UCI MOUNTAIN BIKE WORLD CUP DOWNHILL CHAMPIONS 2001, 2002 & 2004

A COMMITMENT TO THE COMMITTED

PRIDE AND PASSION

To say the guys at Orange are passionate about mountain biking would be a gross understatement. For the best part of the last twenty years, building, riding and racing them has been a daily obsession. Back in the beginning, founders Lester Noble and Steve Wade literally created their own bikes because they wanted real performance equipment for their own off-road racing exploits. They didn't do badly either, Lester was the top British finisher in the 1987 World Championships. Steve took it easy for a while, then came back with a bang, narrowly missing gold, but winning the silver medal in the British National Championships.

From the very beginnings of Orange Mountain Bikes, we have always taken the view that just because something is trendy or cool doesn't mean it is right. You can guarantee that every Orange bike is mercilessly tested by a dedicated team of all-terrain, all weather riders, all over the world. When it comes down to the details we know what really works.

As if to prove our point, we're proud to say that in 2004, Team Orange's Steve Peat rode his 223 downhill bike to UCI World Cup victory again, bringing the third world title to an Orange rider out of the last four years.

The Saab Salomon Orange adventure racing team are an exceedingly hardy bunch who put themselves through hell most weeks of the year, summer and winter. In 2004 the team became British adventure racing champions yet again. As ever, they put their faith in the reliability and the performance of Orange Mountain Bikes to ensure success in the the off-road cycling sections of their gruelling extreme events.

SIZE ISN'T EVERYTHING

World Cup wins. European champions. Not bad going for a small company battling it out amongst the big corporate hard hitters. How do Orange Bikes do it? While we may not have the biggest stands at the swanky bike shows, our presence is certainly felt in the sport's competitive arenas. Whether it's in international downhilling or exhausting week long endurance events, Orange bikes are in the thick of it, helping athletes to conqueur their opposition and win. Is there a better showcase than that?

Something else we have a wry smile about is that a small number of well known 'bigger' brand names at this level of competition are running rebadged frames for their riders to be competitive at the highest level. Not so with Orange, the bike that the Team Orange riders use to win world cup races is the same as the one on the Orange dealer's showroom floor.

Every bike in the Orange range benefits from this heritage. For nigh on twenty years we have been building bikes for the sole purpose of performing with optimum ability at the highest level. Through the entire range (which is pretty extensive these days) the bikes benefit from the test riding and racing that we do day in day out through the season.

It's fair to say the we are a pretty exclusive marque. If you do the maths, it works out that only ten people a day, worldwide, become the proud owners of a new Orange Mountain Bike.

JOIN THE TEAM

When you become the owner of an Orange Mountain Bike you're not just buying a bicycle, you are investing in a piece of high performance sports equipment. Every element designed and component specified to give you, the rider, the best mountain biking experiences you will ever have. No matter what branch of the sport you choose to pursue or at what level you choose to participate, you will be doing just that – joining a team of people that enjoy the single minded pursuit of mountain biking nirvana. From the local woods to the high alpine peaks, an Orange bike has been conceived to give you the maximum enjoyment, now all you have to do is choose one.

MATT

SAM

LESTER

STEVE

STEVE

THE 2005 RANGE

223	8
DOUBLE-D	9
PATRIOT 7+	10
SUBZERO	11
PATRIOT 66	12
FIVE	14
E8	20
P7	21
EVO4	22
CRUSH	23
GRINGO	24
MS ISLE	26
HITMAN	27

DESIGN AND BUILD

NO NEED TO COMPLICATE THINGS

It seems to be a fact of life that best ideas are often the simplest. In bike development terms the Orange bikes are just that, a great idea done simply and done right.

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 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.

BUILT WITH PRECISION

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 achieve some of the complex shapes with the minimum of seams. We're happy to keep them guessing..

