

# Orange

MOUNTAIN BIKES

MADE IN ENGLAND



# FROM STRENGTH TO STRENGTH

## FROM HUMBLE BEGINNINGS

Way back when, two mountain biking enthusiasts, uninspired by the bikes available at the time, simply decided to build themselves a better bike to ride and race. So that's exactly what Lester Noble and Steve Wade did. They planned out their tubesets, worked out their geometry, built their own jig and away they went. Word soon spread that these 'northern guys' were building great MTBs and demand had to be met. So that was that, Orange Mountain Bikes was formed.

## WITHOUT COMPROMISE

The reputation upon which Orange hang their name is no fluke. The company philosophy, as true now as it was then, is to produce the highest performance mountain bikes available to the demanding rider. Orange achieve this by paying attention to every minute detail of the design and quality of the materials used to construct the final frame. Whether it's refining and tuning the tubeset of our legendary hardtails or working out how we can gain extra strength or pare a little weight from our unique monocoque frame construction. No corners are cut, if anything the opposite is true, each model goes through many stages from initial drawing to pre-production prototype testing, ensuring that Orange bikes are without equal.

If this philosophy needs any justification then look to the podium placings at any national or international competition and see how often an Orange is there.

## LEADING THE WAY

As a small company, we are very fortunate at Orange in that we can work quickly with new innovations. The One-Point-Five headset standard is a perfect example, where we can respond rapidly to the introduction of new possibilities. Whereas larger companies might need a few meetings to discuss their policy on new ideas, at Orange, Steve nips through to the R&D shop and tries it out. If it works, as we believe One-Point-Five does, then we're out riding it, not sitting around wondering if it's any good or if the colours will match our logo. Our main objective is to improve the bikes we build and ride. If we and our test riders and racers are having a great time, then the chances are so will you when you buy an Orange.

## THE HEAT OF COMPETITION

At Orange we thrive on mountain bike racing at every level. The fact that we have had success at the very highest level is a testament to the development process of our bikes.

It is also through racing our bikes in all types of competition that we find the peak performance of our chassis designs and the components that we specify. It doesn't stop at racing, we test all our bikes in the real world of mountain biking, like the French Alps, so if they're not up to scratch we'll soon know. This means when you invest in an Orange bike, you can be sure that its capabilities have been tried and tested under the toughest conditions.

## OUR CUP RUNNETH OVER

It is striving for the competitive edge that leads us to further develop our bikes to suit their specific purpose, it is why the 2004 Orange line-up offers the widest range we have ever produced. Silky smooth cross country bikes jostle for position with some of the hardest-hitting no-nonsense freeride and downhill bikes anywhere on the planet.

The following pages will tell you everything you need to know about the latest and greatest Orange bikes, the biggest problem you have, is which one are you going to choose?

## PAUL MURRIN TEAM 559

Riding for Team 559 bikes is a serial offender when it comes to gruelling bike events. In 2003, he won the Men's Sleepless in the Saddle 24 hour solo endurance race, notching up 29 laps of the 8 mile course. Paul reckons the *Sub3* he used made the difference for him during the end-game. On previous attempts at the race on a hardtail, fatigue became an issue towards the finish. With the *Sub3* under him, he felt fighting fit, and destroyed the competition in the final laps of the race.

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**LESTER NOBLE**  
Founding partner and guru of all that is Orange. Rides like a de-badged BMW, don't try it on with him on the climbs.

**"AS IS CUSTOMARY, I HAVE BEEN ASKED FOR A QUOTE FOR THIS SEASON'S BIKES. IT WAS HARD TO PUT INTO WORDS. IT WAS ONLY WHEN I LOOKED AT THE PHOTO ON THE BACK COVER, I THOUGHT, JUST CHANGE THE PLATE TO THIS YEARS BIKE AND THAT'S ME."**

**LESTER NOBLE**  
ORANGE MOUNTAIN BIKES



# RESULTS

## IT'S A TEAM EFFORT

Without doubt Orange would not be where we are today without the teams that race our bikes and the riders who test them. Racing puts our equipment through enormous stress and that's when we find out what really works.

We're probably most visible in the world of international downhill racing, but Orange bikes are achieving remarkable results in many arenas. Take the *Sub3* as an example, it seems to be becoming the endurance riders suspension bike of choice. As well as the UK's Paul Murrin, Aussie rider Saul Britton has taken back to back victories in Australian and New Zealand 24 hour solo racing and is seemingly unstoppable. Typically Orange, the *Sub3*'s robust and simple single pivot approach means riders do not have to worry about mechanical problems, and the comfort it provides is a life-saver on those soul searching tests of stamina.

Swiss Patriot rider René Wildhaber, is notching up wins in the relatively new discipline of freeride marathon racing, a real test of both bike and rider over serious terrain.

The Saab Salomon adventure racing team riders, Ben Bardsley and Helen Jackson, continue to steamroller all in their worldwide path with Orange bikes to back them over all kinds of courses and conditions.

All of these efforts add grist to our mill and keep us focused on where Orange Bikes are heading.



## WORLDWIDE WINS

RIDER	BIKE	POS	EVENT
Steve Peat	223	1st	Red Bull Downhill in the Dark, UK.
Steve Peat	Mslsle	1st	National 4X Round 1, Apex, UK.
Steve Peat	223	1st	Red Bull Downtown Lisbon, Spain.
Steve Peat	223	1st	UCI World Cup Round 2 Mont Saint Anne, Canada.
Steve Peat	223	1st	National Championships, UK.
Steve Peat	223	1st	NORBA Durango Round, USA.
Marc Beaumont	223	1st	National DH Round 3, Abercarn, UK.
Paul Murrin	Sub3	1st	'Sleepless in the Saddle' 24 hour solo endurance, UK.
René Wildhaber	Patriot	1st	MégaAvalanche 03, Alpe d'Huez, France.
René Wildhaber	Patriot	1st	Bike Attack 03, Freeride Marathon, Chur, Switzerland.
René Wildhaber	Patriot	1st	Freeride Swiss Bike Masters 03.
Marielle Saner	223	1st	UCI DH World Ranking, October 2003.
Marielle Saner	223	1st	Red Bull Downtown Lisbon, Spain.
Marielle Saner	223	1st	Maxxis International Cup Todtnau, Germany.
Tai-Lee Muxlow	Mslsle	1st	Dual Slalom, Sea Otter Classic, USA.
Matti Lehtikoinen	223	1st	Scandinavian Elite Downhill Champion.
Eva Castro	Msisle	1st	Spanish National Dual Championship, Spain.
Carlos Barcons	Patriot	1st	Spanish National Dual Championship, Spain.

## WORLDWIDE AND NOTEWORTHY

These riders also had excellent results riding Orange during 2003: Ben Bardsley, Helen Jackson, Cesar Rojo, Andrew Neethling, Lindsay Klein, Aaron Fernandez, Byron Scott, Daniel Lynch, Neal Wood, Ben Cory, Nathan Rankin, Simon 'Simpster' Diener, Simon Schwander, Alex Echevarria, David Munoz

## STEVE PEAT & ANDY KYFFIN OF TEAM ORANGE

The seemingly unstoppable pairing of Steve Peat and mechanic Andy Kyffin had a difficult 2003 season. Steve suffered what seemed like endless injuries, but still managed to stand on top of a few podiums. With a spectacular win in the Red Bull Lisbon Downtown Race, then most notably, taking a World Cup win at Mont Saint Anne, Canada, giving the 222/3 a record of a World Cup race win every year.

Far from disheartened, Steve is determined to be back stronger than ever next season. So stand back and prepare to watch the sparks fly.

## THE 2004 RANGE OF ORANGE BIKES:

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# DESIGN AND BUILD

## INNOVATION ISN'T COMPLICATED

A fact of life – the best ideas are always the simplest. In bike development terms the Orange bikes are just that, a great idea done simply. Always have been, always will be.

To create the finest mountain bikes in the world calls for clear thought and intelligent design. We have no time for whimsical novelties and gimmicky fly-by-night materials. We use proven engineering principles applied to produce the best results.

Take our monocoque construction. It's a sheet of aluminium, bent about and welded up, right? Absolutely, that's the principle, but as we found while developing our factory-secret welding and heat treating processes, it's a complex yet ultimately optimal method for making our high-strength, high-impact bikes and our lighter weight ones too.

## HAND BUILT IN HALIFAX, ENGLAND

The Orange R&D and manufacturing workshop in Halifax has some of the best engineers and specialist aluminium welders in the world building and developing our range of bikes.

Each frame and component whether it is for you, our customer, or World Cup winner Steve Peat, receives the same attention to detail. Orange bikes are built in small batches not huge production runs.

Each bike starts life as a sheet of aircraft grade 6061 aluminium. The sheet is precision cut by the latest CNC technology and folded precisely into shape. In fact, our folding system is so advanced many people can't see how we end up with parts of the frame that we do, we're happy to keep them guessing.

The frame components are then jigged, tacked, checked and painstakingly hand-welded into the frame you see in the showroom. If that sounds a bit simplified, it is. Between initial jig set-up and completion, the frame and each component goes through four alignment checks, unlike the common practice of welding a complete frame, bolting on the swingarm and then aligning the whole plot, pivot and all. Orange's precise construction technique means that front and rear sections do not have to be made together, the method is so precise that any swingarm will fit any front end in perfect alignment.

Our heat treating stage is absolutely critical, it is then that the aluminium gains much of its final strength and it is imperative that this stage goes perfectly. We have developed a cunning method of ensuring that it does.

After the heat treatment, the frame is jigged and alignment is checked yet again to ensure absolute accuracy in the chassis. By now the construction is so strong that if the frame is significantly out of line, it cannot be corrected and has to be thrown away. So you can see why we're interested in getting it right at every step of the way. The resulting frame is strong, light and structurally sound, in essence, the heart of the Orange mountain bike chassis.

## UNIQUE TECHNOLOGY

In the pursuit of the ultimate mountain bike we have often taken the path less travelled. The result of this is that we have now developed and perfected some key features that you will not find anywhere else.

