



Orange
MOUNTAIN BIKES

2009



INTRO

I first started mountain biking when my dad used to drag the family out for walks – I would take my cheap heavy steel bike along as I found walking slow and boring. It wasn't long before I'd got the bug and was saving for my first 'proper' mountain bike, an Orange Clockwork C16-R. I started racing Cross Country and generally hacking about on the bike on my estate after school. Whilst at an XC event someone mentioned there was going to be a downhill race held nearby – I didn't even know it existed before that! I spent that next year doing downhill events on the fully rigid Clockwork, and slowly picking my way up the results sheets against guys on full suspension bikes. I developed a real passion for downhill, and after a mish-mash of different bikes over the next few years, I ended up collecting a secondhand 222 and spent two seasons out in Les Gets, guiding and racing. It's a testament to any bike if they can withstand the hammering the bikes get out there, and I certainly wasn't gentle on that 222 – after two years, it was still going strong; I didn't even change the bearings!

Ever since then I've been riding and racing Orange downhill bikes, and more recently I've spent a lot of time on the Orange Five. I love the Five's snappy handling and the way it accelerates out of turns – for me it's become the ultimate bike for riding and training on in the UK. Orange have refined and developed their frames over the years, but also kept true to the simplicity and strength of their bikes – function always takes priority over fads and marketing trends. Listening to their riders, the geometries on the bikes have been tweaked over the past couple of years to further improve that confidence and performance, and the new additions of the Blood and the Alpine 160 are great for the range. The Blood is a real hardcore bike – no matter how hard I rode it over jumps and off drops I couldn't get it to squirm and it didn't complain once – it's so much fun to ride! A great bike-park frame whilst remaining light enough to pedal around the trail centres. The Alpine 160 comes in with slacker geometry and longer travel than the Five, so for me it's perfect for the more aggressive trails I enjoy riding in the Alps, and certainly for the wave of new Enduro downhill events we're seeing.

I'm a busy man, but love to spend as much time on my bikes as possible. Whether it's coaching people with Dirt School, testing out trails we've built with Back-on-Track, or racing on the UCI World Cup circuit, I know Orange bikes have got the function, reliability and strength I need to get the results right throughout their range. With the new additions and new ideas to test over the coming season, the future's most definitely bright....

ROWAN SORRELL

Rider, racer, writer, coach, trail-builder and believer

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OUR ORANGE



Like most industries nowadays, the world of mountain biking is a surprisingly complicated business. We've got our own trade shows, media, marketing, safety standards, forums, online shops, clubs, fashions, trail centres, blah blah blah – you name it, it's there. At the end of the day though, at Orange it always comes back to one thing that forms the absolute basis of the company, and that's an unswerving belief in the power of good old-fashioned bike building. Sure, if we shifted the focus and did things a little differently we could probably be a bigger and more profitable company, but like the saying goes, size isn't everything.

When it comes to day-to-day bike building, we're firm believers in a very straightforward principle – total faith in our ability to reconcile engineering practicalities with whatever theories might influence our designs. Everything we do comes down to this point. In some respects we've got it easy at Orange. By staying small scale, resisting the buy-outs and sticking to the UK, we've kept complete control over what we do and how we do it. The Halifax team who build our bikes are nothing short of craftsmen – expert metalworkers, engineers and welders who live and breathe bike building. They're also local lads: lads who know the landscape and understand the kind of abuse an Orange bike is likely to suffer over the course of its life. There's

something else, too – the guys who own the company are the same guys who started the company, and after 20 years that's something pretty special. Lester Noble and Steve Wade aren't businessmen, they're riders – after all, it was a personal quest to build bikes for themselves that

production, we believe they help make a difference, and they help make us Orange.

So what does all this mean in terms of bike building? It's simple, as a small, tight-knit community we enjoy unbelievable control and a unique freedom from the pressures of parent companies,

shareholders and the dreaded men in suits. The welders who build our frames are handpicked; we get to prototype whatever designs we like; we get to pick and choose our own favourite components; and we get to produce small volumes of some very special bikes indeed.

If there is a downside to the way we do things, it's that the apparent simplicity of our bikes hides the real work that's gone into them – just take a look at what Steve has to say, or learn about Strange and see how we develop an idea from CAD drawings and prototypes to a tried-and-tested finished product (or a bin full of bad ideas). It's true that compared to certain brands our bikes are far less likely to scream "Look at me". That's not what Orange is about. Instead, they whisper "Here's a bike that's built for riding, so enjoy the slop-free single pivot, marvel

at the precision-folded downtube and relax on board a bombproof heat-treated mainframe with load-spreading CNC machining and a hard-as-nails custom paint job you've chosen yourself." Starting to sound like the devil in your ear? Go on, give in – you know you want a bike that's built on belief, and built to go the distance.

HANDBUILT WITH PRIDE



SINCE 1988

led to Orange's birth and the UK's first workable full-suspension bikes. Today you'll see Steve and Lester out on the hills in Europe and at home, riding their pick of the Orange crop, or trying to break Strange prototypes in the name of product development. These things shouldn't be a big deal, but in a world of increasing automation, outsourcing and overseas

MOBILE

LESTER

IN THE WORLD OF ORANGE, CO-FOUNDER LESTER SPELLS IT OUT IN BLACK AND WHITE

What's your general view of the industry and where it's going?

Similar to every industry that's been established for some time – the market gets tighter, margins are shaved and more imitators appear. Being the small size we are gives us the freedom to work under the radar.

What makes a bike great?

A bike suited to your skills, and one which helps you progress to meet or exceed your riding aspirations.

How has the growth in overseas riding affected bike design?

Certainly, chair-lift riding expanded the freeride market as well as pushing the travel and strength aspects of bike design. We can now find a similar severity of trail here in the UK without the benefit of up-lifts, so being reasonably lightweight and easy to pedal is all part of the mix as well.

What have the new trail centres done for riders, and what have they done for bike manufacturers?

Personally, I think that trail centres are great. Being based in the Lake District almost all of my riding is on natural trails, so I appreciate the constant fun a hand-built trail can bring. They may not offer all the endurance and sheer adventure of a natural trail, but they can certainly fast-track riding skills. I know there can be a certain amount of snobbery and rivalry between hand-built and natural trail riders, but to me this is just plain silly. I can see that on natural terrain a bike has to take on all different challenges, warts and all, whereas a bike can be designed or customised around a certain type of hand-built trail. I use my Five on both.

What's your perfect kind of bike?