The precision frame components are then carefully inspected before being jigged, tacked, checked and painstakingly hand-welded to become the frame you see in the dealer's showroom. If that sounds a little 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 brutally 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 scrapped. 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. An Orange bike is recognisable at a glance, not by reading the name on the downtube.

So how did we arrive at such a unique solution? Easy. To coin a phrase: "We did it our way!". Obviously an important part of suspension bike design are the suspension components themselves. Over the years we have worked closely with the manufacturers and have been lucky enough to have an ever improving range of options. But when it comes to the crunch there are certain principles that will always remain: Suspension suspends, up and down, not side to side; The wheels need to track the ground; and the bike needs to go where the rider points it. All sounds simple, but, make that work!

Other manufacturers compensate for these problems by adding linkages and pivots which, in most cases over complicate, and in every case introduce maintenance and reliability issues.

Enter the Orange philosophy of building a better suspension bike. First we addressed the major areas we have always seen as weak: where the fork meets the frame and where the frame meets the swingarm in the form of a robust and reliable, single pivot. Making these areas solid really starts to show up any flexibility in the swingarm, so we successfully addressed that area too with some inspired technologies unique to Orange bikes...

XTREME BEAM 150 V MONOCOQUE TECHNOLOGY

ULTRA LITE BEAM SP V SPECIFIC MONOCOQUE TECHNOLOGY

LITE BEAM VI MONOCOQUE TECHNOLOGY

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, you can't hold 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, connected to a large monobox front and arrived at fantastic lateral rigidity. The monocoque 'Lite Beam' design did twice the job with far less weight.

The technology that goes into the Lite Beam swingarms is ever evolving, like the new 2005 Lite Beam VI used on the Patriot 66. New forming methods have introduced a sleek curve in the monobox section, giving more strength while using less material. Not that swingarm development has been restricted to only one model.

It may not be easy to see in the showroom but once out on the trail you will quickly see that strength is more than skin deep. All of the Lite Beams have undergone internal refinement. The Ultra Lite Beam sp/V, designed for optimum performance with 'pedal platform' 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.

HANDBUILT IN HALIFAX ENGLAND

HORIZ-HOLD ELPR
ENHANCED LATERAL PIVOT RIGIDITY

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 side to side play at the pivot is hugely magnified at 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.

Three UCI World Cup Championships down the line... we rest our case.

'DESIGNING RACE WINNING BIKES IS ALWAYS SEEN AS A SUCCESS. BUT BUILDING BIKES THAT CAN EASILY BE MAINTAINED BY THE AVERAGE RIDERS, HAS ALWAYS BEEN PARAMOUNT IN OUR DESIGN AIMS.'

Steve Wade

Orange MOUNTAIN BIKES ENGLAND

WORLD CUP
NUMBER 3

To say it's been a great season for Team Orange riders would be somewhat understating the case. Without doubt it has been another phenomenal summer of seat-of-the-pants downhill racing. The main protagonists being Steve Peat and team mate Marc Beaumont. Other high profile riders aboard Orange this season were the UK go-girl Fionn Griffiths, and flying Finn Matti Lehikoinen. Between them, ensuring Orange bikes littered the upper rankings of the result sheets.

Let's not forget the race success of the countless privateer, dealer sponsored riders and racers using 223's without our logos because they are sponsored by other brands but want the best.

But, without doubt, the year 2004 belongs to UCI World Cup Champion Steve Peat, who on his Factory Racing 223, stormed the six race UCI World Cup Downhill series in the first five rounds, turning the sixth and final round into party time. Bringing him his second World Cup Championship and an unprecedented third title for Orange Mountain Bikes.