When we started with a blank sheet, we looked at the areas of weakness in suspension mountain bike design. In all honesty, building a real hardcore DH bike or an efficient XC suspension bike has only recently become a reality, previously the forks and rear shocks available just weren't up to the job. They were fine for soaking up medium bumps, but making a wheel track extreme terrain or a chassis pedal without bobbing under power, was an elusive holy grail.

Other manufacturers tried to compensate for these problems by adding linkages and pivots everywhere, but this only increased the number of weak areas. Why bother? We don't want to play that game. We pestered the component manufacturers for what we wanted, so that we could build the ideal bike. The kit started to appear and now the standard of suspension components has become staggeringly good and it's still getting better.

Enter the Orange philosophy to building a better suspension bike. We addressed the major areas we have always seen as weak, firstly, where the fork meets the frame and where the frame meets the swingarm. Making these areas solid really starts to show up any flexibility in the swingarm, so we successfully addressed that area too with a trio of key linked technologies unique to Orange bikes; the *True-Track* head column, the *Horiz-Hold* pivot and the *Lite Beam* series of swingarms.



STEVE WADE  
Founding partner and Orange MTB design chief. Frankly, irresponsible on any bike with over four inches of travel.

## LITE BEAM SWINGARMS

Our design ensures that the stiffness built into the *Horiz-Hold* pivot system isn't lost by a flexible swingarm. We found that top riders' requirements for suspension travel were secondary to their needs for lateral rigidity. While we had been looking at a smooth up and down movement, the side loadings that were created on a bike at high speed meant that subsequent side to side flexing in the swingarm caused tracking problems.

Any lateral deflection while riding a bike at speed means that no matter how much suspension travel you have, it's pointless if you can't keep the bike on a tight smooth line. By making a bike track perfectly, the rider can pick the smoothest route with confidence, saving suspension travel for absorbing the big hits.

Taking tubular swingarm technology as far as it would go, we had a rock solid swingarm that worked but it weighed a ton. So, we switched each tubular leg for a large box section, in testing we went bigger and bigger on the cross member tubes, until we eventually switched to a large monobox section to connect the two arms and arrived at fantastic lateral rigidity. The large single section monocoque '*Lite Beam*' design did twice the job with far less weight.

The *Lite Beam* family is currently three strong. The *Ultra Lite Beam SP/V* is designed to perform with 'stable pedal platform' damped air shocks, while at the other end of the scale, the *Xtreme Beam IV/150*, is the lightest, toughest incarnation of the *Lite Beam* design. Its rigid construction and 150mm rear hub capacity keeps the 223 and *Double-D* big hitters in check.





"WHAT'S IT LIKE TO HAVE THE DESIGNER'S JOB AT ORANGE? WELL IT'S NOT A JOB, IT'S A PASSION. IT NEVER ENDS AND IT'S ALL CONSUMING."

STEVE WADE

#### TRUE-TRACK HEAD COLUMN

A key element we needed to consider was the head tube junction with the top tube and down tube. This is a prime area where unwelcome flex and twist will creep into a frame. We carefully designed an angular box section at the head of the monocoque downtube to eliminate rotational twisting forces. This keeps the head tube and the fork steerer directly in line with the vertical centre of the frame, ensuring that the front wheel is as close to centreline as fork flex will allow.

Like *Horiz-Hold*, if you can stop superfluous movement at the pivot (in this case, the head tube) its deflection is minimised at the end of the lever (fork leg). The exact shape, dimension and material gauge of the box section are of paramount importance to achieve maximum stability without adding extra mass. The *True-Track* head column is a hugely important factor in making our high end downhill bikes the most precise steering bikes on the World Cup circuit today.

With the rise of the One-Point-Five standard headset in the freeride world, the '*True-Track*' factor is even more important than ever. To keep a big travel 1.5" steerer fork in line requires a super strong head tube to frame union. That's exactly what the *True-Track BH* is all about. A bully boy version of the standard *True-Track* system, wrapping the monocoque box halfway around the outside diameter of the head tube, try doing that with a tube!



"ORANGE ALWAYS HAVE SOMETHING NEW UP THEIR SLEEVE FOR ME TO CHECK OUT."

ANDY KYFFIN  
(STEVE PEAT'S MECHANIC)



#### HORIZ-HOLD PIVOT

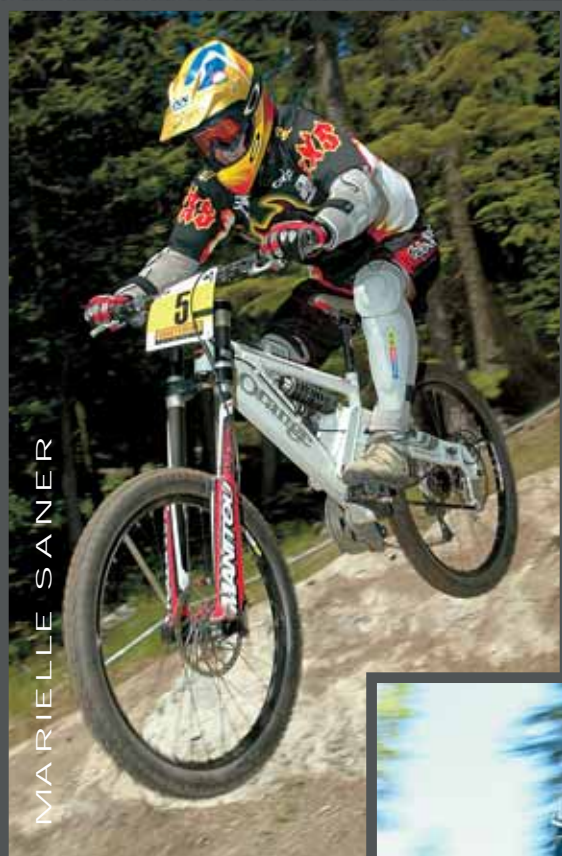
All suspension bikes have pivots, but no bike has a pivot with the precision and integrity of our *Horiz-Hold* pivot system. It uses a stub-axle design solidly welded into the frame, rather than the 'hole and bolt' system used by other manufacturers. It took months of intense application, prototyping and redesign. We tried different manufacturing techniques to get a pivot welded directly and accurately into the frame. On several occasions respectable industry 'names' reckoned it couldn't be done. Why did we pursue this relentlessly? Because with

no play between the axle and the frame (as they are one unit), there's no slop at the rear wheel. This is especially important because any play at the front is magnified by the time it reaches the rear axle. We kept this fact in mind when specifying a large diameter 28mm sealed pivot bearing, rather than compromise lateral rigidity by choosing a smaller, weaker component. As if that isn't big enough, behind that pivot cap, the hardcore bikes run a monster 32mm bearing for extra reliability. *Horiz-Hold* technology really is the key to Orange suspension bikes.





IN DOWNHILL - THERE'S NO  
SUCH THING AS AN EASY RUN.



MARIELLE SANER

2003 UCI  
WORLD  
RANKING:  
#1

**TIOGA**  
Orange



MATTI LEHIKONEN



NATHAN RANKIN

2003 NATIONAL  
DH CHAMPION  
FINLAND



**ROYAL**  
RACING



MARK BEAUMONT

**GLOBAL**  
racing





2003 NATIONAL  
DH CHAMPION  
UNITED KINGDOM

STEVE PEAT



## DOWNHILLING AN ORANGE

Together with the big name teams like Tioga Orange and Global Racing, it is easy to see why Orange DH bikes are one of the most popular privateer rigs out there. Orange's simplicity, reliability and performance equation makes the 223 a simple choice. It is easy to set-up and ride anywhere. Just ask Steve Peat's mechanic Andy Kyffin.





# 223

"WHEN I HAVE TO GO AND BEAT THE FASTEST GUYS IN THE WORLD, I NEED A BIKE THAT IS UP TO THE JOB. MY 223 IS THE LIGHTEST, STRONGEST BIKE OUT THERE AND IT IS FUN TO RIDE FAST. WHICH MAKES MY JOB A LOT EASIER. THANKS GUYS."

STEVE PEAT - TEAM ORANGE

# WORLD DO

223 IBS DH

"THE 223'S ADJUSTABILITY ALLOWS US TO MAKE FAST HANDLING CHANGES FOR THE STYLE OF TRACK THAT STEVE IS RIDING, GIVING HIM THE MAXIMUM AMOUNT OF PRACTISE TIME NEEDED BEFORE THE RACE."

ANDY KYFFIN - TEAM ORANGE



# DOWNHILL CLASSIC

Since its launch in 2001, the 22X chassis design has been hailed as a true classic. Its total no-nonsense single pivot simplicity coupled with big hit ability has meant that not a race season has gone by where a 222 or 223 hasn't topped a World Cup podium. In fact, in two of those three years the bike topped the table to be the outright World Cup winner – let the results do the talking.

The 2004 refinements in the chassis will not be immediate to the casual glance, but those familiar with the 22X concept will notice that there are subtle but significant changes. The *Xtreme Beam IV/150* swingarm has been reshaped and honed to allow the use of an even bigger travel shock. A 3" stroke rear shock now delivers a huge 9" of swing at the rear axle. Clearance to fit these larger shocks has also improved. Dependent on the shock that you choose to use, the moveable top shock mount slider gives the chassis its adjustable geometry and allows riders to select, head angle, bottom bracket height and wheelbase to tune the ride for responsiveness on tight twisty courses or stability on faster ones.

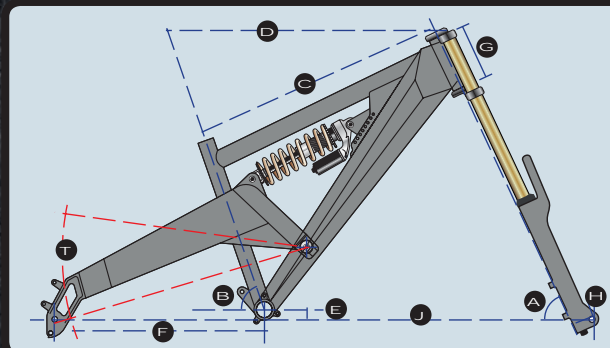
The unique welded *Horiz-Hold* pivot is still the key to the accuracy of the chassis' tracking and the huge 32mm diameter pivot bearings are still resolutely keeping the back-end in check, long after the multi-pivot competition has rattled its way to needing replacement bushings.