Having dabbled in XC racing in the early days, I still like to challenge myself to get uphill and downhill at a speed that I'm happy with, but at the same time I love trails that push my bike-handling skills. I'm not really confident on a bike in the air, but I am prepared to have a go at most trails where my tyres

remain on, or near to, *terra firma*. The Five is perfect for me. The geometry suits me, the frame is light and laterally rigid and, although the bike's travel is super smooth, the single-pivot design really suits my climbing style. Best of all, I'm not big on bike maintenance – hose down and oil the chain is about my limit – and the Five is about as low maintenance as they come. I also ride an ST4, which impresses me every time I take it out, but my skill level isn't good enough to not notice the extra travel the Five provides. With a lack of confidence limiting my air time, I don't need the extra strength provided by a Patriot, Alpine 160 or Blood. On trips to Morzine I have been known to take a Patriot, but I reckon that on those big trail adventures a Five fitted with a pair of Fox 36s relaxes the geometry enough for me, without going too silly on the trail choice.

How do commercial considerations influence bike design, and to what extent?

I'd say that they influence other manufacturers more than they do Orange. Obviously, manufacturing in Halifax brings with it higher labour costs than our competitors enjoy, but apart from that I think Orange holds all the aces. By using skilled engineers it means that we can create what we regard as the most efficient shapes without the need for moulds – this just isn't the case with our competition. Moulds are expensive, and costs are only recouped when upping the number of bikes made. This means designs may be compromised because they have to last years and, sometimes, the manufacturer must still include a design in their range even after it's been superseded by newer models. This basically means they can't be too 'adventurous' with bike designs. With Orange having the flexibility to do short production runs, we can be very specific in making the perfect bike for a riding style while knowing that if styles change then we can adapt very quickly.

How far are a bike's marketability and performance reconcilable? Can Orange still create the perfect bike if it needs to be marketable and profitable?

This can be a disadvantage for a company of our size because

we don't have the budget to properly market a bike. Instead, we rely on word-of-mouth and the fact that our customers are confident we wouldn't rush a new bike onto the market until we were totally happy with it. What's important is that so long as we keep the number of bikes tight, then we remain in total control. If we think a design is too expensive, we may work with a lower margin knowing that the design itself becomes a marketing tool by positively reinforcing the Orange brand.

What about fashions, trends and people's desire for new stuff and fancy gizmos?

Obviously we've always kept an eye on riding styles and the different disciplines that have migrated from the 'early-days-mountain-biking', and we do respond if it appeals to our large group of team riders and the riding friends that I like to refer to as the Orange 'family'. At the same time I like to think our designs, on occasion, have been responsible for actually starting some of the riding trends. As for fancy gizmos, that's something best answered by Steve. I've known Steve for the best part of 40 years – engineering is in his blood. He always designs using the same simple principle – function is everything, form follows on. Fancy gizmos and innovating for the sake of it just don't figure high in Steve's mentality.

Why has Orange survived when many bigger companies have really struggled or been taken over?

Firstly, I have to say that for any company to survive there has to be an element of good fortune, and we've had our fair share, particularly in the early days when our customers embraced what we were trying to achieve, saw the 'fun way' we were going about it and joined in. Short of this, I can't comment on why other companies have lost control, other than maybe going too big. What I will say, though, is that by far the most important ingredient in Orange's success is the people within the company. Steve and I are very fortunate with the team we have working within Orange. Their commitment to the brand is way over and above what we could reasonably expect, and it's the dedication and diligence of all the guys, and girls, that really makes the difference.



STRANGE WAYS

As well as big machines, skilled workers and gallons of tea, it takes an elusive mix of self-belief, imagination and raw nerve to survive in this game – believe us, we’ve been around long enough to know better than most. As an industry, mountain biking moves pretty quickly; as a manufacturer, it’s vital that Orange keeps one step ahead of the game when it comes to product development and satisfying the desire for better-performing bikes. Don’t get us wrong, this isn’t a problem – as obsessive riders ourselves, the need to improve and evolve our products isn’t just a matter of commercial survival, it’s in our nature and practically in our genes. After all, how else would we keep creating the bikes we want to ride ourselves? That’s where our development arm, Strange, comes in.

STRANGE
MOUNTAINBIKEINNOVATION

“WITH ORANGE, YOU KNOW NOTHING’S EVER DONE JUST FOR THE SAKE OF IT. THERE ARE PLENTY OF INNOVATIVE DESIGNS AND TECHNOLOGIES WE’VE BUILT AND TESTED, THEN SCRAPPED BECAUSE THEY WEREN’T AS GOOD AS OUR EXISTING IDEAS.”

Just as you’d expect from Orange, the real beauty of Strange is its simplicity. As a grassroots company making bikes for everyday riders, for us it’s the feedback and opinions of riders themselves that carries the biggest weight when it comes to product development. Whether it’s an internal gearbox, a whole new tube profile or just a couple of degrees shaved off a head angle, we’re firm believers in the good old-fashioned art of prototyping and real-world product testing. Sure, we can and do wire frames up to fancy sensors plugged into laptops, but at the end of the day it’s riding the contour lines, not looking at wavy lines on graph paper, that will prove a new design.

Strange is our opportunity to do some serious experimentation. It’s a chance to let loose the ‘mad professor’ inside everyone who works at Orange, and we mean everyone because the best ideas don’t always come from the most obvious places. It works like this. Someone in the team has an idea – it could be daft, but it could equally be the next big thing or the small but essential tweak that makes an existing bike perfect. So long as the idea’s driven by function and performance, not fashion and styling, before you know it that same idea’s been drawn, chewed over and then built as a one-off bike. In no time at all that prototype’s doing the rounds, being passed from rider to rider and getting pummelled in Spain, hammered around the Alps and thrashed up and down the Calderdale hills right here in Halifax. Chances are it’ll go back to the drawing board for tweaks and improvements, maybe once, maybe twice and often even more. We call it product testing Orange style, and it can’t really fail because there is no pass or fail, just getting to the truth by a process of elimination. Sometimes it’s a costly way of going about things in terms of time and resources, but at the end of the day it’s been the development process behind most of our bikes and all of our new ideas, ideas like the new linkage-driven suspension on our Blood and ST4. Ok, so plenty of Strange frames end up in the bin, but that’s not a waste, that’s real-life trial and error, and producing truly great bikes absolutely depends on it. Beware anyone who tells you different.

This is what Strange is all about. And this is the real beauty of being a small-scale outfit able to respond quickly; a UK company owned and run by imaginative riders who believe in taking a risk; and a company that likes to know every production bike is the end result of a process that goes something like this. So next time you see a Strange frameset, by all means drool over it, but also feel sorry for it – it’s had a tough life, and it might just end up as a giant paperweight on one of our desks.



STEVE WADE

No-nonsense

The whole bike industry thing intrigues me, but it drives me mad at the same time. The way I see it, designers and manufacturers spend too much time worrying about hype or sales? What if all you want to do is build the best bike for a given task? Don't get me wrong, I'm not completely against the whole press thing – it's just that I'm a lot more bothered about what everyday riders think about our bikes. A magazine report is one thing, but feedback from the guides, racers and enthusiasts who ride our bikes day in, day out – that's what it's really all about for me, and it's priceless in terms of genuine product development.