Peaty
1

STEVE PEAT'S UCI
WORLD CUP DOWNHILL
223

MARC BEAUMONT

FIONN GRIFFITHS

STEVE PEAT

2004 UCI World Cup Dowhill Champion
2004 European Downhill Champion

1st UCI World Cup Mont Sainte Ane DH
1st UCI World Cup Les Deux Alpes
1st Maxxis Cup Portugal
1st Maxxis Cup – Andorra
1st Red Bull Downtown – Lisbon (3 Years Running)

MATTI LEHIKOINEN

THE 223 CONCEPT

We try not to brag... it's generally frowned upon, so lets say that over the years we have extolled the virtues of the 223 chassis, itself a refinement of the original 222, as perhaps the best performing downhill chassis ever to grace the World Cup circuit. To emphasize the point, Orange Bikes have just taken their third UCI World Cup Championship win in the last four years. When you take into account that this achievement has been with different riders, it's unprecedented. Two riders, Greg Minnaar and Steve Peat, with one common denominator, the Orange DH chassis.

Think about it, a worldwide series of races, not a one-off event where luck can play a big part, but a succession of races around the world. From the mud-strewn UK, the gnarly technical terrain of Canada and the dry dust bowls of Colarado, the Orange 223 has outperformed all its peers. In fact, after winning three out of the last four championships, you could be tempted to say it's peerless.

As ever, small refinements have been made to the 2005 223 chassis, but the key factors that make the bike so successful stay firmly put.

Where bike designs have become more complex, the simplicity and adjustability of the 223's single pivot chassis 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.

- Winner of the UCI World Cup Downhill Championship – three times – 2001, 2002 & 2004.
- Hand built from custom butted Series HM 6061 T6 aluminium monocoque.
- Adjustable frame geometry via sliding top shock mount bracket.
- '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.
- ISCG (International Standard Chain Guide) mounts. No twisting or spacing problems.
- Optional IBS (Independent Braking System) on rear brake, allows suspension to remain active under braking.
- Colours: Cosmic White, Pearl Black, Anti-radar Green.

FACTS AND FIGURES

Double-D
FREERIDE

223 GEOMETRY

Frame Size	15"	17"
A. Head Angle	64°	64°
B. Seat Angle	70.5°	70.5°
C. Top Tube	547	565
D. Effective TT	579	599
E. BB Height	+21	+21
F. Chainstay	453	453
G. Head Tube	120	120
H. Wheel base	1153	1173
T. Rear Travel	230 (9")	230 (9")
Fork Travel	200	200
Rider Height	–	–
Seat Tube Ø	27.2	27.2

223 Geometry is adjustable, these figures are a guide only. Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag. (see page 28).

Exactly the same metal work as the World Cup 223 Downhill bike, the 223 Double-D differs in that we have specified componentry aimed at the demanding freerider.

The 223 DD rider is the kind of guy (or gal) who is likely to be in the middle of nowhere with no race mechanic waiting at the bottom of the run, so reliability in the face of extremity is what this bike is all about, up or downhill.

Equipped with a fully beefed double chainset and 9" of pedal platform shock travel, the capability this bike possesses will see you through the 'phat and skinny' on those hucking great big full-on Alpine day trips. The 223 DD is more than ready to take you wherever you point the bars... Are you?

THE 'BIG' IDEA

The 'big' thing with both the Patriot 7+ and the SubZero (as if it isn't obvious) is of the One-Point-Five standard headtube. It provides a dramatic increase in both stiffness and strength with minimal weight gains. The increased diameter improves control, steering precision and component durability. Using a One-Point-Five headtube means that we can make the strongest Downtube/Headtube joint in the industry with our monocoque frame construction technology.

Frankly, it's a revelation, you can't believe that you're not riding a triple clamp fork, until you come to that gnarly technical switchback dropping down a few rock steps. Where you might have run out of steering lock with triple clamps, a burly single crown cleans it, leaving you with a big grin and those big hitting forks to soak up the bumps as you blast down to the next one.

With geometry a little more relaxed than the Patriot 66, riders have a little more margin for... er... shall we say, error? You could describe the Patriot 7+ as a Patriot 66 on steroids, basically everything is beefed up, plus optionally you can specify a bolt-through rear axle for extra rear end rigidity.