The frame also features ISCG (International Standard Chain Guide) mounting tabs to eliminate the twisting and spacing problems that plague other mounting systems.

Orange's optional innovative IBS (Independent Braking System) provides the facility to mount the rear brake caliper on a floating carrier, allowing the suspension to remain active under braking.

Where bike designs have become more complex, the simplicity of the 223 design is still key to its success. Having a bike that is ready to race time after time with a minimum of pit stops, means more time out on the course and a more dialled in rider. It's a fact that isn't lost on today's downhill riders and that's probably why the Orange 223 design is one of the most popular privateer downhill race bikes on both the local and global scene.

- Hand built from custom butted Series HM 6061 T6 aluminium monocoque.
- New 'lay back' *Xtreme Beam IV/150*, 150mm hub space and low down for more shock compatibility and lower C of G.
- 9" of available rear wheel travel dependent on shock fitted.
- Adjustable geometry via sliding top shock mount bracket.
- ISCG (International Standard Chain Guide) mounts.
- Optional IBS (Independent Braking System).
- World Cup race winning heritage - UCI World Cup winner, twice!



<b>Frame Size</b>	15"	17"
<b>A. Head angle</b>	64°	64°
<b>B. Seat angle</b>	70.5°	70.5°
<b>C. Top tube</b>	547	565
<b>D. Effective top tube</b>	579	599
<b>E. BB height</b>	+21	+21
<b>F. Chainstay</b>	453	453
<b>G. Head tube</b>	120	120
<b>H. Fork offset</b>	Dependent on forks fitted	
<b>J. Wheelbase</b>	Dependent on forks fitted	
<b>T. Rear Travel</b>	9"	9"
<b>Rider Height</b>	—	—
<b>Stem Length</b>	60	60
<b>Seat tube Ø</b>	27.2	27.2

223 geometry is adjustable, these figures are a guide only. Unless otherwise indicated all measurements are in millimetres.



FAST FACTS



**FREERIDING - THE ULTIMATE  
FREEDOM... TO NOT THINK TOO HARD...  
ABOUT WHAT YOU  
ARE ABOUT TO DO!**







#### 5TH ELEMENT FROM PROGRESSIVE

The same shock used by Team Orange's Steve Peat. Ultimately tuneable and the perfect shock for any big-hitting downhill or freeride Orange.

Progressive's 5th Element shock is a five-way adjustable rear shock, which features their Platform Damping Control (PDC) to improve power throughput and pedalling efficiency. To me and you, that stops the shock bobbing when you're hammering on the pedals.

Its position-sensitive-damping offers the widest range of adjustments of any shock.





# Double-D

## BIG HITTER FOR THE BIG TERRAIN



223 DOUBLE-D

In a freeriding world where big actually means BIG, and the drop-offs make a huck sound like f....! Orange introduce the new 223 *Double-D*. Totally the 'daddy' of severe off-road terrain tamers.

This bike rolls up just when you absolutely and unequivocally have to kick some serious freeriding arse. Built from the same key body parts that combine to create the World Cup winning 223, the *Double-D* comes to the front of the freeriding pack with more functional freeriding features than any other bike

in the Orange range. Crowned with the One-Point-Five *Big Head* steering head, allowing the use of the seriously burly single crown 170mm travel Sherman Breakout Plus fork, lets the *Double-D* cream over the big hits. Its 'bad boy' 9" of rear swingarm action makes tracking the rear over the big terrain a breeze.

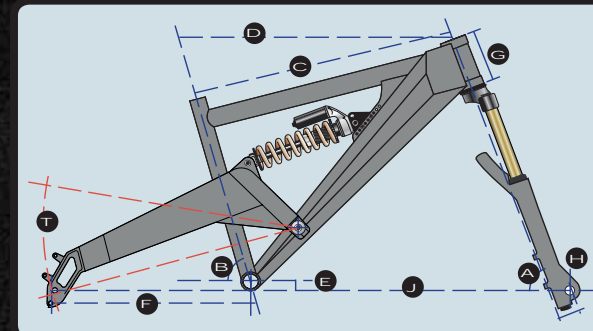
All the competition beating Orange features are where you would expect them to be; welded *Horiz-Hold Pivot*; adjustable geometry via shock positioning; and a new redesigned *Xtreme Beam IV/150* swingarm

- just like the race 223 - taking a 150mm rear axle to ensure that the rear wheel build is going to take the pounding that's likely to come its way.

Certainly no shirker, the *Double-D* is set to become the standard by which other serious freeride bikes will have to be judged. You can take the bike out of the World Cup, but you can't take the World Cup out of the bike and that's exactly what the *Double-D* was conceived to do - World Cup level freeriding with a heavy emphasis on having big fun.

FAST FACTS

- Hand built in Halifax from custom butted Series HM 6061 T6 aluminium monocoque.
- New 'lay-back' *Xtreme Beam IV/150* swingarm design.
- 9" of rear wheel travel dependent on shock.
- One-Point-Five standard headset allows the use of big hit single crown fork.
- Oversize *True Track* head column solidly connects the downtube to the heart of the fork steerer.
- Geometry designed for new 170mm travel Manitou Sherman Breakout Plus single crown fork.



Frame Size	17"
A. Head angle	64°
B. Seat angle	70.5
C. Top tube	565
D. Effective top tube	599
E. BB height	+21
F. Chainstay	453
G. Head tube	120 x 1.5
H. Fork offset	Dependent on forks fitted
J. Wheelbase	Dependent on forks fitted
T. Rear Travel	9"
Rider Height	—
Stem Length	60
Seat tube Ø	27.2

223 DD geometry is adjustable, these figures are a guide only. Unless otherwise indicated all measurements are in millimetres.



onepointfive





# THE TRAIL FRIENDLY FREERIDER



PATRIOT 7+ FREERIDE

In 2002 the One-Point-Five headset standard emerged with a reliable 6" plus travel single crown fork. We decided we liked it.

Now, as a small company, we can respond quickly to new design concepts, so within a couple of weeks we had a *Patriot* prototype with a One-Point-Five head tube hooked onto an Avoriaz lift for its first real test. Frankly, it was a revelation, at first you can't believe that you're not riding a triple clamp fork, until you come to a singletrack switchback dropping down a

few rock steps, where you would have run out of steering lock with triple clamps, a big hitting single crown cleans it. It wasn't long before we were back in the factory, making a few adjustments to the geometry, increasing the rear travel an inch or so (those forks are deceptively effective!) to perfect the *Patriot 7+*.

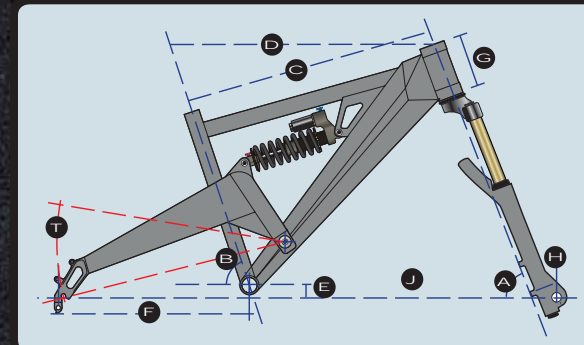
You could describe the *Patriot 7+* as a *Patriot* on steroids, basically everything is beefed up, including the performance. For 2004 the standard fitment Manitou Sherman has a 170mm travel option adding

an extra 20mm over last year's issue. *Patriot 7+ Lite Beam* gets a bolt-through rear axle option for riders wishing to match their axle set-up front to rear.

The geometry is more relaxed than the base *Patriot*, allowing riders a little more margin for... er... shall we say, error? As they say 'fortune favours the brave', and a *Patriot 7+* is as brave as you're ever going to be, so it's one part of the freeriding equation that you don't have to worry about. The terrain you're chucking yourself down? That's your call.

## FAST FACTS

- Hand built from custom butted Series TM 6061 T6 aluminium monocoque.
- Horiz-Hold connected *Lite Beam III* swingarm for tracking accuracy and feel.
- 7" of rear wheel travel.
- Option of bolt-through rear axle, for extra sturdiness.
- One-Point-Five standard headset allows the use of big hit single crown fork.
- Burly freerider that's still light enough to hit the local trails.



Frame Size	16"	18"
A. Head angle	67.6°	67.6°
B. Seat angle	69.4°	69.4°
C. Top tube	563	587
D. Effective top tube	578	618
E. BB height	+34	+34
F. Chainstay	420	420
G. Head tube	120	120
H. Fork offset	Dependent on forks fitted	Dependent on forks fitted
J. Wheelbase	Dependent on forks fitted	Dependent on forks fitted
T. Rear Travel	7"	7"
Rider Height	5'6"-5'10"	5'8"-6'4"
Stem Length	60	60
Seat tube Ø	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.



onepointfive





NO ROAD...  
...NO RULES.







#### HOPE TECHNOLOGY MONO BRAKES

We have always worked closely with Hope Technology, their brakes feature on many high-end Orange bikes.

Their new Mono range have been developed to be the ultimate in bicycle brake technology. A unique one-piece caliper with light and durable titanium pistons, keeps the caliper insulated from the heat generated in the pads and disc. A ti-nitride coating on the pistons reduces friction with the seals. We use them in their 2, 4 and 6 piston versions.





# SUBZERO

## BURLY HARDTAIL PSYCHO

"WITH 125MM OF TRAVEL UP FRONT, YOU MAY AS WELL GET IT WORKING FOR YOU. WITH THAT IN MIND WE STARTED SMASHING THE FORK INTO EVERYTHING IN ITS PATH."

MBR  
BIKE OF THE MONTH  
NOV 2003



SUBZERO PRO

We heard more pre-launch rumours and hype about the Orange Sub5 Hardtail than any other new bike we have ever introduced, Internet cycling forums speculated that it was a 'Sub5 front welded to a Mslsle rear triangle'; 'It's a jump bike'; 'It's got a One-Point-Five headset'; 'No it hasn't!'; 'I've got one!'

Well, there may be a little truth in all of those except the last one - we were the only people who had one - but the fact of the matter is that the new Orange SubZero

is now here and all can be revealed.