People reading this will think I'm bound to say what I'm saying, and that it's all part of a clever anti-marketing branding strategy or whatever – to be honest, I'd probably think the same in their shoes – but ask anyone who actually knows me and they'll tell you it's definitely no strategy. Ultimately people will believe what they like, but the reality for me is that designing commercially always comes second to designing bikes that perform as faultlessly and reliably as possible.

At Orange I'm lucky enough to enjoy the freedom to design more or less how and what I want – it's one of the perks of being a small, responsive company with a loyal customer base that trusts what we do. For me though, real design freedom doesn't mean coming up with space-age framesets just for the sake of it – I'll leave that to the bike businesses built on so-called 'innovation', the businesses serving bikers who crave the latest thing regardless of whether it actually works and lasts. For me, design freedom means being left to do exactly what it is I think is necessary to perfect a frameset, even if that means virtually nothing, just tweaking a head angle, stretching a top tube or lowering a bottom bracket. A few people say our bikes look a little industrial, or that they've not really changed in years – in reality those people are probably never going to choose an Orange, while the bikers who actually ride our bikes either love that look or couldn't care less because they're too busy enjoying riding them, not gazing at them.

The new Alpine 160 is a good example of how an idea's evolved over the years in response to my own experience and real-world rider feedback. Biking in the Pennines, Spain and the Alps, and mixing with like-minded riders, mountain bike guides and their guests, it made me realise there was a bike missing from our range – basically a cross between the Patriot and the Five. I guess the magazines and marketers call it all-mountain because they have to give it a name for buyers to understand it. To me, it's just a bike that makes perfect sense when you ride it, even if it doesn't sound particularly 'innovative' on paper. There's nothing too visually or technologically advanced about it – no complicated links, fancy shock gadgets or fashionable hydroforming – but it mixes cross-country and downhill-inspired geometry in a way that's not really been done before. I know for a fact that some people won't understand or appreciate the Alpine just because it looks too simple or feels 'weird' in the shop car park, but the truth is that out on the hill it'll climb and traverse all day, then allow you to pick the same routes down as a DH bike. Basically it's a bike built for maximum fun – one that opens up as much of the mountain as possible, then tempts you onto new trails and more exciting lines, and it does this day after day without rattling itself to bits. It's the perfect bike for me, and at the end of the day, if I'm completely honest, that's who I originally designed it for.

Steve Wade, designer and co-owner, Orange Mountain Bikes



"THE INNOVATIVE
THING ABOUT ORANGE
IS THAT WE'RE
ONE OF THE FEW
COMPANIES THAT
NEVER 'INNOVATES'
FOR THE SAKE OF IT."

224

EVOLUTION

**WORLD CUP SUPERSTAR OR
LOCAL PRIVATEER, THIS IS THE
BIKE THAT GETS RESULTS.
TRIED, TESTED AND PROVEN,
TIME AFTER TIME**



Team Mojo Orange, run by Chris Porter, fly the Orange flag all over the world. As well known for racing local as well as global, the team is built from a mix of experienced World Cup riders and young guns at the start of their blazing career. Support for riders at this level is something that Mojo do incredibly well, no rider can be a part of the Mojo set-up and not learn an enormous amount about the inner workings of the sport.

We're proud at Orange to be involved with the Mojo team. The feedback we receive in terms of development is invaluable. Mojo test systems properly, they run data logging systems and check performance based on real world factors. You might think that this is just for downhill bikes, but the Mojo team get their hands on a fair few prototypes, with their practical approach to testing, reaction from their riders is an important ingredient in the mix that makes Orange bikes perform at the cutting edge.

224

"REAL-WORLD RESULTS PROVE IT - THIS IS A BIKE WHOSE RACE-WINNING PERFORMANCE YOU CAN COUNT ON DAY IN, DAY OUT."



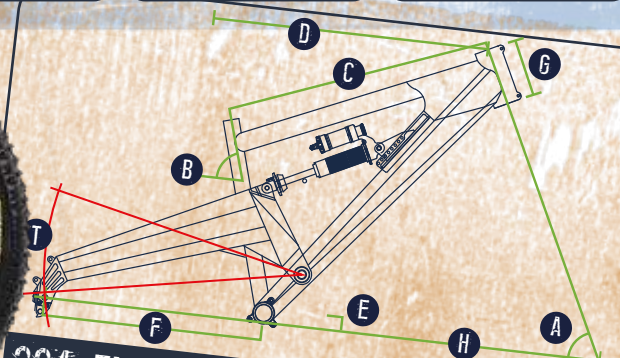
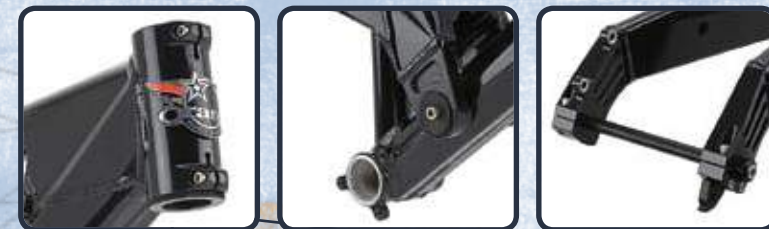
RACE

What can we say about the 22X series that hasn't already been said by a string of world champions, hundreds of privateer racers and a seriously enthusiastic biking press? It's simple - just like its legendary predecessors, the 2009 224-evolution is designed and built for off-the-peg downhill speed and competition victory at every level.

At the heart of the 224-evolution lies massively stiff but lightweight front and rear ends, joined by our famously reliable and slop-free oversized single-pivot assembly. A wide axle clamp area enhances already phenomenal tracking, while the 224-evolution's eccentric headtube system and adjustable shock mount enable independent tweaking of the bike's head angle, wheelbase and bottom bracket height - perfect for individual riding styles or terrain and gradients that change from course to course.

The end result is breathtaking - a super-plush, super-stiff yet highly manoeuvrable DH bike, equally at home on the international and domestic race circuits or pinning it just for fun. But don't take our word for it - take a look around and believe what you see.

"TRY NEW LINES AND TRAIN ALL YOU LIKE, BUT THE 224-EVOLUTION IS YOUR QUICKEST ROUTE TO THE PODIUM."*



224-EVOLUTION GEOMETRY

MONOCOQUE / GGG1-T6 CUSTOM BUTTED ALUMINIUM TUBE

FRAME SIZE	15"	17"
A. HEAD ANGLE	64°	64°
B. SEAT ANGLE	72°	72°
C. TOP TUBE	546	564
D. EFFECTIVE TT	570	590
E. BB HEIGHT	+19	+19
F. CHAINSTAY	445	445
G. HEAD TUBE	120	120
H. WHEELBASE	1181	1201
T. REAR TRAVEL	215	215
SHOCK LENGTH	240	240
SEAT TUBE Ø	27.2	27.2
STANDOVER	718	768

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL


OPTIMUM	200 mm
MAX	200 mm
MIN	160 mm

- ☐ Single Crown
- ☒ Triple Clamp

RIDE GUIDE

- ☒ Downhill ★★★★★
- ☒ Freeride ★★★★★
- ☐ All-Mountain ★★
- ☐ XC-Trail
- ☐ Adventure
- ☐ Touring

WORLD CUP

A person wearing a green shirt and blue jeans is performing a wheelie on a blue mountain bike. The bike is tilted upwards, and the person is holding the handlebars. The background is a dense forest with tall trees and a ground covered in brown autumn leaves. The lighting is natural, suggesting daytime.