The SubZero, on the other hand, brings you high adventure with a difference. It's become a cult favourite with those in the know. Once you realise that this is a 'stand up' freeride bike, the fun really starts to kick in. By riding the big fork and letting the hardtail float beneath you, you'll find that the front wheel tracking the ground brings an enormous amount of control. In no time you'll be flying down trails that you never would have looked at on a hardtail, let alone at the speed that the SubZero allows.

As they say 'fortune favours the brave'. Both the Patriot 7+ and the SubZero are as brave as you're ever going to be, so they are parts of the freeriding equation that you don't have to worry about. The terrain you're chucking yourself down? That's your call.

- 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.
- Colours: Fox Grey, Pearl Black.

Shown with optional bolt through rear axle.

FACTS AND FIGURES

- Hand built from custom butted Series SM 6061-T6 aluminium monocoque.
- One-Point-Five Interface Standard head set.
- 1⅛" Headset option .
- Quattro-Lite box section rear stays.
- Super strong SubZ CNCed drop-outs.
- 130mm - 170mm long travel fork capability.
- Double or triple chainset compatibility.
- Disk only frameset.
- Colours: Holywell Green, Silver, Pearl Black, Royal Blue.

PATRIOT 7+ GEOMETRY

Frame Size	16"	18"
A. Head Angle	68°	68°
B. Seat Angle	70°	70°
C. Top Tube	563	587
D. Effective TT	602	622
E. BB Height	397	397
F. Chainstay	431	431
G. Head Tube	120 x 1.5	120 x 1.5
H. Wheel base	1111	1131
T. Rear Travel	177 (7")	177(7")
Fork Travel	170	170
Rider Height	5'6"-5'10"	5'8"-6'4"
Seat Tube Ø	27.2	27.2

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag. (see page 28).

SUBZERO GEOMETRY

Frame Size	14"	16"	18"
A. Head Angle	67°	67°	67°
B. Seat Angle	72.5°	72.5°	72.5°
C. Top Tube	536	551	571
D. Effective TT	557	577	597
E. BB Height	371	371	371
F. Chainstay	432	432	432
G. Head Tube	120 x 1⅛	120 x 1.5	120 x 1.5
H. Wheel base	1114	1134	1154
Fork Travel	150	150	150
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"
Seat Tube Ø	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag. (see page 28).

THE BRAND NEW PATRIOT

The all new Patriot 66 is truly one of those watershed bikes in the history of Orange. Just like its predecessors, it is built for strength, but now with refined construction techniques, like the handcrafted radiused monocoque sections. The result: superior strength in a frame that now weighs less than previous models.

But the key feature of the new Patriot 66 is that we have brought the adjustable geometry feature to a lightweight 'All Mountain' bike.

We live in a wacky world where the same travel fork from different manufacturers can vary by up to 50mm from axle to crown. Fit one or other to a bike and that's around 3° of frame angle variation and an inch of bottom bracket height, how do you set a bike up for this? We also see bikes offering the ability to change travel 'with the flick of a quick release', but how does this affect the shock's spring rate and the bike's handling? In most cases badly. The ingenious solution: Give the rider the facility to change the geometry himself.

With the Patriot 66, using different length forks and rear shocks, you have the versatility to adjust the geometry within a 7° headangle/50mm BB height range, by simply positioning the shock mount slider. Imagine being able to run a shorter stroke lightweight air shock for all-day trail riding with a sharp handling trail burner, then switching to a long travel coil shock to go big hit freeriding. Well, now you can. The Patriot 66 can run different length shocks and allow for a multitude of forks. Suddenly you really do have the most versatile bike around.

Built to be ridden the way we love to ride, taking the fight to the terrain, and always looking for new adventures, the Patriot 66 will perform as a burly XC trail tool, through to a hard hitting Alpine freerider. Just spec up and hang on.