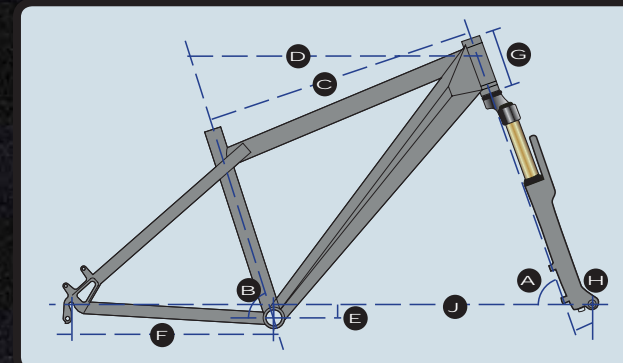
Much like the development of all Orange bikes, this one came about on one of those freeriding days where we sat down to chew the fat for a minute when someone said 'What if you had a...?' You can imagine the rest, but the thought stuck in Steve's mind. A wave of the welding torch later (honest guv!) and a Submiwchojamawotti stood in the corner of the R&D shop. People came, people saw, people wanted a go! The rest, as they say, is history.

Funny stories aside, that's mostly how it was, except we skipped briskly over the bit where Steve painstakingly produced many sketches, CAD files and CNCed bits to arrive at the prototypes.

The result was that our test team raved about it. It seemed that the SubZero brought a whole new approach to hardtail mountain bike riding. It didn't take long to realise that this was a 'stand-up' big hit bike. With a SubZero you can really take on the tough trails, drops and jumps normally reserved for the plush full suspension ➤

### FAST FACTS

- Hand built from custom butted Series SM 6061 T6 aluminium monocoque.
- New Quattro-Lite box section rear stays.
- Super strong SubZ CNCed drop-outs.
- 130mm long travel fork capability.
- Double or triple chainset compatibility.
- Disk only frameset.
- Hardtail fast, freeride fun.



Frame Size	14"	16"	18"
A. Head angle	68.9°	68.9°	68.9°
B. Seat angle	70.5°	70.5°	70.5°
C. Top tube	553	566	587
D. Effective top tube	580	601	621
E. BB height	17	17	17
F. Chainstay	420	420	420
G. Head tube	120	120	120
H. Fork offset	45	45	45
J. Wheelbase	Dependent on forks fitted		
Rider Height	5'1"-5'8"	5'7"-5'11"	5'10"-6'4"
Stem Length	60	60	60
Seat tube Ø	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





# SUBZERO<sup>BH</sup>

## BH



SUBZERO BH

► freeride bikes. If the rider's attitude is to rise up out of the saddle, ride the fork and let the back end float beneath, then the fun really starts to kick in. On rough terrain with short travel forks the tendency is for the big bumps to make the wheel airborne which leads to loss of control. The big travel fork theory means that the fork will keep the front wheel hugging the trail and leading the way.

So what's the score with the frame? It is true that the front triangle contains elements of *Sub5* frame sections, but it's an all new

*Quattro-Lite* square section rear triangle. Integrated with gussets it wraps purposefully around the top tube/seat tube junction in what some might consider overbuild – but consider the bike's use. Those stays also have clearance for a hefty 2.5" tyre, so it really can play as rough as you want to.

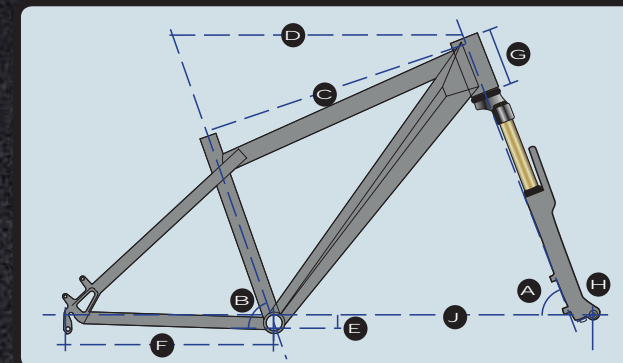
Lastly, which one? The choice of model to go for would be based on the typical terrain you'll be riding. The *SubZero* runs a 1 1/8" headset, has 5"-6" fork capability and weighs in a little less than its big headed brother, so it is more trail orientated with

an advantage on the climbs. If you're going to hit the 'man-size' trails then pick out the *SubZeroBH*. Its One-Point-Five standard head tube with Manitou Sherman Breakout 150mm travel fork takes the hits, a more relaxed head angle gives it stability and a raised bottom bracket height provides more clearance. In short, the frame becomes the heart of a bigger hitting freeriding hardtail.

Either way, the strong construction of both models is plain to see. The *SubZeros'* burly stance and bump eating attitude will back up your balls (or ball-ettes) every time.

FAST FACTS

- Hand built from custom butted Series SM 6061 T6 aluminium monocoque.
- Everything a *SubZero* has and the following.
- One-Point-Five standard head set.
- 170mm Manitou Sherman Breakout Plus fork option.
- *True-Track* BH head column wraps the monocoque down tube around the head tube for immense strength.



Frame Size	14"	16"	18"
A. Head angle	67.1°	67.1°	67.1°
B. Seat angle	69.1°	69.1°	69.1°
C. Top tube	552	566	587
D. Effective top tube	586	606	627
E. BB height	7	7	7
F. Chainstay	420	420	420
G. Head tube	120	120	120
H. Fork offset	48	48	48
J. Wheelbase	Dependent on forks fitted		
Rider Height	5'1"-5'8"	5'7"-5'11"	5'10"-6'4"
Stem Length	60	60	60
Seat tube Ø	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





# MsIsle

## 4X TERMINATOR

"I LOVE RIDING MY MSISLE DOWN AT THE JUMPS, IT IS LIGHT ENOUGH TO THROW AROUND IN THE AIR, YET SOLID ENOUGH TO PUMP THROUGH THE BOWLS."

STEVE PEAT  
TEAM ORANGE



**P**ro level 4X racing is an unforgiving world of hard knocks. It's a place you don't want to go with anything less than a bike that you trust implicitly. That's why when it comes to the 4X crunch riders like Steve Peat pull the *MsIsle* out of the rack.

The *MsIsle* was created with total reliability and strength at the top of the list. The frame is about as sturdy as a hardtail comes. Chunky square section *Quattro-Box* rear stays wrap their way around the seat tube, securing themselves to the

rear of the top tube, by way of one of the chunkiest plate gussets you're going to find this side of military engineering.

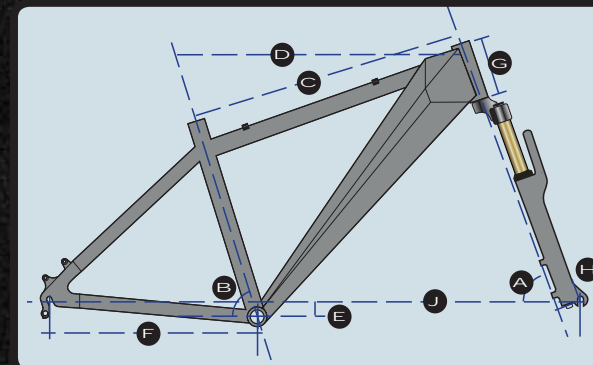
Solidly CNC engineered from billet aluminium, the drop-outs secure the rear wheel in a rigidly triangulated alloy 'power house' to take the initial kick when the gate drops. The front triangle of the frame is a chunky aluminium monocoque section connected to the butted head tube with the *True-Track* head column, keeping the frame and fork in perfect alignment through turns, berms and landings. The frame also carries

front mech cable stops to let you run a double or triple chainring set-up if you want a down and dirty freeride stylee steed.

The disc brake only *MsIsle* comes built to a mouthwatering spec. Unlike many specific purpose bikes, this one is ready to race out-of-the-box. Fitted with the plush, tough Marzocchi Dirt Jumper fork, Truvativ cranks and chain device. Powerful Shimano discs give superb braking modulation with light fingertip control. It's a bike built without compromise for the non-compromising hardcore dirt jumper, rider and racer.

### FAST FACTS

- Hand built from custom butted Series TM 6061 T6 aluminium monocoque.
- Super tough gusseted square section *Quattro-Box* rear triangle.
- Pro issue frame as used by Steve Peat and Global Racing.
- Double or triple chainset compatibility.
- Disc only frameset.



Frame Size	14"	16"
A. Head angle	69.5°	69.5°
B. Seat angle	71°	71°
C. Top tube	544	563
D. Effective top tube	575	595
E. BB height	-21	-21
F. Chainstay	420	420
G. Head tube	120	120
H. Fork offset	Dependent on forks fitted	
J. Wheelbase	Dependent on forks fitted	
Rider Height	5'1"-5'8"	5'7"-6'4"
Stem Length	60	60
Seat tube Ø	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





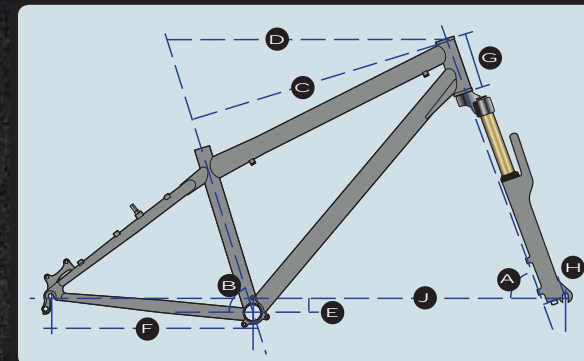
# Hitman

## JUMP TRAIL DISORDER



### FAST FACTS

- Strong custom butted Series DS 4130 CroMo steel frameset.
- Classic Orange monostay rear triangle.
- ISCG (International Standards Chain Guide) mounts.
- Trail jump geometry adjusted for 80-130mm fork (130mm recommended).
- Frame has disc brake mounts or V-brake compatible.



<b>Frame Size</b>	14"
<b>A. Head angle</b>	71°
<b>B. Seat angle</b>	73°
<b>C. Top tube</b>	555
<b>D. Effective top tube</b>	571
<b>E. BB height</b>	35
<b>F. Chainstay</b>	420
<b>G. Head tube</b>	120
<b>H. Fork offset</b>	45
<b>J. Wheelbase</b>	1048
<b>Rider Height</b>	—
<b>Stem Length</b>	60
<b>Seat tube ∅</b>	29.6

Unless otherwise indicated all measurements are in millimetres.