IT'S ALL IN THE BLOOD

AT ORANGE WE'VE NEVER BELIEVED IN DOING THINGS BY HALVES. THE BLOOD IS A BIKE THAT'S ABOUT GOING BIG, OR GOING HOME

BLOOD

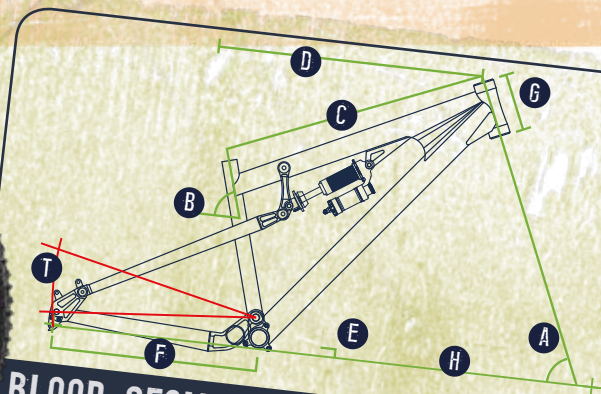
With their mixture of man-made and natural features we all know that trails aren't what they used to be, but if you're lucky enough to ride a Blood, that's no bad thing. The first of our bigger-hitting bikes to feature a tough but neat rocker link, the Blood delivers a stiff and super-responsive ride designed to handle the most technical natural terrain as well as the gaps, drops, wall rides, ladders and berms some of us love to session. Burly construction, a carefully controlled five inches of rear wheel travel and a 66° head angle inspire confidence when the going gets rough or steep, but the Blood's short back end, steepened seat angle and inspired suspension configuration mean the only thing you'll push on this bike is your own technical limits.

A sweet-handling trail and slopestyle bike with a massive fun factor in the air or on the ground, and a bike you can still pedal anywhere – the Blood doesn't rewrite the rules, it bins them altogether.



ROCKR SHOCK CONTROL

We love single-pivot simplicity at Orange, and the Blood is essentially a single pivot with a twist. Without getting too technical, the Blood's ROCKR-Link is a way of achieving a highly durable 2.5:1 leverage ratio while carefully controlling the shock's progression to optimise how the frame and shock work together. In practice this means a bike you can pedal, but one with a highly active and fast-reacting back end that delivers a super-supple initial stroke and a mid to end stroke which never shoots through its travel – perfect for those big hits. When it comes to actual rear wheel travel, it's a triumph of quality over quantity. Ride one – you'll see what we mean.



BLOOD GEOMETRY

MOLDED AND FORMED 6061-T6/CUSTOM BUTTED ALUMINIUM TUBE

FRAME SIZE	15"	17"
A. HEAD ANGLE	66°	66°
B. SEAT ANGLE	74°	74°
C. TOP TUBE	562	577
D. EFFECTIVE TT	580	600
E. BB HEIGHT	-6	-6
F. CHAINSTAY	432	432
G. HEAD TUBE	120	120
H. WHEELBASE	1146	1156
T. REAR TRAVEL	127	127
SHOCK LENGTH	190	190
SEAT TUBE Ø	27.2	27.2
STANDOVER	724	745

Unless otherwise indicated all measurements are in mm.
Frame angles are measured static, without rider sag.
Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	160 mm
MAX	160 mm
MIN	140 mm
<input checked="" type="checkbox"/> Single Crown	
<input type="checkbox"/> Triple Clamp	

RIDE GUIDE

<input type="checkbox"/> Downhill	★★★★
<input checked="" type="checkbox"/> Freeride	★★★★★
<input checked="" type="checkbox"/> All-Mountain	★★★★★
<input type="checkbox"/> XC-Trail	★★★★
<input type="checkbox"/> Adventure	★★★
<input type="checkbox"/> Touring	★





ALPINE 100

"THIS IS A TRUE BIG-FUN BIG-MOUNTAIN TRAIL BIKE. RIDE AFTER RIDE IT'LL TAKE YOU TO THE BACK OF BEYOND WE CALL CROSS-COUNTRY, THEN TEMPT YOU ONTO THE DAREDEVIL LINES WE CALL DOWNHILL."

ALPINE 160

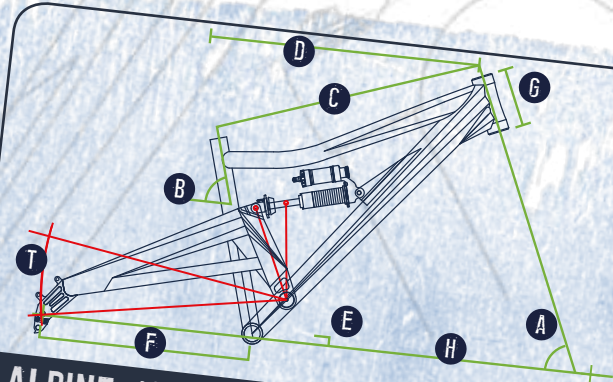
A couple of years ago we created the Alpine Five, an elusive big-mountain dream machine with a production run of just 25. Today, after subtle refinements made in response to worldwide testing and rider feedback, we present the Alpine 160 – the go-anywhere thoroughbred you've all been waiting for.

Everything about the Alpine 160 points to versatility, reliability and astonishing speed and agility whatever the terrain or gradient. Breathtaking downhill handling comes from a relaxed head angle and low standover and bottom bracket heights, coupled with massive lateral stiffness provided by a burly monocoque downtube, revamped single-pivot assembly borrowed from our legendary 224-evolution downhill bike and a Maxle rear dropout. A mixture of Reynolds and 6061 tubing delivers a combination of superb rigidity and impressive strength-to-weight ratios, and new CNC-machined shock mounts help dissipate loads and eliminate areas of stress. Meanwhile, the Alpine's steepened seat angle, short back end and careful pivot positioning deliver comfort and climbing efficiency you'd have thought impossible in a bike this fun to ride.

Pedal all day, hit the Alpine lifts or destroy a Megavalanche – it's your call, but the one bike you need is an Alpine 160.



"MORE THAN ANY OTHER BIKE WE'VE PRODUCED, THIS ONE OPENS UP VIRTUALLY EVERY LINE ON EVERY MOUNTAIN YOU'RE LIKELY TO RIDE."