- Hand built from super-strong custom butted *Series TM* 6061-T6 radiused aluminium monocoque.
- Adjustable head angle/bottom bracket height via the new sliding shock mount.
- *Horiz-Hold* welded pivot with oversize 28mm precision bearing, eliminates lateral swing arm movement.
- New 'lay back' *Lite Beam VI*, lower pivot point for a more active ride. Designed for use SPV™, CV/t™ or Pro Pedal™ stable pedal platform shocks for 'anti-bob' pedalling performance.
- 'Compact' profile swing-arm lowers centre of gravity to improve handling and tracking accuracy.
- 6.6 inches of available rear wheel travel dependent on shock fitted.
- Frame geometry adjustable for fork travel range from 130 to 170mm.
- Colours: Matt Black, Anti Radar Green/Black, Silver

FACTS AND FIGURES

XCEL

PATRIOT 66 FR GEOMETRY

Frame Size	14"	16"	18"	20"
A. Head Angle	65°	65°	65°	65°
B. Seat Angle	70°	70°	70°	70°
C. Top Tube	536	551	571	597
D. Effective TT	565	585	605	625
E. BB Height	387	387	387	387
F. Chainstay	432	432	432	432
G. Head Tube	120	120	120	120
H. Wheel base	1135	1155	1175	1195
T. Rear Travel	167 (6.6")	167 (6.6")	167 (6.6")	167 (6.6")
Fork length	595	595	595	595
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'0"	5'11"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Patriot 66 Geometry is adjustable, these figures are a guide only.
Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

DEORE

'VERSATILITY IS THE KEY HERE, WITH THE RIGHT COMPONENTS THIS BIKE IS THE PERFECT ALL ROUNDER'

PATRIOT 66 XCEL GEOMETRY

Frame Size	14"	16"	18"	20"
A. Head Angle	68.3°	68.3°	68.3°	68.3°
B. Seat Angle	73.8°	73.8°	73.8°	73.8°
C. Top Tube	536	551	571	596
D. Effective TT	553	573	593	613
E. BB Height	360	360	360	360
F. Chainstay	432	432	432	432
G. Head Tube	120	120	120	120
H. Wheel base	1103	1123	1143	1163
T. Rear Travel	167 (6.6")	167 (6.6")	167 (6.6")	167 (6.6")
Fork length	510	510	510	510
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'0"	5'11"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Patriot 66 Geometry is adjustable, these figures are a guide only.
Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

PATRIOT 66 DEORE GEOMETRY

Frame Size	14"	16"	18"	20"
A. Head Angle	67°	67°	67°	67°
B. Seat Angle	72.5°	72.5°	72.5°	72.5°
C. Top Tube	536	551	571	597
D. Effective TT	557	577	597	617
E. BB Height	371	371	371	371
F. Chainstay	432	432	432	432
G. Head Tube	120	120	120	120
H. Wheel base	1114	1134	1154	1174
T. Rear Travel	167 (6.6")	167 (6.6")	167 (6.6")	167 (6.6")
Fork Length	540	540	540	540
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'0"	5'11"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Patriot 66 Geometry is adjustable, these figures are a guide only.
Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag (see page 28).

A BUNCH OF FIVES

Highlighting that a simple, reliable single-pivot solution wins out every time, the Five is aimed squarely at the rider who wants a fast, light and responsive all-day suspension 'All Mountain' bike with plenty of go and no fuss. Brand new in 2004, the Five became an instant hit amongst those of us who want to 'get away from it all'.

The Five was one of the first, to fully encompass the pedal platform damping technology of SPV, CV/t and 'Pro-Pedal' shocks and even be fully designed around it. For 2005, the Five has moved the goalposts once again. It now delivers 5.5" of smooth rear end travel to perfectly complement the geometry tweak to make 130mm of front fork travel as standard.(It's so versatile it can now handle 150mm of fork travel).

