring adventurers on their steadfast C16Rs, through to Pro-Elite race winning downhillers ripping it up on their X1s.

It's nothing new for bike manufacturers to claim that they ride every day, (hey, if you ran a bike company you'd say so too), the thing is the Orange folks really do.

Lester Noble lives on the doorstep of the UK's mountain biking paradise - the Lake District, consequently there aren't many people who whup him on the hills.

Steve Wade is also quite a keen daily rider, so keen that he won a silver medal at the 1996 British National Championships.

Now that's what you call leading by example.



The Orange philosophy is a simple one - we build what we ride, we ride what we build.



Animal Aided Design

Animal Aided

23



All right, we admit it we've got a CAD system.

We do use the latest Computer Aided Design systems during development of our competition winning mountain bikes such as the full-suspension X1. As new manufacturing techniques come of age we are right there at the forefront, making the most of them, using CAD to test the theory before putting our ideas into practice.

CAD systems can be invaluable. When crafting the X1 frame, for example, the ability to rock the swing arm on screen and test shock reaction curves, meant that before a welding torch was even lit, we knew we had the right geometry.

But when it boils down to the nitty gritty there's no substitute for AAD™. Animal Aided Design is the system we rely on most. We take the fittest, fastest, raddest riders in the country and make them ride till they drop.

We don't bring anything onto the market unless we are 110% happy with it, right down to the last detail.



Building bikes — lets face it, it's a dirty job, but someone has to do it!



Attitude!

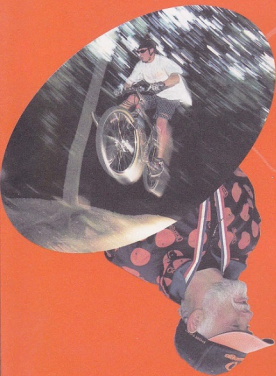
When all is said and done, we ride bikes to have fun.

Although Team Orange have the biggest presence on the British race circuit, racing is not the only thing that Orange is about. It doesn't matter whether you ride a bike to compete at the highest level, want to cycle across the Sahara or just like to scare yourself silly, Orange make bikes for you.

Rider feedback is most important. Take the P7 for example, our ready-for-anything hammer head frame came about because riders, fed up with the 'lightweight at all costs' mentality, told us they needed a bike that could be trusted to do anything. Hence, the legendary frame that gives the superb Orange kick-in-the-pants ride, while taking the punishment too.

The advantage at Orange is that there are no fat-cat investors governing us. We are totally rider driven which puts us in the perfect position to build the products you really want.

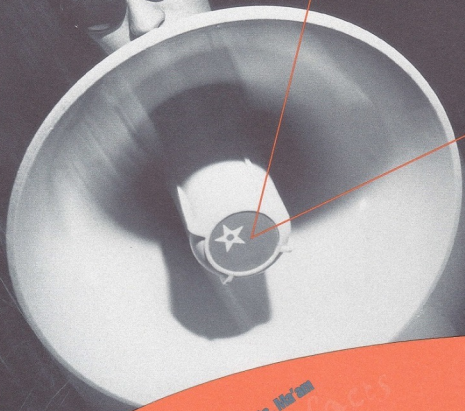
Above all, we treat building bikes as seriously as we do, so that you can have fun.



Everyone thinks this going up on the first leg climb. Don't!



Orange



Just the facts, Mr'an

everything you ever wanted
to know about
Orange stuff



The earth [Earth] is 4,600 million years old. We can liken earth to a person of 46 years of age. Nothing is known about the first years of this person's life... only at the age of 42 did the earth begin to flower. Dinosaurs and the great reptiles did not appear until one year ago when the planet was 45. Mammals arrived 8 months ago and in the middle of last week man-like apes evolved into ape-like men and at the weekend, the last ice age enveloped the Earth.

Modern man has been around for four hours. During the last hour man took to agriculture. The Industrial Revolution began a minute ago. During those sixty seconds biological time, modern man has made a rubbish tip of paradise!

Please respect your planet and don't buzz other trail users.

Naturally, this brochure is printed on paper made from sustainable forests.



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Orange Ninety Seven




Orange

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**Now
Then!**

Orange C-16R

"The C-16R
gets the big

Thumbs Up"

What Mountain Bike April 1994



Orange C-16R

Back in 1989 Tim Davies took the National title on a production Orange Clockwork, widely lauded as the Bike of the Year. A dream beginning for what turned out to be the first chapter of an on going best-seller.