ALPINE 160 GEOMETRY

MONOCOQUE/6061-T6 REYNOLDS CUSTOM BUTTED ALUMINIUM TUBE

FRAME SIZE	16"	18"
A. HEAD ANGLE	66.5°	66.5°
B. SEAT ANGLE	74°	74°
C. TOP TUBE	559	577
D. EFFECTIVE TT	580	600
E. BB HEIGHT	+6	+6
F. CHAINSTAY	435	435
G. HEAD TUBE	120	120
H. WHEELBASE	1153	1173
T. REAR TRAVEL	160	160
SHOCK LENGTH	215	215
SEAT TUBE Ø	27.2	27.2
STANDOVER	724	762

Unless otherwise indicated all measurements are in mm.
Frame angles are measured static, without rider sag.
Bottom bracket height measured from axle.

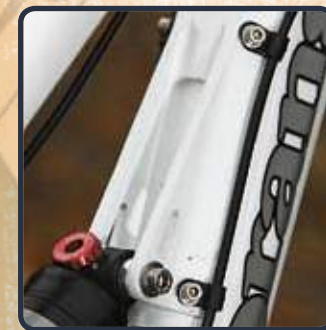
FORK TRAVEL

OPTIMUM	160 mm
MAX	160 mm
MIN	140 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill ★★
- ☒ Freeride ★★★★★
- ☒ All-Mountain ★★★★★
- ☐ XC-Trail ★★★★★
- ☐ Adventure ★★
- ☐ Touring ★



YOUR ORANGE

"CUSTOM BIKES DON'T HAVE TO BREAK THE BANK OR INVOLVE AN ENDLESS SEARCH FOR ELUSIVE COMPONENTS - ORANGE CAN DO IT RIGHT WHEN THEY BUILD YOUR BIKE."



FOX
RACING SHOX

BOTTOM BRACKETS

HUBS

MADE IN UK
hope

HEADSETS

BRAKES

When you set out to buy a bike, you'll have ideas of what you're looking for. You know how you ride, you know the terrain you're going to be riding; in an ideal world your personal mechanic would pick the parts from the workshop shelf and set the bike up exactly as you want it. We understand only too well that's what you want. Even when we go out riding in a bunch, there's probably not two bikes the same, why should it be any different for you?

That's why when you buy an Orange mountain bike we give you component options. We've tried, tested and ridden more bike parts than we care to think about and we use that experience to cherry-pick the best selection to fit to your bike and the way you may use it. Rather than wasting time retrofitting upgrade parts to your bike and throwing away the original, you can choose your optimum bike spec right from the build room at the factory. That way you hit the trails on day one with a bike that's perfect for you.

OPTIONS

Disc Brakes Upgrades:

Select Upgrade...

Forks Upgrades:

✓ Select Upgrade...
Fox Float RLC 140 QR15 [+£100.00]
Fox 32 TALAS RLC 100-140 QR15 [+£170.00]
Fox TALAS 36R 100-160mm [+£335.00]

Hope Pack Upgrades:

Select Upgrade...

Maxle Upgrades:

Select Upgrade...

Performance Pack Upgrades:

Select Upgrade...

UST Wheel Upgrades:

Select Upgrade...

SRAM X9 or Shimano XT Upgrades:

Select Upgrade...

Custom Paint Option:

Select Option...

Print

CHOOSE YOUR DRIVE TRAIN



FREERIDE PACK



MAXLE YOUR FIVE

Not sure what you want? No problem. Nip along to our website and you can easily see all the essential component choices for each bike using our 'Options' system. You can choose from a selection of the best components around and on some models even pick the colour of the paint.

Once you're done, print a spec sheet so your dealer can see exactly what you want.

FIVE



PRO

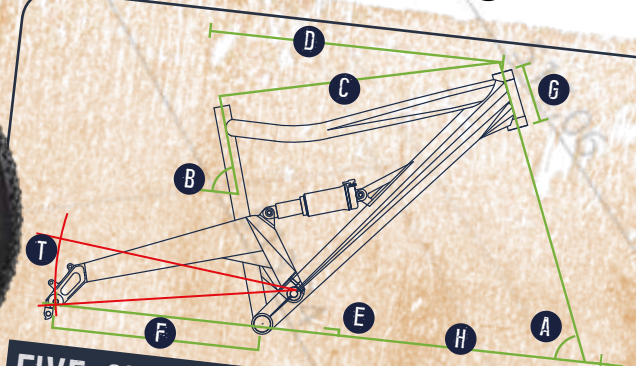


SE



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"HANDLING, STIFFNESS, BALANCE, GEOMETRY AND RELIABILITY DON'T COME BETTER THAN ON THE ORANGE FIVE, AND TOGETHER THEY MAKE FOR AN INSPIRATIONAL BIKE." **mbr**



FIVE GEOMETRY

MONOCOQUE/6061-T6 REYNOLDS CUSTOM BUTTED ALUMINIUM TUBE

FRAME SIZE	14"	16"	18"	20"
A. HEAD ANGLE	67°	67°	67°	67°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	542	557	576	596
D. EFFECTIVE TT	564	582	602	620
E. BB HEIGHT	+6	+6	+6	+6
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	100	120	120	140
H. WHEELBASE	1096	1116	1140	1160
T. REAR TRAVEL	140	140	140	140
SHOCK LENGTH	190	190	190	190
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	680	716	755	791

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	140 mm
MAX	160 mm
MIN	140 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☒ All-Mountain
- ☒ XC-Trail
- ☐ Adventure
- ☐ Touring

★★★★★
★★★★★
★★★★★
★★★★★
★

While all of our bikes could claim to be ideal for all riding, it depends on what your idea of 'riding' entails. Some riders never leave the ground and never let their heart rates drop below redline. Others spend more time sliding through turns, airborne or just plain larking around. Who makes a bike for all of them? Well, we do, and it's the Five.

The Five genuinely *is* our true all-rounder. As happy on a race course as it is with a six inch fork going faster than you think you should. The Five has been with us for years, brought up to line with every technological and geometry improvement; you could say it's as state-of-the art as it's always been.

There are many reasons that you see so many Fives on the trails. Firstly, with the simplicity of a single pivot and the solidity of a welded-in-Halifax frame, they just don't break down. Secondly... they're just the most unflappable bike out there. If you're going to be playing Trail Bingo for a weekend – a bit of map reading, a bit of 'let the locals show you the trails' and a bit of good old getting lost, you won't find a better partner. The Five's smooth, capable travel and no nonsense geometry will cope coolly with everything from the rockiest trails that the locals will come up with, to the 'just over that hill' misdirected death-march back home from your sketchy navigator.