Hand-crafted in Halifax using precision forming techniques, we have constructed a lighter stronger down tube section with a curved top section to disperse the loading from the CNC machined top shock mount evenly through the frame. The Horiz-Hold pivot is positioned low in the chassis, making the suspension fully active when it's required, but stable when the rider is pedalling.

The Ultra Lite Beam sp/V 'compact' swingarm is not only extremely laterally rigid, it also lowers the bike's centre of gravity so it's even easier to follow the line on the most intricate of trails. These strength features have all been introduced without compromising the light weight of the chassis.

So get out on the hills and 'just ride', the Five will breeze those unexpected surprises the trail has waiting for you on those all-day epics.

- **Hand built with custom butted *Series LM* 6061-T6 lightweight aluminium monocoque.**
- **28mm *Horiz-Hold* pivot combines with *Ultra Lite Beam SP/V* swingarm. 'Compact' profile with low centre of gravity for tracking accuracy and 'feel'.**
- **5.5 inches of rear wheel travel.**
- **Low pivot position makes rear shock fully active on bumps yet smooth when pedalling using SPV™, CV/t™ or Pro-Pedal™ pedal platform shock damping technology.**
- **Tuned *Fast-Track* geometry for rapid trail handling, with new generation of 120mm - 150mm travel forks.**
- **Colours: Peaty Red/Silver, Silver, Pearl Black**

FACTS AND FIGURES

Lester Noble says:

'I like my mountain biking uncomplicated. One bike which I can take anywhere and ride. And 'ride' is the key word. I don't want a load of maintenance changing seals and bearings. Oil the chain and it's ready for the next adventure. The 5 is my bike.'

FIVE GEOMETRY

Frame Size	14"	16"	18"	20"
A. Head Angle	69.8°	69.8°	69.8°	69.8°
B. Seat Angle	74°	74°	74°	74°
C. Top Tube	543	560	577	598
D. Effective TT	561	580	600	618
E. BB Height	338	338	338	338
F. Chainstay	425	425	425	425
G. Head Tube	120	120	140	160
H. Wheel base	1095	1115	1135	1155
T. Rear Travel	140 (5.5")	140 (5.5")	140 (5.5")	140 (5.5")
Fork Travel	130	130	130	130
Rider Height	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28)..

5 HARDCORE

PIMP YOUR RIDE

We know there are riders who want their bike "tricked out" with the very best of components. We offer our Special Equipment upgrade package on certain models, comprising of a precision made Hope headset, ultra cool Thomson elite stem and seatpost, light and comfortable Fizik saddle and ultra light Answer carbon handlebar to perfectly finish off your new Orange bike.

MANITOU IT

Handlebar mounted, on the fly, air spring infinite travel adjust.
Check out full range of fork and rear shock upgrade options in the price list or on the web site

ADVENTURE RACE CHAMPIONS

team SAAB SALOMON Orange adventure racing

Input from structured, knowledgeable feedback has always been the crucial ingredient to why you instantly feel at home when climbing onto an Orange. While Peaty and the rest of in-house wrecking crew are invaluable for pushing development beyond the extreme side of DH and freeride, (or in some cases, 'free-leap'), we have never forgotten our roots were planted in XC (or cross-country as it used to be called).

The Saab Salomon Orange Professional Adventure racing team is the perfect vehicle for keeping us real in the extreme side of XC. Even though the team includes our 24 hour long distance champions, Ben Bardsley and Helen Jackson, rest assured that all 12 members have worn out a few pair of tyres in their time. Usually a week as a matter of fact.

With most of their events over 3 days and some over a week, rest assured their testing is extensive and as extreme as it comes. It is for this reason that you can be sure Orange bikes work in whatever terrain or conditions you are ever likely to encounter. The Team's testing has been on every continent, and that's not just riding but winning at the highest level. During 2004 they have claimed the title of British Adventure Race Champions for the second year running, incidentally by winning every round, it is this success plus their invaluable feedback that ensures our E8, Clockwork, (you'll just have to be patient ;-), and all our XC bikes live up to their award-winning pedigree.