Sixteen generations on from the original Clockwork the C-16R is a testament to the integrity of the Orange design. In a cut-throat and ever changing market place, it still adheres to the same basic principles, but continues to be relentlessly improved. More than three pounds have been shed from the original version through the specification of our Series 7.2 cromoly tube set, custom double-butted for lightness but never losing sight of the fact that strength is of paramount importance.

Its smooth, almost clinical efficiency is unmatched by wannabe bikes of the price. As comfortable to ride as ever, it inspires the confidence to attack and enjoy every terrain, every climb and even the most adrenaline fuelled descents. Suspension rider geometry keeps your options open whatever kind of riding you're into.

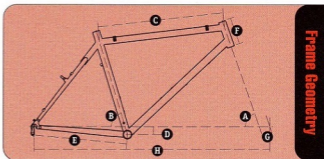
An ideal platform whether you want to campaign it on the race circuit or go fully equipped to explore the farthest reaches of the globe. It is true to say that the C-16R is still the ultimate all round performer.

C-16R Features:

- Custom double-butted Series 7.2 cromoly tube set.
- Orange Mono Powerstay rear end.
- Seat tube externally butted at clamp and ovalised at bottom bracket.
- Clearflow bridgeless ovalised chainstays.
- Top routed cabling with brazed on bosses to avoid heat induced stress caused by welding.
- Front facing slot in seat tube/separate stainless steel seat post clamp.
- Tough epoxy powder coating.
- Chain hanging pip for hassle free rear wheel removal.
- Bottle bosses on down tube and seat tube and Crud Catcher™ bosses.
- Pannier eyelets.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange cromoly F7 fork as standard.



C-16R Allvio
with optional
M525 SPD pedals.



FRAME SIZE (inches)	15	17	19	21
A. Head angle (°)	70.5	70.5	70.5	70.5
B. Seat angle (°)	73	73	73	73
C. Top tube length (mm)	524.2	544.5	563.1	582.6
D. Bottom bracket height (mm)	35	35	35	35
E. Chainstay length (mm)	420	420	420	420
F. Head tube length (mm)	85	85	120	140
G. Fork offset (mm)	45	45	45	45
H. Wheelbase (mm)	1024	1039.3	1056.8	1070
Rider height range	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	115	130	130	145
Steerer length (mm)	168	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm			
Frame weight (grams)	1850	1940	2040	2100
Fork weight (grams)	850	850	890	910

A close-up photograph of the front half of a silver mountain bike. The frame is the central focus, with 'ORANGE' written in red on the down tube and 'P7' on the head tube. A white fender is mounted on the front fork. The background is a dark, textured gradient.

Orange
P7

“The P7 is one frame”
Kick Ass Which MTB

Orange P7

It was after witnessing the wilder members of the Orange test team putting the P7 through its paces that the quote 'Tested on Animals' was born. After two years of constant thrashing the P7 and the phrase have become inextricably linked.

Regardless of how far your pocket stretches in terms of componentry, the base ingredient is the P7 cromoly frame, featuring our own Series 8 micro-buttet tubes - the ultimate steel chassis. Choose the specification to suit and you have a finely tuned bike which hates to go slow and demands to be hammered by all hard-core riders.

Voted best bike under £1,000 1996 by *MBUK* readers, this is what they said: The bike handles well whether you are racing, bumming around the woods or packed up to the hilt for a world tour. The P7 is always ready to take you there.'

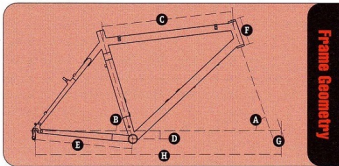
We said it was 'Ready to hammer' and judging from the fact that it was voted into first place, we think you must agree.

P7 Features:

- Heat-treated custom double-buttet series 8 cromoly tube set.
- Orange Mono Powerstay rear end.
- Seat tube externally butted at clamp and ovalised at bottom bracket.
- Clearflow bridgeless ovalised chainstays.
- Top routed cabling with brazed on bosses to avoid heat induced stress caused by welding.
- Machined externally butted head tube.
- Front facing slot in seat tube/separate stainless steel seat post clamp.
- Choice of nickel finish or tough epoxy powder coating.
- Chain hanging pip for hassle free rear wheel removal.
- Stress dispersing diamond bottle bosses on down tube and seat tube.
- Crud Catcher™ bosses.
- Pannier eyelets.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange cromoly F7 fork as standard.