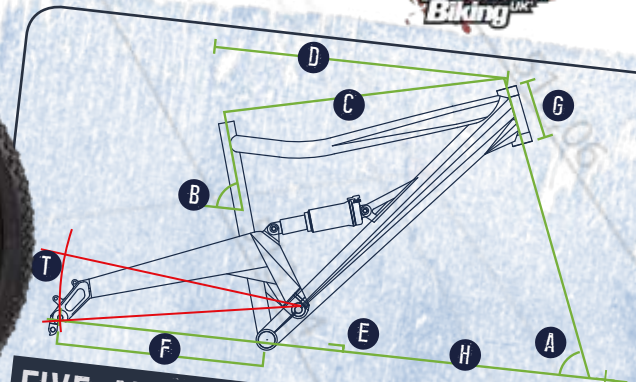
GET LOST,
FIND
YOURSELF

FIVE

FIVE SPECIFIC TECHNOLOGY



"IF YOU LIVE FOR EPIC RIDES IN BIG COUNTRY THE ORANGE TAKES THE EDGE."



FIVE AM & DIVA GEOMETRY

FRAME SIZE	DIVA	AM 16"	AM 18"	AM 20"
A. HEAD ANGLE	67°	66°	66°	66°
B. SEAT ANGLE	73°	72.3°	72.3°	72.3°
C. TOP TUBE	499	559	577	601
D. EFFECTIVE TT	517	580	600	620
E. BB HEIGHT	+6	+6	+6	+6
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	100	120	120	120
H. WHEELBASE	1051	1153	1173	1193
T. REAR TRAVEL	140	140	140	140
SHOCK LENGTH	190	190	190	190
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	680	740	777	815

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	140 mm
MAX	160 mm
MIN	140 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☒ All-Mountain
- ☒ XC-Trail
- ☐ Adventure
- ☐ Touring

Since we introduced the Five Diva with women's specific geometry, we have been overwhelmed by the demand. It's now a staple model in the range. Designed with revised frame angles and a shorter top tube, the Five Diva fits the smaller female physique to ensure the rider's on-bike posture enables energy efficient power delivery in comfort. We complete the package with a female-friendly component kit.

The Five AM (All-Mountain) came about as it's a component spec we often run ourselves. If your typical riding takes in the Welsh or Scottish mountains or you're a regular 'Alpinist' then the Five AM package makes a lot of sense. Ultra sure when descending and plenty of gusto to combat those long climbs.

FUELED BY ADRENALIN

"BIKES OF THIS TRAVEL ARE MOSTLY ALL ABOUT SEAT UP, LONG STEM PAIN. OF COURSE IT CAN DO ALL THAT NONSENSE BETTER THAN A LOT OF BIKES THAT BOAST THE SKILL, BUT WHERE THE ST4 SCORES IS IN ITS ALL-ROUND ABILITY AND SECURITY AT DOWNHILL SPEED."

dirt
mountainbike
magazine

"THE ST4 IS A BLADE RUNNER...
...IT'S A BIKE THAT WILL PAY BACK FINE RIDING."

dirt
mountainbike
magazine



The ST4 is a departure for us, both visually and in terms of ride-feel. This is a trail-bike, through and through and, while it's happy on the steep stuff, where it excels is in nailing unpredictable trails at all speeds. Show it a twisted, rooty, slaty trail heading deeper down into the woods, or a ten minute, slow speed, pick-a-line, rocky Lakeland climb and it'll conquer both.

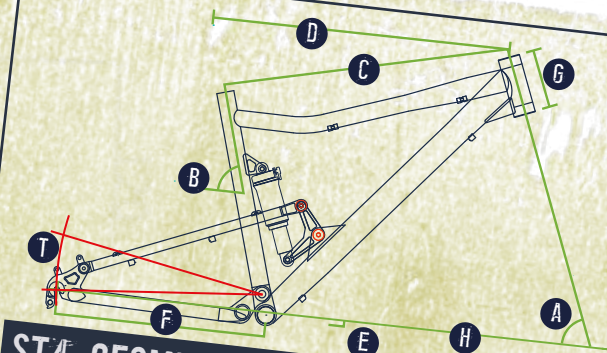
The ST4 sits up in its travel, ready for anything and with a trail-tuned geometry giving telepathic steering control at any speeds – up or down hill. If you're a dyed in the wool hardtail rider, you'll find yourself going faster than you ever thought without sacrificing the pinpoint accuracy you're used to. If you're a full suspension fan, tired of the 'buck and bob' of some suspension designs, you'll love the bottomless feel of the ST4s suspension that still allows 2mph power moves on previously impossible climbs.

Whether fighting the unknown of a dark 24-hour race course, pinning a trail centre's black run on a rainy day, or just out to enjoy the ride, the ST4 is ready to motor.



ROCKR SHOCK CONTROL

Power, they say, is nothing without control. While you provide the power, the Orange ST4 is the new definition of control. Suspension is basically there to control the bike's geometry. On a 100mm travel bike you would most likely expect to find a 165mm shock. On the ST4 we run a 190mm custom tuned Fox RP23 shock activated by our ROCKR link to give 100mm of supple rear wheel travel. By running at a 2:1 low leverage ratio, we can accurately control the stroke of the shock better than ever before and dial in the best ride quality for a whole mix of terrain.



ST4 GEOMETRY

6061-T6 CUSTOM BUTTED ALUMINIUM

FRAME SIZE	DIVA	16"	18"	20"
A. HEAD ANGLE	68°	68°	68°	68°
B. SEAT ANGLE	74°	74°	74°	74°
C. TOP TUBE	521	556	576	599
D. EFFECTIVE TT	540	580	600	620
E. BB HEIGHT	-6	-6	-6	-6
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	120	120	120	120
H. WHEELBASE	1046	1104	1125	1147
T. REAR TRAVEL	110	110	110	110
SHOCK LENGTH	190	190	190	190
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	684	699	736	786

Unless otherwise indicated all measurements are in mm.
Frame angles are measured static, without rider sag.
Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	120mm
MAX	130mm
MIN	100mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☒ All-Mountain
- ☒ XC-Trail
- ☐ Adventure
- ☐ Touring

STAILS

PURE &
SIMPLE





PRO

"BEST ON TEST HERE, THE ORANGE HAS THE MOST NON-SENSIBLE APPROACH - NOTHING TOO FLASHY, BUT IT RIDES BRILLIANTLY WITH EXCELLENT BALANCE."



mbr



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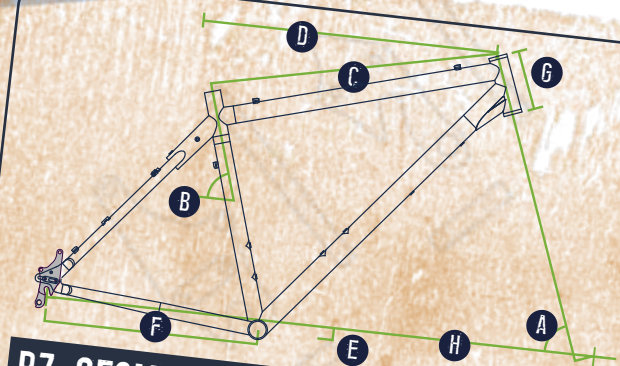
A unique double butted CroMo tubeset lies at the heart of Orange's best selling bike ever, the P7. It's also the key to its versatility. It's been central to the Orange line-up for over ten years. Today, it's the same, versatile platform, gently updated to take advantage of new technology and to make it, well, even more versatile.