SALOMON
FUEL YOUR INSTINCT

PRO SPEC XC RACE

The E8 is built for experienced racers who demand the best. Constructed from the incomparable Easton Ultralite tubing, with world cup race geometry, 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 that belies the fact that it's a race hardtail. Razor sharp handling, ultra-light weight and championship winning heritage blend into a XC race chassis. Equally at home winning world adventure races, it has thoroughbred blood coursing through its veins.

Shimano technologies such as Dual Control shifting and braking, Hollowtech cranks and bottom bracket raise the bar yet again in terms of rider expectations.

As ever, the 2005 Orange E8 is built in limited numbers, so 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.

- **Custom double butted Easton Ultralite 7005 aluminium tubing.**
- **Classic Orange monostay rear triangle, designed for maximum power transfer and rider comfort.**
- **Shimano Dual Control for rapid fingertip shifting and braking.**
- **Fast-Track geometry adjusted to allow 100mm travel race fork.**
- **Versatile, lightweight cantilever brakes or the performance of discs. The E8 can handle your preference.**

FACTS AND FIGURES

E8 GEOMETRY

Frame Size	15"	17"	19"	21"
A. Head Angle	71°	71°	71°	71°
B. Seat Angle	73°	73°	73°	73°
C. Top Tube	534	554	563	683
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. Wheel base	1028	1048	1068	1188
Fork Travel	100	100	100	100
Rider Hight	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	26.8	26.8	26.8	26.8

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

PURE STEEL

Ten years ago the hardcore P7 was launched as the hammerhead of the Orange range – a hard man's bike that led the way where others dared to follow.

For 2005 the P7 returns to those roots, with totally revised geometry capable of running big hit 130mm forks, huge clearance for thumping great 2.5 tyres and built from pure Series 8 CroMo Steel - with a soul that speaks to you - the P7 is back, bigger and harder than before.

If the ping of a fingernail flick on the tube trips a switch inside you, you'll know, you are one of us. You'll understand the true soul of the P7 and fully appreciate that when the rider clicks into the pedals and powers away, this is the point at which the steel frame really jumps to life, as it surges forward, inspiring you to power up climbs, dart through twisting singletrack and devour downhills.

Fully Tested on Animals - pretenders beware, the P7 is about to reclaim its throne!

- **Strong Custom Butted Series 8 Pure CroMo steel frameset.**
- **Classic Orange monostay rear triangle.**
- **Geometry suits 100mm – 130mm travel fork depending on use.**
- **Frame has disc brake mounts or V-brake compatible.**
- **Rack mounts on rear stays.**
- **Crud catcher bosses in downtube.**
- **Colours: Pearl Black, Silver.**

P7 PRO

FACTS AND FIGURES

P7 GEOMETRY

Frame Size	15"	17"	19"	21"
A. Head Angle	71°	71°	71°	71°
B. Seat Angle	73°	73°	73°	73°
C. Top Tube	549	566	589	612
D. Effective TT	572	592	612	632
E. BB Height	306	306	306	306
F. Chainstay	420	420	420	420
G. Head Tube	100	120	120	140
H. Wheel base	1041	1061	1081	1101
Fork Travel	130	130	130	130
Rider Hight	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	All 29.6 shimmed to 27.2			

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

HARDCORE STAR

The unruly ruffian of the 2005 Orange superlight hardtails is the Evo4. It is a gutsy 'go anywhere' mountain bike, designed for the dedicated off-road hammerer who needs reliability in a chassis.

The Evo4 frame is constructed from our custom specified Series 14 6061-T6 aircraft grade alloy. 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.

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 got shed-loads of character, can be pounded as hard as you like and it will still be ready for more.