The cheeky monkey in the Orange line-up, designed and built with the single purpose of having a blast. Revved up, you can aim it at the local jump sets, or test your mettle from the 4X gate. This tough little sucker will back you all the way.

The Hitman is currently available as a frame only – but shown here in a typical DJ build. It's a jewel of a frame on which to hang your favourite jump bike components. As a cool CroMo alternative to the MsIsle, the Hitman is also built for the world or hard

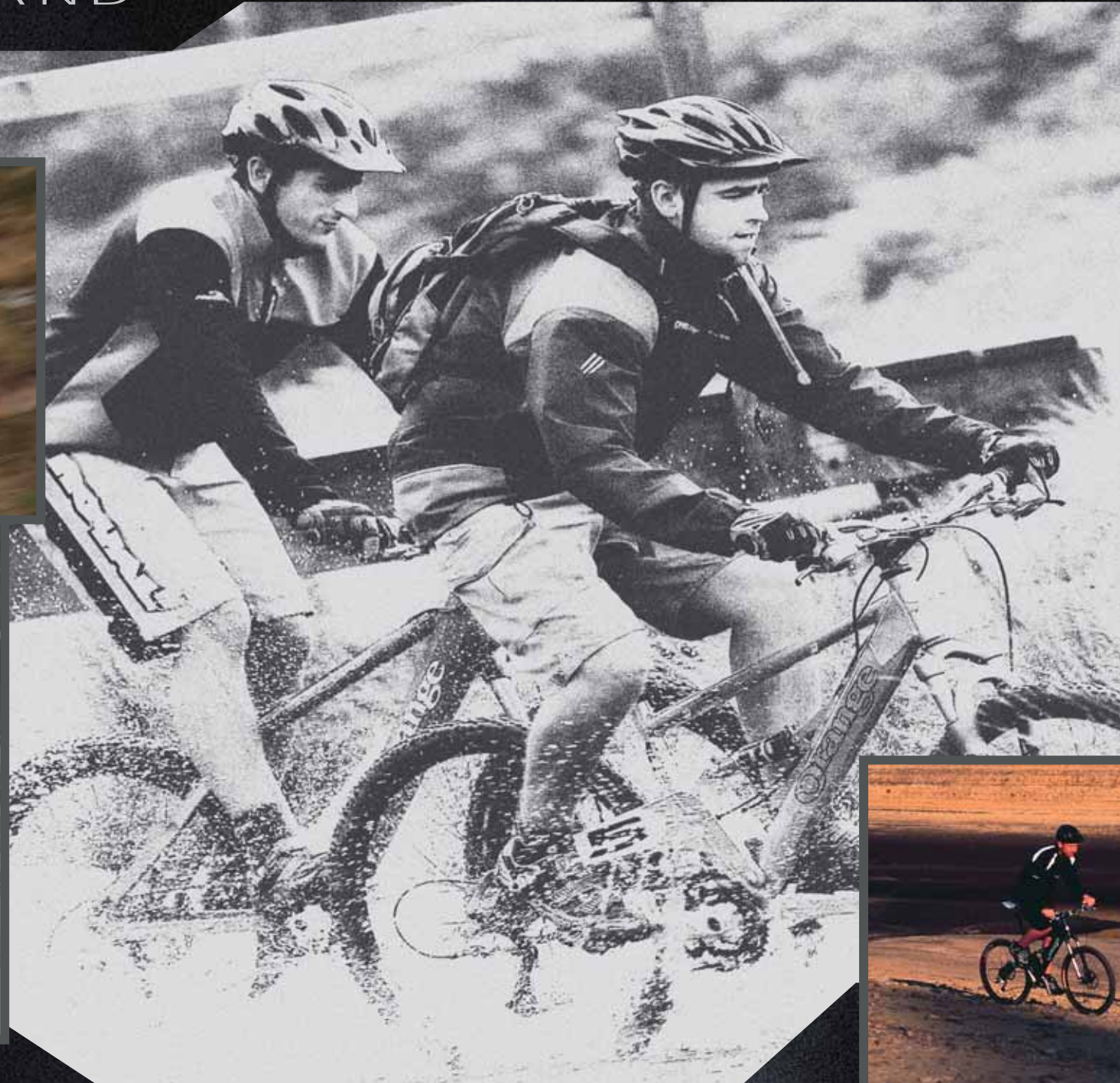
knocks riding. Strong gusseted Series DS 4130 CroMo tubing sees that you'll get away with casing it occasionally.

As well as the excellent basic build quality you would expect from Orange, such as forged drop-outs and externally butted head tube for strength and reliability, the frame also features nice touches like underslung top tube cable routing to keep them out of harms way, ISCG mounts and replaceable decals. Let's face it, it's going to get some battle scars, but from time to time you'll want it to look nice. Well, maybe not...

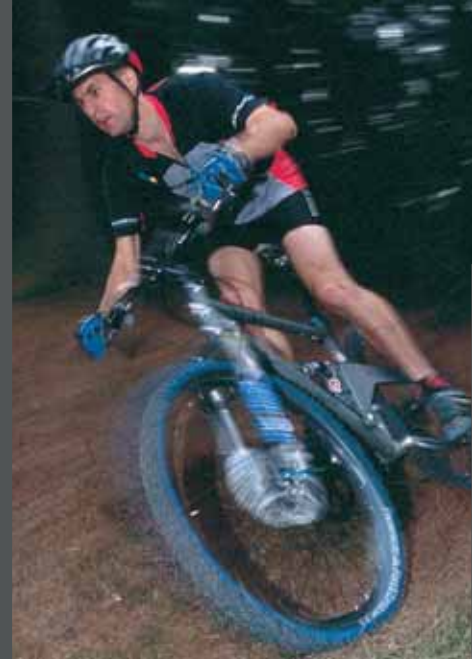




TAKE ON THE  
TERRAIN AND  
WIN!







## SHIMANO DUAL CONTROL

The new dual control lever represents the first of a new generation of shifting options. It lets you shift gears up or down, from various hand positions, so you can focus on the trail. The secondary release lever provides another shifting option that is a great 'transitional' feature. It helps you to become accustomed to dual control shifting and can be removed later for the ultimate 'clean' set-up.



## STABLE PEDAL PLATFORM

Pedal bob has always been the bane in every XC suspension bike's existence. But new shock technology changes all that. Progressive's 5th Element CV/t and Manitou's Swinger SPV, bring immensely tuneable suspension units with amazingly effective anti-bob damping systems. Orange's design of the *Lite Beam SP/V* takes full advantage to give the best cross country performance ever.







# HARD & FAST ALL-TRAIL TOOL

"I RIDE EVERY MODEL OF OUR BIKES AND ENJOY THEM IN DIFFERENT WAYS, BUT GETTING ON THE PATRIOT JUST FEELS LIKE HOME."

STEVE WADE



PATRIOT FR  
SHOWN WITH POLISHED SWINGARM OPTION

Arguably the *Patriot* is the daddy of every current Orange full suspension bike. It is the original platform that featured the key features of *Horiz-Hold* pivot, *Lite Beam* monocoque swingarm and the *True-Track* head column.

In the original days of the *Patriot* you would most likely expect to see it in full downhill rig, understandably so, it performed outstandingly well in World Cup competition and won national titles. Then the 222 arrived and became the downhill

bike of choice. Coinciding with the rise of the freeride bike where the *Patriot* also excelled. Then as freeride goes bigger, so *Patriot* evolution brings forth the 7+ and the *Double-D*.

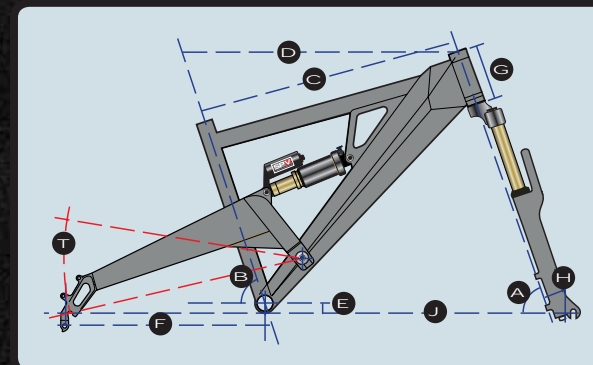
But far from resting on its laurels the 2004 *Patriot* is a bike of major distinction. We have made small adjustments to the *Patriot's* chassis to ultimately suit the purpose for which riders are using the bike. The top shock mount is more robust than ever before and this year the swingarm development is the *Lite Beam III*. The

new design's 'lay-back' profile, effectively places the shock (the heaviest part of the frameset) an inch or so lower. It doesn't sound much, but in practice, this lowering of the centre of gravity makes the bike much more flickable on fast tricky trails. The *Lite Beam III* is also laterally stiffer than the previous version. If you're familiar with the legendary *Patriot* handling, it just got a few notches better.

It's the most versatile Orange bike ever, it's capability bridges the gap between the fast XC trail bike and the big hit freerider.

## FAST FACTS

- Hand built from custom butted Series TM 6061 T6 aluminium monocoque.
- New 'lay-back' *Lite Beam III* - lowers centre of gravity enhancing handling and flickability.
- 6" of rear wheel travel.
- Oversize 32mm *Horiz-Hold* pivot as 223.
- Tune specification to suit ride - air sprung for hard XC trail, coil and oil for the rougher rides.



Frame Size	14"	16"	18"	20"
A. Head angle	69°	69°	69°	69°
B. Seat angle	71°	71°	71°	71°
C. Top tube	545	563	587	615
D. Effective TT	573	593	613	633
E. BB height	+28.4	+28.4	+28.4	+28.4
F. Chainstay	420	420	420	420
G. Head tube	120	120	120	120
H. Fork offset	Dependent on forks fitted			
J. Wheelbase	Dependent on forks fitted			
T. Rear Travel	6"	6"	6"	6"
Rider Height	4'6"-5'8"	5'6"-5'10"	5'8"-6'1"	6'0"-6'4"
Stem Length	Dependent on model			
Seat tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





# 5

## SUPERLIGHT TRAIL HUNGRY SPEED-FREAK

"THE FIVE  
MAKES ME  
FEEL EVEN  
BETTER THAN  
MY MIND  
REMEMBERS  
HOW GOOD I  
REALLY WAS."