Want to cycle tour to Istanbul? Into the whole singlespeed thing? Want a super-tech hardcore hardtail? There's a P7 model for you. For 2009 we even added an ISCG chainguide - so even if you fancy trying a state-of-the-minute SRAM Hammerschmidt, you can.

But what if you just want a mountain bike that'll handle the trails? That has always been at the heart of the P7 ride. Deep down, it's 'just' a mountain bike - and the beauty of mountain bikes is that they have so many uses: as many as there are owners. The steel chassis gives a lively, but direct feel, the versatile geometry allows the P7 to please everyone from tech-fest Lakeland riders to map-crossing all-day (or all-summer) adventurers.



ONE



P7 GEOMETRY

DOUBLE-BUTTED CRO MO STEEL

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	69°	69°	69°	21°
B. SEAT ANGLE	73°	73°	73°	69°
C. TOP TUBE	544	559	576	597
D. EFFECTIVE TT	560	580	600	620
E. BB HEIGHT	-35	-35	-35	-35
F. CHAINSTAY	430	430	430	430
G. HEAD TUBE	100	120	120	140
H. WHEELBASE	1069	1090	1110	1131
SEAT TUBE Ø		27.2 shim to 29.6		
STANDOVER	697	742	781	821

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	140 mm
MAX	140 mm
MIN	100 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☒ All-Mountain
- ☒ XC-Trail
- ☒ Adventure
- ☒ Touring

★★★★★
★★★★★
★★★★★
★★★★★

R8

TRUST YOUR INSTINCTS

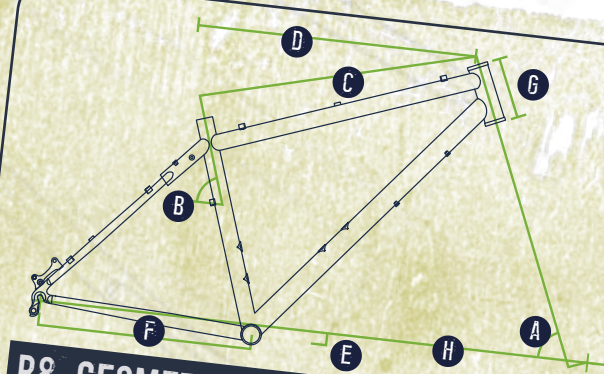


There's something alive about a good, light steel frame: it's a feeling that you can't explain to someone brought up on full sussers or jumpy hardtails.

Riding flat out, with your arse on fire, carving the corners, stamping on the big ring is the only way to appreciate our new R8. Like a lightweight racing car with a V8 on song, the R8 bristles with potential speed. It's a speed that must be earned though. It won't make you a great rider if you're not a good rider to start with. It'll flatter good lines and punish bad ones, but you'll know when you're riding just right, as the R8 moves with you – steering with the slightest tilt of the hips as you speeder-bike your way through the singletrack.

We couldn't have made the R8 without Reynolds. At the heart of the frame is Reynolds' strong, thin and light 853 tubing. It hardens with welding, making the joins even stronger than the tubes themselves. And it builds into a beautiful machine with the svelte lines of a true classic.

There are riders out there who've never known the feel – that otherworldly connection with the trail – that a steel frame can give. Pity them. And then leave them in your dust...



R8 GEOMETRY

REYNOLDS 853 DOUBLE-BUTTED CRO MO STEEL

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	71°	71°	71°	71°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	550	566	585	611
D. EFFECTIVE TT	569	590	610	630
E. BB HEIGHT	-38	-38	-38	-38
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	125	125	125	125
H. WHEELBASE	1042	1062	1082	1102
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	684	699	736	786

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	100 mm
MAX	130 mm
MIN	100 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☐ All-Mountain
- ☒ XC-Trail
- ☒ Adventure
- ☒ Touring

★★★★★
★★★★★
★★★★★

CRUSH

"THERE'S JUST SOMETHING ABOUT THE CRUSH.
IF YOU'RE AN INCURABLE THRILL-SEEKER
WHO LIKES TO RIDE ON THE EDGE, THIS IS
THE BIKE FOR YOU."



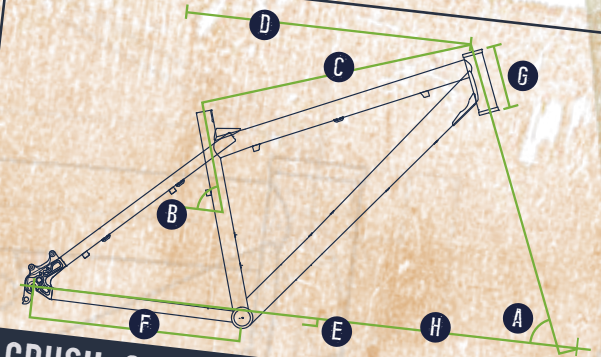
Forget links, pivots and platform damping, the Crush takes things back to basics, raises the stakes and really puts the buzz back into biking. It's a bike that reflects our long-standing belief in pushing the limits for the sake of big thrills.

Designed around a grin-inducing 140mm fork, the Crush's burly 6061-T6 aluminium frameset is reinforced in all the right places and built to take the knocks. The hydro-formed downtube with flared, over-sized top section complements a ring-reinforced head-tube, delivering massive overall rigidity for superb tracking through the rough stuff. Meanwhile, rounded seat stays take the worst of the sting from the back end, giving a smidgen more comfort without compromising the bike's killer acceleration. Finish off with a relaxed head angle, clearance for big tyres and a bottom bracket height that clears the deck but still keeps things stable, and you've got a perfectly balanced hardtail that just blew your excuse to ride it like one.

Tough, fast and built to go the distance, this is the hard man of hardtails. Make no mistake, the Crush goes anywhere you dare.

"IF YOU'RE AFTER A SERIOUSLY TOUGH, SURE-FOOTED TRAIL BIKE THAT'LL SCRABBLE UP HILLS AND SCREAM BACK DOWN THEM THEN THE CRUSH IS A STEAL. ITS STABILITY MEANS WELCOME SAFETY AS SPEED AND GRADIENTS GET SILLY."