P7 STX RC
with optional
M525 SPD pedals



Frame Geometry

FRAME SIZE (inches)	15	17	19	21
A. Head angle (°)	70.5	70.5	70.5	70.5
B. Seat angle (°)	73	73	73	73
C. Top tube length (mm)	524.2	544.5	563.1	582.6
D. Bottom bracket height (mm)	35	35	35	35
E. Chainstay length (mm)	420	420	420	420
F. Head tube length (mm)	85	85	120	140
G. Fork offset (mm)	45	45	45	45
H. Wheelbase (mm)	1024	1039.3	1056.8	1070
Rider height range	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	115	130	130	145
Steerer length (mm)	168	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm			
Frame weight (grams)	1880	1950	2090	2140
Fork weight (grams)	850	850	890	910

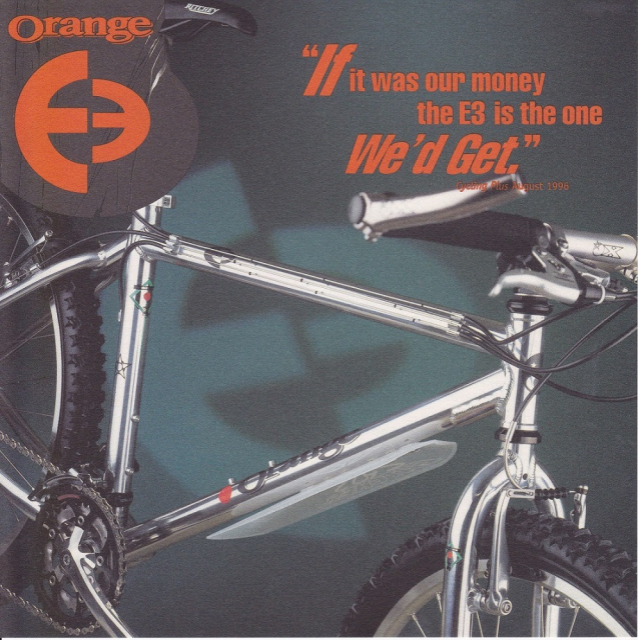
Specifications are liable to change without notice

Orange



***"If it was our money
the E3 is the one
We'd Get."***

Cycling Plus August 1996



Orange

At Orange we've never been afraid of flying in the face of fashion. Call us contrary, but this is often the starting point for looking at our design process. The narrow tubing of the E3 was a controversial decision. When first introduced on the market it went against the grain of the Fat Tube Theorists Society. The inherent discomfort of the oversize aluminium tubing which was required to afford the strength and stiffness so sought after in aluminium bikes, consistently punished the rider. We saw that as a brutal compromise, entirely alien to our ideals of comfort, and hence, performance.

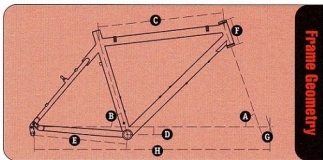
Build with our double-buttet Series 9.5 tubing, where each individual tube has the optimum profile and thickness specified by us, the E3 offers all the positive and desirable benefits of aluminium yet it gives an enviably smooth, responsive ride. It must be the only aluminium bike that is repeatedly praised for rider comfort. It effortlessly captures the power put through the pedals and transmits it to the back wheel. This combination of power delivery, positive control and comfort responds to being ridden at speed, it's a real thoroughbred.

E3 Features:

- Heat-treated 7005 custom double-buttet Series 9.5 aluminium tube set.
- Orange Mono Powerstay rear end.
- Machined externally buttet head tube with gusset at head tube/down tube junction for improved impact absorption.
- Clearflow bridgeless ovalised chainstays.
- Offset rear drop-outs for superior clearance.
- Replaceable rear derailleur hanger.
- Top routed cabling via brazed on bosses to avoid heat induced stress caused by welding.
- Orange polished/lacquered finish or tough epoxy powder coating.
- Bottle bosses on down tube and seat tube and Crud Catcher™ bosses.
- Front facing slot on seat tube/separate stainless steel seat clamp.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange aluminium F9 fork as standard.



E3 LX
with optional M525
SPD pedals



FRAME SIZE (inches)	17	19	21
A. Head angle (°)	70.5	70.5	70.5
B. Seat angle (°)	73	73	73
C. Top tube length (mm)	544.3	562.1	581.2
D. Bottom bracket height (mm)	35	35	35
E. Chainstay length (mm)	420	420	420
F. Head tube length (mm)	110	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1042.7	1055.1	1070
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	193	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 30 mm		
Frame weight (grams)	1490	1540	1610
Fork weight (grams)	670	680	700

Specifications are liable to change without notice

Orange
VIT T₂

"Can I have it's
Phone Number"

Maxim 1996

Orange



Orange VIT T₂

Orange bikes are not fanciful fashion accessories to decorate scenic backdrops. They are designed to perform in all conditions. That said the Vit T2 is as close as we come to making something more fanciful than simply functional. Just to behold the Vit T2 in the flesh, so to speak, will make you understand - its elegant lines, its fine construction - you can see this frame was built by a caring craftsman. But it doesn't end there, not only is it one of the most attractive bikes out there, it also offers awesome handling and a ride response that you probably never thought existed. Our philosophy with the Vit T2 was to build the ultimate mountain bike. Wishbone rear stays in titanium? Of course. Why compromise when you've gone this far already?