LESTER NOBLE



FIVE PRO

Air sprung shock technology made revolutionary strides forward in 2003 with the introduction of 'anti-bob' stable pedalling platform damping systems.

Orange were quick to integrate the concept in a new model, the *Five*. The key advantage with the new shock technology is that it allowed us to move the *Horiz-Hold* pivot to a lower position, making the suspension more active and to fully benefit from the damping technology of Manitou's SPV and Progressive's CV/t shocks.

But the *Five* design revolution doesn't stop there. Based on the award winning trail rider's favourite, the *Sub5*, the new *Five* benefits from the same tough LM 6061 T6 aluminium, yet it is over 200 grams lighter.

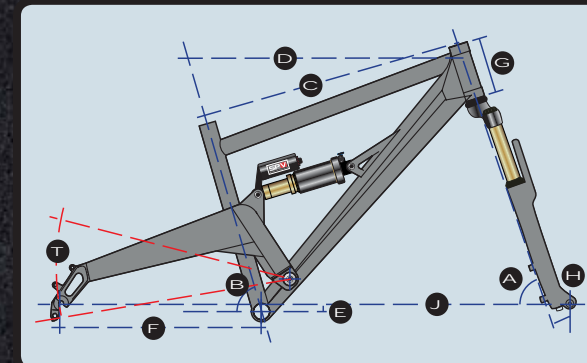
By perfecting new forming techniques we have constructed a lighter stronger down tube section with a curved top side to disperse the loading from the new CNC machined top shock mount more evenly through the frame. The new *Ultra Lite Beam* V 'compact' swingarm is not only 20% more laterally rigid, it also lowers the bike's centre

of gravity making it even easier to follow the line on the most intricate of trails.

With the focus on air sprung suspension, the *Five* has an extremely tuneable ride with only a shock pump needed for a perfect shock tuned stable pedal platform set-up. Completely highlighting that a simple, reliable single-pivot solution wins out every time. The *Five* is aimed squarely at the rider who wants a fast, responsive all-day suspension trail bike with plenty of go and no fuss. You've got Lester's word, you won't be disappointed

FAST FACTS

- Hand built from custom butted Series LM 6061 T6 lightweight aluminium monocoque.
- 28mm *Horiz-Hold* pivot with *Ultra Lite Beam SP/V* swingarm. 'Compact' profile with low C of G for tracking accuracy and feel.
- 5" of rear wheel travel.
- Option of Manitou Swinger SPV or 5th Element CV/t shock technology.
- *Fast-Track* trail geometry.



Frame Size	14"	16"	18"	20"
A. Head angle	71.3°	71.3°	71.3°	71.3°
B. Seat angle	73.9°	73.9°	73.9°	73.9°
C. Top tube	536	550	570	596
D. Effective TT	554	572	593	614
E. BB height	17	17	17	17
F. Chainstay	420	420	420	420
G. Head tube	120	120	120	120
H. Fork offset	Dependent on forks fitted			
J. Wheelbase	Dependent on forks fitted			
T. Rear Travel	5.1"	5.1"	5.1"	5.1"
Rider Height	4'6"-5'8"	5'6"-5'10"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	110	120
Seat tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





# SUB3

## SUPER SMOOTH XC TRAIL FINESSE



SUB3 XTR

Riding out on a *Sub3* for the first time can be deceiving. At first it feels as if you are riding a pedigree hardtail, until it suddenly dawns on you that you're not getting trail hits directly in your rear. Incorporating the most radical geometry that we have ever applied to a full suspension chassis, the *Sub3*'s urgent attitude begs it to be ridden fast in all situations.

By using only a 3" travel rear end, we are able to drop the bottom bracket height to significantly lower the centre of gravity.

Along with aggressive seat tube and head tube angles to keep the rider's weight forward, the *Sub3* gives very direct steering and sure-footed handling.

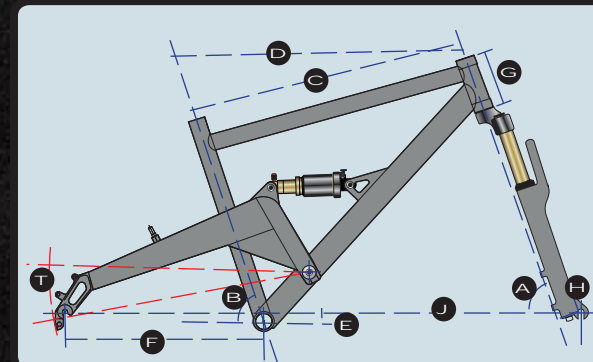
Like all Orange's suspension bikes, the amazing *Ultra Lite Beam* swingarm is connected via our unique *Horiz-Hold* pivot, eliminating unwanted lateral movement in the swingarm. The oversize custom butted 6061 T6 HT tubing keeps it all tight so when you step on the gas, it delivers the go. Weight wise, in the 'pick-up' test, the *Sub3* never fails to astound, but don't let its

lightness fool you into thinking that we've cut corners in construction. Careful butting and gusseting means it will hold its own when push comes to shove.

Any of the four excellent *Sub3* packages excels, but the XTR spec is to-die-for. But in any guise, the *Sub3* has become a cult classic with those that understand that flash nick nacks and glam tech theories are not the making of a bike. They reserve that judgement on the performance a chassis delivers and that's exactly what a *Sub3* does - deliver performance... perfectly.

### FAST FACTS

- Hand built from custom butted Series HT 6061 T6 ultra light aluminium tubeset.
- *Ultra Lite Beam* swingarm on *Horiz-Hold* pivot gives incredible lateral rigidity.
- Optional of Shimano Dual control shifting and braking system.
- Manitou Swinger SPV (Stable pedal platform) shock technology.



Frame Size	14"	16"	18"	20"
A. Head angle	72°	72°	72°	72°
B. Seat angle	73.5°	73.5°	73.5°	73.5°
C. Top tube	536	550	571	597
D. Effective TT	554	574	594	614
E. BB height	-26	-26	-26	-26
F. Chainstay	410	410	410	410
G. Head tube	120	120	120	120
H. Fork offset	45	45	45	45
J. Wheelbase	1020	1040	1060	1080
T. Rear Travel	96	96	96	96
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	100	110
Seat tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.







# ELITE CROSS COUNTRY RACE ACE



E8 PRO

What can you say about the Orange E-series super-light cross country race bikes that hasn't already been said? They have always been true pedigree performers. Now with the latest refinement, the introduction of the Easton Ultralite tubeset, and world cup race geometry, the new faster steering E8 has landed.

Refining the classic Orange features you've come to expect, the E8 is built for experienced racers, who demand the best.

Sleek, strong 'S' shaped chainstays deliver heaps of leg power through the drive train and with the classic Orange designed oversize monostay, the rear triangle offers an incredibly comfortable ride for a race hardtail. Razor sharp handling, ultra-light weight and championship winning heritage blend into a thoroughbred chassis with race blood coursing through its veins.

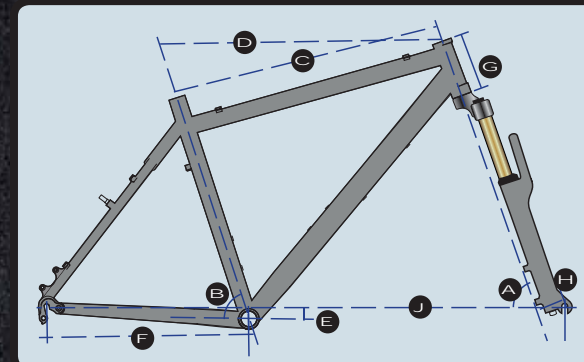
For 2004, new Shimano technologies such as Dual Control shifting and braking, Hollowtech cranks and bottom bracket

raise the bar yet again in terms of rider expectations. The pro version's Mavic Crossland wheel set is a rare luxury, to have it as a standard specification on any race bike is virtually unheard of.

The Orange E8 is built in limited numbers, so the lucky recipients of a 2004 model will definitely have obtained something special – if you want one, don't let the opportunity pass you by. If you miss your chance it will only feel a whole lot worse when one passes you out on the course.

## FAST FACTS

- Custom double butted Easton Ultralite 7005 aluminium tubing.
- Classic Orange monostay rear triangle.
- Shimano Dual Control shifting and braking.
- *Fast-Track* geometry adjusted to allow 100mm travel fork.
- Frame has disc brake mounts or V-brake compatibility.



Frame Size	15"	17"	19"	21"
A. Head angle	71°	71°	71°	71°
B. Seat angle	73°	73°	73°	73°
C. Top tube	534	544	563	583
D. Effective TT	554	574	594	613
E. BB height	-35	-35	-35	-35
F. Chainstay	420	420	420	420
G. Head tube	100	110	120	140
H. Fork offset	45	45	45	45
J. Wheelbase	1028	1048	1068	1088
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	100	110
Seat tube Ø	26.8	26.8	26.8	26.8

Unless otherwise indicated all measurements are in millimetres.





# evo4

## ALL OUT PERFORMANCE TRAIL BURNER



EVO4 LTD DISC

The unruly ruffian of the 2004 Orange superlight hardtails is the all new *Evo4*. It is a 'go anywhere' mountain bike. Designed for the dedicated off-road hammerer who wants reliability in a chassis. This gutsy bike is built to take anything in its stride.

The *Evo4* is a brand new frame built from our custom specified Series 14 6061 aircraft grade alloy and heat treated to T6 hardness - a precise process that ensures reliability and resistance to the 'work hardening'

fatigue associated with aluminium frame materials. Although you might expect a frame with a massive 50mm diameter gusseted down tube to give a harsh ride, you would be mistaken. Precision butting of the tubeset, bi-oval swaging of the down tube and the wishbone rear-end give the chassis a remarkably compliant feel with excellent trail feedback.