**Mountain
Biking^{UK}**



CRUSH GEOMETRY

6061-T6 CUSTOM DOUBLE BUTTED ALUMINIUM

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	67.9°	67.9°	67.9°	67.9°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	563	572	588	605
D. EFFECTIVE TT	571	591	611	629
E. BB HEIGHT	-15	-15	-15	-15
F. CHAINSTAY	435	435	435	435
G. HEAD TUBE	130	130	130	150
H. WHEELBASE	1104	1124	1144	1154
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	704	748	788	832

Unless otherwise indicated all measurements are in mm.
Frame angles are measured static, without rider sag.
Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	140 mm
MAX	150 mm
MIN	120 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☒ All-Mountain
- ☒ XC-Trail
- ☐ Adventure
- ☐ Touring

★ ★ ★ ★ ★
★ ★ ★ ★ ★
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EVO8



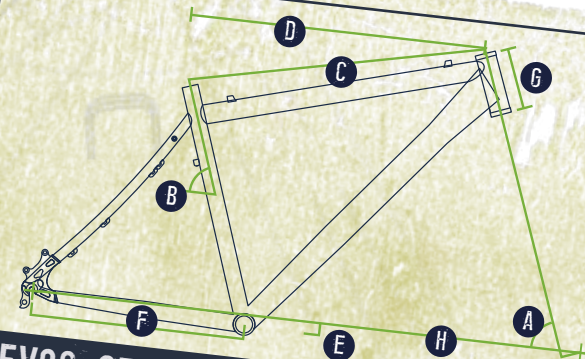
Always designed to be fast, furious and demonically direct, as the name suggests the Orange EVO8 is an evolutionary progression of the functional hard-core XC aluminium mountain bike.

A feature of good aluminium frame construction is that the rigidity of the material gives very direct power transfer from the drive train. On the downside, this can make long distance rides on a stiff aluminium hardtail a daunting prospect.

Taking the sting out of the tail on alloy XC frames has always been high on the Orange priority list. On long haul rides, high frequency trail buzz can be physically wearing on a rider, and that's where the EVO8's radially curved seat-stays come into play. Their subtle shape soaks up trail vibrations, before they reach the rider, meaning that, more than ever, you'll be hitting the hills on all-day epics with a renewed passion for putting the miles under your belt.

A work of art or a form of function? You decide. Either way, the EVO8 pushes the fast-rider's aluminium trail hardtail to a new level of performance.

"THE EVO8 IS A SERIOUSLY STRAIGHT FORWARD BIKE, IN A GOOD WAY. IT PERFECTLY DEMONSTRATES SOMETHING ORANGE HAVE ALWAYS BELIEVED IN - MINIMUM FUSS, MAXIMUM FUN."



EVO8 GEOMETRY

6061-T6 CUSTOM DOUBLE BUTTED ALUMINIUM

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	71°	71°	71°	71°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	550	566	585	611
D. EFFECTIVE TT	569	590	610	630
E. BB HEIGHT	-38	-38	-38	-38
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	125	125	125	125
H. WHEELBASE	1042	1062	1082	1102
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	684	699	736	786

Unless otherwise indicated all measurements are in mm. Frame angles are measured static, without rider sag. Bottom bracket height measured from axle.

FORK TRAVEL

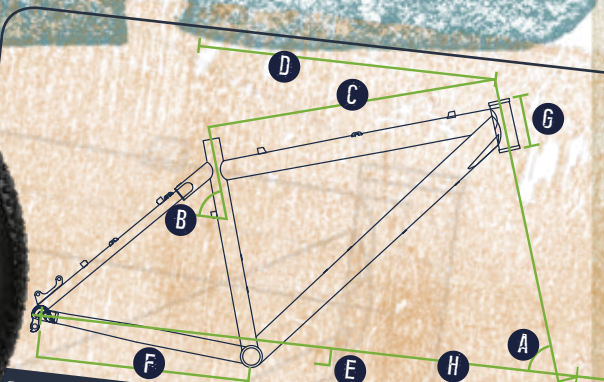
OPTIMUM	100 mm
MAX	130 mm
MIN	100 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill
- ☐ Freeride
- ☐ All-Mountain
- ☒ XC-Trail
- ☒ Adventure
- ☐ Touring

★★★
★★★★★
★★★★★
★★★★★



G-SERIES GEOMETRY

G061-T6 CUSTOM BUTTED ALUMINIUM

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	71°	71°	71°	71°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	553	568	588	610
D. EFFECTIVE TT	573	593	612	631
E. BB HEIGHT	-36	-36	-36	-36
F. CHAINSTAY	420	420	420	420
G. HEAD TUBE	100	100	120	140
H. WHEELBASE	1042	1062	1082	1102
SEAT TUBE Ø	27.2	27.2	27.2	27.2
STANDOVER	672	713	758	800

Unless otherwise indicated all measurements are in mm.
Frame angles are measured static, without rider sag.
Bottom bracket height measured from axle.

FORK TRAVEL

OPTIMUM	100 mm
MAX	130 mm
MIN	100 mm

- ☒ Single Crown
- ☐ Triple Clamp

RIDE GUIDE

- ☐ Downhill ☒
- ☐ Freeride ☒
- ☐ All-Mountain ★
- ☒ XC-Trail ★★★★★
- ☒ Adventure ★★★★★
- ☐ Touring ★★★

The G-Series bikes showcase the Orange approach to mountain biking: namely, nothing should get between you and a great ride. Look over the elegant tubing, gusseted main triangle and signature wishbone seatstays. There are no fancy frills, no whizz-bang gadgets or marketing gimmicks. And no spanking pricetags either.

Nothing is there unless it's going to inspire you to get out of the door for a great ride. And we know what goes into making a great ride. With 20 years of experience at making mountain bike hardtails, we've been able to tune the ride to bring you the ideal balance between performance and comfort.

The G-Series bikes aren't short on useful features though; disc brakes are standard, lock-out suspension is fitted for long climbs and town-sign sprints and there are even Crud Catcher™ bosses to show our British roots.

Whether you're after an of-the-shelf introduction to big days in the hills, or a bike that'll see you commuting, towpath pubbing and 24 hour racing, all on the same bike, the G-Series bikes are capable of it all.

MY ORANGE

A web site just for you – Orange bike owners. Every Orange bike buyer is automatically a member of the my.orangebikes.co.uk community when they register their new bike on-line. Share your bike, your favourite rides and landscapes with other believers.

my.orangebikes.co.uk



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YOUR LOCAL ORANGE SOURCE

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Victor Lucas, Geoff Waugh, Fraser Britton, Danny Milner,
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THE SMALL PRINT:

The specifications contained in this brochure are for information purposes only. Our products are continually updated and specifications are subject to change without notice.

Photographs in this brochure are for general guidance only. Some components featured in the images, may not be part of the product's final specification. Please refer to our separate price list for full model/component specifications.

For further information please contact your local Orange Mountain Bikes dealer.

Lastly, the riders in the photos in this brochure are professional or hugely experienced, and a lot of the stuff they are doing is dangerous. You know what we're saying – be smart, be safe, have fun!



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