We only use 3Al/2.5V titanium in our Series T seamless tubing. It is Grade 9 quality, and as such, is of the highest strength. This is the only titanium whose performance backs up the reputation of the material, by offering incredible strength, fatigue resistance and the ability to stay looking good forever.

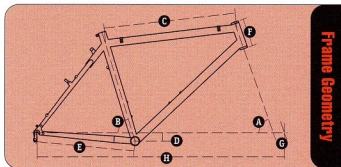
Pure and simple. You can probably do no better when choosing a high performance mountain bike for either racing or dedicated riding. Be warned though, your bank manager may disagree.

VIT T2 Features:

- Orange Series T seamless 3Al/2.5V titanium tube set.
- Orange Mono Powerstay rear end.
- Machined externally butted head tube.
- Butted seat tube.
- Ovalised chainstays.
- Offset drop-outs for superior clearance.
- Top routed cabling.
- Vapour blasted raw titanium finish.
- Bottle bosses on down tube and seat tube.
- USE 420 aluminium seat post as standard.
- Orange aluminium F9 fork as standard.



Vit T2 XT
with optional
M747 SPD
pedals



Frame Geometry

FRAME SIZE (inches)	17	19	21
A. Head angle (°)	70.5	70.5	70.5
B. Seat angle (°)	73	73	73
C. Top tube length (mm)	546.4	565.2	585
D. Bottom bracket height (mm)	35	35	35
E. Chainstay length (mm)	420	420	420
F. Head tube length (mm)	85	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1039.3	1056.8	1070
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	168	203	223
Seat post diameter	all seat posts 25.4 mm, shimmed to 28.2 mm		
Frame weight (grams)	1360	1480	1500
Fork weight (grams)	650	680	700

Orange



"It Eats up bumps, Jumps & hard landings"

MBUK June 1996



X1 Pro
with optional M525
SPD pedals and Rock
Shox Judy Downhills

Some people may be misled into thinking the X1 is a downhill only machine, but the bike's climbing prowess and unprecedented comfort lends itself to a far wider performance arena. By design the X1 is a fully-floating, super responsive machine that can be ridden anywhere.

The Unified Rear Triangle design avoids 'winding up' the rear suspension when power is applied through the pedals, allowing the shocker to do its work all of the time. The location of the Orange Power Pivot Point (PPP) gives direct traction control, meaning that instead of losing energy on climbs, with the X1 the rear wheel actually pulls down, increasing traction. The single oversized pivot cuts out the wallow so inherent with some other full suspension bikes, making the X1 extremely flickable - whilst at the same time it will eat up the toughest terrain.

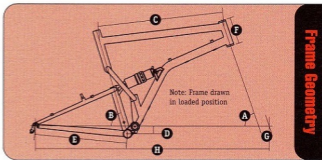
X1 Features:

Front end:

- Custom-butted series X cromoly tube set
- Machined externally butted head tube and pivot housing.
- Crud Catcher™ bosses/seat post depth stop.
- Front facing slot in seat tube/separate stainless steel seat clamp.
- Stress dispersing diamond boss mountings and slotted cable bosses brazed to avoid heat induced stress caused by welding.
- X-design shocker mounting welded at sides to maintain tube strength.
- Stump tube gusseted for maximum lateral rigidity at pivot.

Rear triangle:

- X-bend shock stays for maximum chain clearance.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Clearflow bridgeless ovalised chainstays.
- Tough epoxy powder coating.
- X-Design investment cast pivot clamps and custom drop-outs.
- X-Design fully adjustable sealed oversized pivot for outstanding lateral rigidity. Light weight self-lubricating thermo-plastic bearings. 6082 T6 hard anodised aluminium pivot bushes. Internal shim stack allows fine adjustment of pivots. Easy maintenance and adjustment with no special tools.



Frame Geometry

FRAME SIZE	S	M	L
A. Nominal head angle (°)	70.5	70.5	70.5
B. Nominal seat angle (°)	73	73	73
C. Top tube length (mm)	546	565	585
D. Nominal B/B height (mm)	35	35	35
E. Chainstay length (mm)	415	415	415
F. Head tube length (mm)	85	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1035.3	1051.5	1065
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm		
Frame weight (grams)	2850	2975	3100

Specifications are subject to change without notice