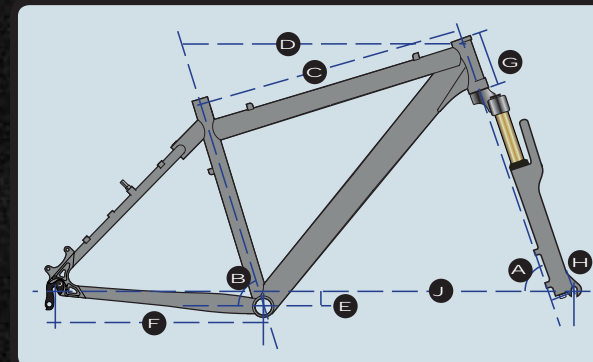
The geometry nods to the freeride spirit within us all with a touch of extra length in the chainstays and a 70° head angle for

stability at speed with the 100mm travel Manitou Axel Super TPC damped fork.

If you can ride the wheels off an *Evo4*, then you must be a certified nut (and you should flick back to page 16), otherwise this is the bike that will thrash fireroad, slice through singletrack and descend flat-out all day long. The *Evo4* is a hard rider's able accomplice. It has shed loads of character, can be pounded as hard as you like and it will still be ready for more. If the *Evo4* had a face it would be grinning at you.

### FAST FACTS

- Brand new design super tough frameset, built from custom butted Series 14 6061 T6 aluminium.
- Strong externally butted head tube to take forces from 100mm travel fork.
- New super stiff machined drop-outs.
- Globally acclaimed Shimano Deore disc brakes are standard equipment.



Frame Size	15"	17"	19"	21"
A. Head angle	70°	70°	70°	70°
B. Seat angle	73°	73°	73°	73°
C. Top tube	530	542	563	586
D. Effective TT	550	565	585	605
E. BB height	35	35	35	35
F. Chainstay	423.6	423.6	423.6	423.6
G. Head tube	100	100	120	140
H. Fork offset	45	45	45	45
J. Wheelbase	1039.4	1054.4	1075.5	1096.6
Rider Height	5'3"-5'8"	5'6"-5'10"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	110	120
Seat tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.





# P7

## THE CLASSIC PURITY OF STEEL



P7 PRO



Owning an *Orange P7* is more than just having a mountain bike – it becomes a part of your life.

There is something about the purity of that CroMo frame – it has soul – a soul that speaks to you if you're the right person. If the ping of a fingernail flick on the tube trips a switch inside you, you'll understand, you are one of us.

But the true soul of the *P7* really shows itself when the rider clicks into the pedals and powers away, this the point at which the frame really comes alive, as you drive it forward it will

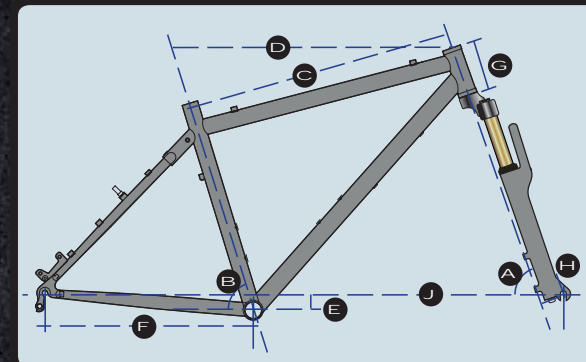
inspire you to race up climbs and fly through the twisties.

With internal butting refinements to the Series 8 tubing, the 2004 *P7* responds better than ever. With a choice of Deore or Pro models, 80mm or 100mm forks and an option to upgrade to Shimano disc brakes, you can have your *P7* exactly to suit your tastes.

A *P7* deserves its place in everyone's line-up – there are days when nothing else comes close – on those days the *P7* will let you know – click in and feel the surge.

### FAST FACTS

- Strong custom butted Series 8 pure CroMo steel frameset.
- Classic Orange monostay rear triangle.
- Optional 80mm or 100mm travel fork depending on use.
- Frame has disc brake mounts or V-brake compatible – Shimano disc upgrade option available.



Frame Size	15"	17"	19"	21"
A. Head angle	71°	71°	71°	71°
B. Seat angle	73°	73°	73°	73°
C. Top tube	535	535	554	584
D. Effective TT	556	560	578	592
E. BB height	-35	-35	-35	-35
F. Chainstay	420	420	420	425
G. Head tube	110	110	120	140
H. Fork offset	45	45	45	45
J. Wheelbase	1036	1041	1058	1079
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	100	110
Seat tube Ø	29.6 shimmed 27.2			

Unless otherwise indicated all measurements are in millimetres.





# gringo

## COOL CLASSIC ALL-ROUND PERFORMANCE



GRINGO

**T**his steadfast Orange all-rounder has an all new frame for 2004. All the features that make the *Gringo* quintessentially Orange are right where they should be, with an emphasis on durability.

We have re-specified the Series 12 custom butted tubeset in aircraft grade 6061 aluminium with T6 heat treatment. It has a chunkily gusseted down tube and new, stiffer wheel drop-outs to bring even more peace of mind. Robust, strong and ultimately more durable than ever. The overall combination of frame features make this the strongest version of the *Gringo* to date.

With key features like disc and rack mounts, the *Gringo* lends itself to many off-road riding exploits,

but where it excels is in its pure and unfussy usability. At the end of the day it shares many of the same features and geometry as its specifically purposeful stablemates, so it will dart through singletrack with flickability and finesse, yet behave itself as the adventurous tourer loaded with luggage.

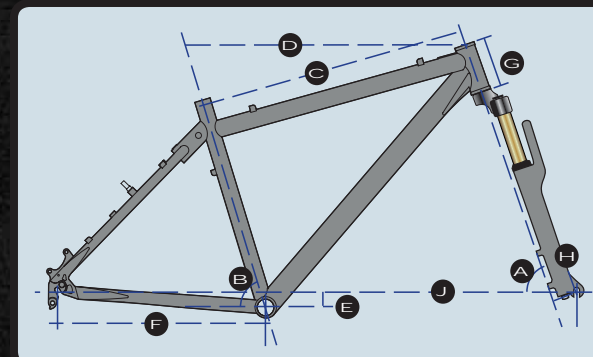
The classic monostay rear triangle with its huge mud clearance, coupled with Crud Catcher bosses make riding in muddy winter conditions a whole lot less painful. Plus this year the *Gringo* gets a 9-speed drive train.

For a no-nonsense mountain bike the *Gringo* is a simple choice. The fact that it says 'Orange' on the downtube makes that choice a no-brainer.



FAST FACTS

- Orange designed lightweight and durable custom double butted Series 12 6061 T6 aluminium tubeset.
- Highly specced packages 9-speed shimano drive train and disc brake option.
- Frame details include rack mounts and crud catcher bosses.



Frame Size	15"	17"	19"	21"
A. Head angle	70°	70°	70°	70°
B. Seat angle	73°	73°	73°	73°
C. Top tube	529.5	542	563	586.6
D. Effective TT	550	565	585	605
E. BB height	35	35	35	35
F. Chainstay	418.5	418.5	418.5	418.5
G. Head tube	100	100	120	140
H. Fork offset	45	45	45	45
J. Wheelbase	1034.4	1048.4	1070.4	1081.5
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Stem Length	80	90	110	120
Seat tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.



GRINGO DISC



# SPECIFIC TECHNOLOGY



## NO COMPROMISES

Specific Technology is what Orange have always been about. Check out the Gizmo for each model. It will show you for which specific purpose the bike has been designed to optimally perform. We're not into the generic 'it'll do' attitude that all too often invades the sport. Some manufacturers are still prepared to compromise the frame, so that they can afford to 'over specify' the rear derailleur in an effort to try and fool customers into thinking they are getting value for money. Mysteriously, last year's 'jump' bike becomes this year's 'freeride' model with a change of a decal. This runs against the grain of the Orange philosophy. With the frame being the prerequisite to a high performance mountain bike, Orange pay particular attention to both the design and materials used on all parts of the bike. If it's Orange, it's specific!

## THE NEW ORANGE GIZMO

To help you match our frames with your talents and riding preferences, an Orange Gizmo screenshot is shown next to each frame to help you decide if it is the right one for you. The indicator bars show where each model excels, or otherwise, in each category. The simple key is as follows:

**RED X:** No colour in the bar. Don't do it! You will not be covered by your warranty.

**GREEN:** A full green bar shows that this is exactly what the bike was designed for. If the bar is surrounded by a green highlight then that's exactly what we built the bike for. If the green indicator is part filled, it's good to go in that discipline, just may not be the optimum bike in the range for that purpose.

**AMBER:** The amber bar indicates that the bike will not suffer damage in a particular ride category, but also that it isn't designed for that purpose and you should really consider another model.

**NONE:** Not specifically designed for that category, but hey, it's your bike, if you decide to race XC on your 223 let us know.

**FORK TYPE AND TRAVEL:** The fork travel indicator is an important piece of information and should be heeded. It shows the fork travel options that each frame is designed and warranted to accept. In most cases the maximum option will work best with the bike, but some riders may have their own preferences and choose to run a shorter fork. Also pay attention to the fork type. Different headset standards and variations in the frame construction mean that specific frames are designed for the suitable fork only shown by the Gizmo.

Please note: The Orange Gizmo is only a guide to help you before visiting your Orange specialist dealer for expert advice.

## RIDING CATEGORIES

We felt it necessary to go into a little detail about what we feel each category means. It would seem that some people have different ideas of what activities the various riding disciplines encompass. This came home to us recently when our friend Steve Peat was telling us about his local trail riding exploits. We turned a little pale at his descriptions of 20ft drops, clearing doubles and the like. Where did all those open hilltop and forest singletrack 'trails' go? Well, they're still around and we all love riding them and to us that's a trail. So for the record, here's what we reckon you should be looking at to keep your Orange bike in one piece:

**DOWNHILL:** Obvious really, you think you can beat Steve Peat. You'll need to go fast and you're going to hit things hard. Only do this with a fast, big hitting bike. Most obviously a 223.

**BSX/4X:** Balls-out elbow to elbow racing, you will go fast, you will crash, you will win. You need a hardcore bike, whether suspension or hardtail, ideally a *Patriot* or a *Mslsle*.

**DIRT JUMP:** Sessioning the local jump spot can be hours of fun on the right bike. On the wrong bike it will only last a couple of jumps and you will be 'trying it on' with our warranty department. Don't get confused, although the term 'trails' is used for jump trails, this is not what we term trail riding. Our trail definition is shown below.

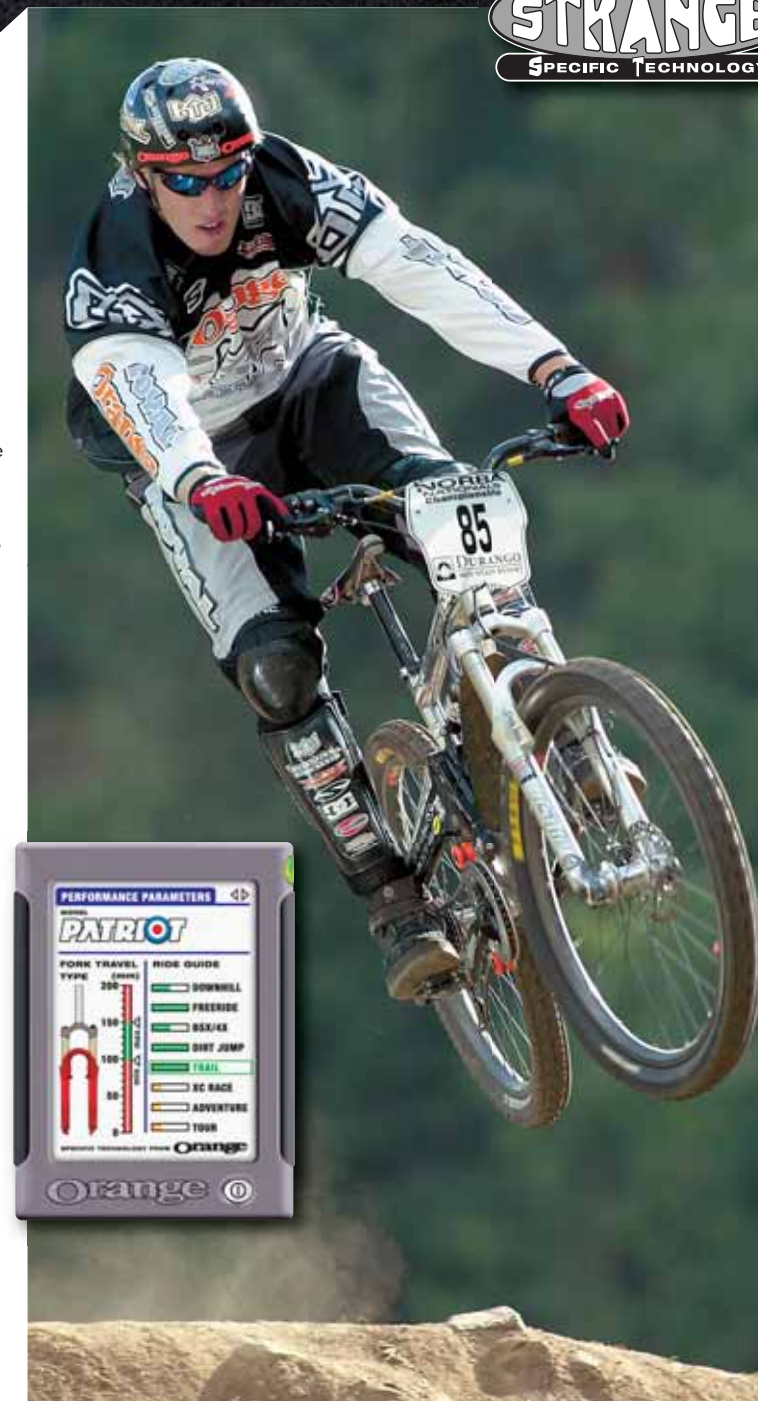
**FREERIDE:** The way we see it, it's downhill riding for fun or 'Steve Peat's trail riding'. Big hits, big drops and a fair pounding on rider and bike, it is important that you understand that the super-lightweight trail bikes are not built for this kind of er... abuse. The *Double-D* and *Patriot 7+* are.

**TRAIL:** To us trail riding is just getting out there, whether it be the local woods or an epic adventure. Ideal territory for fast lightweights and loads of fun. We're not saying keep your wheels firmly on the ground, essentially just use your common sense. If you're going to go 'trail' riding with Steve Peat don't buy a super-light, buy a *Patriot*. If you want to keep up with us, a *Five* will be right up your street and when it comes to jumps, it doesn't mind the occasional 'internal' flight, just no 'trans-atlantics' - are you with us?

**TOURING:** Load up with kit and ride your bike off to the hills. We would choose a bike with rack mounts (or a large Camelbak) and a tow bar... well alright, maybe not a tow bar.

**ADVENTURE RACE:** Chances are this will punish you more than your bike. We would pick a real lightweight superfast race model or trail bike and seek therapy.

**XC RACE:** In the cut and thrust world of MTB XC racing you need every advantage you can get. Basically an *E8* or *Sub3*.





# CLOTHING

WE FREQUENTLY CHANGE THE DESIGNS OF OUR HIGH QUALITY LIMITED EDITION CLOTHING, SO SEE YOUR LOCAL ORANGE MTB DEALER OR CHECK OUR WEB SITE FOR THE LATEST PRODUCTS AND DESIGNS.

## 2004 ORANGE TEES

100% cotton, pigment washed. A variety of designs released in limited editions. Get 'em while you can.



## BASEBALL CAPS

Heavy duty, embroidered baseball caps in various designs.



## TEAM ORANGE DOWNHILL SHIRT

Short or long sleeve, the official Team Orange downhill race shirt is made from 100% polyester, cut to fit over body armour with the Orange logo design on the front and reverse.



## ORANGE FREERIDE JERSEYS

Short or long sleeve, the official Orange freeriding jersey is made from 100% polyester, in a loose fit design, with a zipped pocket on the back and the Orange logo design on the chest and shoulders.



## ORANGE WEB SITE

Orange Mountain Bike's web site is your ideal resource to find the latest Orange developments. You can check on team news and race results as well as grabbing sneak previews of new models.

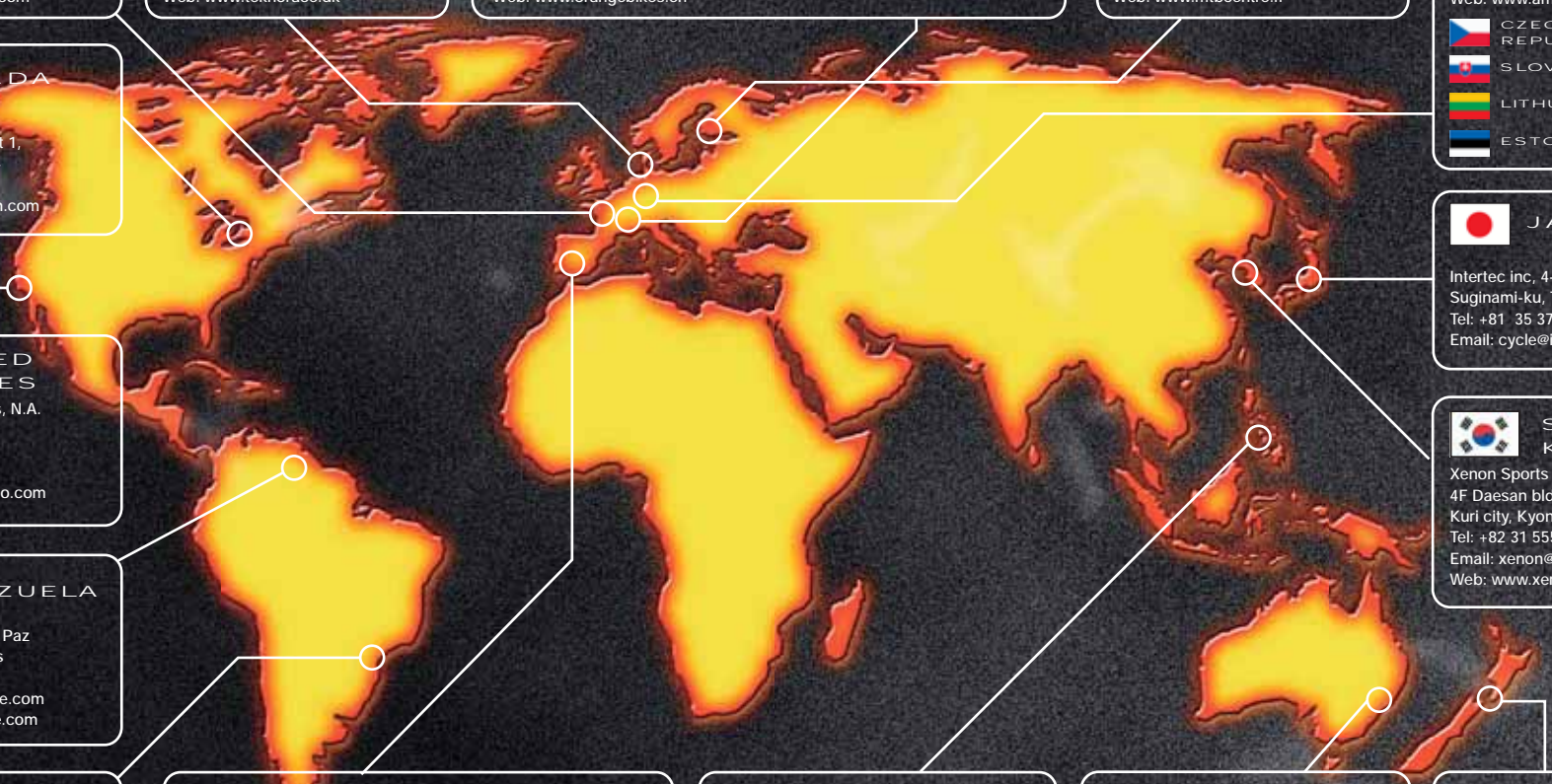
You will also find the latest range of Orange clothing, components, special offers and your nearest Orange dealer from our extensive list.

[www.orangebikes.co.uk](http://www.orangebikes.co.uk)





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Red Bull Ride jump (Rider: Dave McLaughlin) courtesy of Red Bull

## THE SMALL PRINT

The specifications contained in this brochure are for information purposes only, as our products are continually updated and changes may be made to the specifications from time to time. Specifications are subject to change without notice. Photographs in this brochure are for general guidance only. Some components featured in the images, such as pedals, 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.

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# Orange

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