- **Super tough frameset, built from custom butted Series 14 6061 T6 aluminium.**
- **Strong externally butted head tube to take forces from 130mm travel Manitou Splice fork.**
- **Trademark Orange monostay rear triangle, for durability and power transfer.**
- **Super stiff CNC machined drop-outs.**
- **Powerful, Lightweight Hayes HFX9-XC hydraulic disc brakes.**
- **Crud Catcher bosses.**
- **Finish: Polished.**

evo 4

LIMITED EDITION

FACTS AND FIGURES

EVO4 GEOMETRY

Frame Size	15"	17"	19"	21"
A. Head Angle	70°	70°	70°	70°
B. Seat Angle	73°	73°	73°	73°
C. Top Tube	550	567	589	612
D. Effective TT	572	592	612	631
E. BB Height	306	306	306	306
F. Chainstay	425	425	425	425
G. Head Tube	100	120	120	140
H. Wheel base	1046	1066	1086	1106
Fork Travel	130	130	130	130
Rider Hight	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

EVIL TWIN

If the Evo4 is the one of the toughest bikes out there, then the Crush is the blood relation that we've kept chained in the attic for years. In fact, we're somewhat concerned that some sneaky genetic modification may have gone on behind our backs, 'cos the Crush is definitely sticking its gnarly elbows into SubZero terrain.

Where the Evo4 responds to being ridden hard, the Crush positively demands it. The thumping great 130mm travel Manitou Stance Blunt forks respond to the Smash and Grab style of trail riding, especially with Orange's custom specification of Evil Genius™ seals/semi bath lubrication for improved performance in tough, wet, gritty UK conditions. Burly Truvativ components keep the rider firmly in control. As with the Evo4, the more energy you can throw at the Crush the bigger your grin is going to be.

Ride it, tame it, give it some stick and reap the rewards. Oh... and a last bit of advice... Don't turn your back on it!

- **Super tough frameset, built from custom butted Series 14 6061-T6 aluminium.**
- **Manitou Stance Blunt with custom spec Evil Genius seals/semi bath lubrication for improved performance in tough, wet, conditions**
- **Strong externally butted head tube to take forces from 130mm travel fork.**
- **Trademark Orange monostay rear triangle, for durability and power transfer.**
- **Super stiff CNC machined drop-outs.**
- **Powerful, Burly Hayes HFX9-HD 8" hydraulic disc brakes.**
- **Crud Catcher bosses.**
- **Colours: Matt Black.**

CRUSH

FACTS AND FIGURES

CRUSH GEOMETRY

Frame Size	15"	17"	19"	21"
A. Head Angle	68.5°	68.5°	68.5°	68.5°
B. Seat Angle	73°	73°	73°	73°
C. Top Tube	550	567	589	612
D. Effective TT	572	592	612	631
E. BB Height	311	311	311	311
F. Chainstay	425	425	425	425
G. Head Tube	100	120	120	140
H. Wheel base	1046	1066	1086	1106
Fork Travel	130	130	130	130
Rider Hight	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

CLASSIC AND COOL

All the features that make the Gringo quintessentially Orange are right where they should be, with an emphasis on durability. Orange's Series 12 custom butted tubeset in aircraft grade 6061-T6 aluminium at the heart of this chunkily gusseted high performance frame. It is robust, strong and ultimately more durable than ever with stiff CNC machined wheel drop-outs to bring even more peace of mind.

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, it will dart through singletrack with flickability and finesse, yet behave itself as the adventurous tourer loaded with luggage.

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.

- **Orange designed lightweight and durable custom double butted Series 12 6061-T6 aluminium tubeset.**
- **Geometry adjusted for 130mm travel fork compatibility.**
- **Trademark Orange monostay rear triangle, for durability and power transfer.**
- **Highly specced packages 9-speed shimano drive train and disc brake option.**
- **Frame details include rack mounts and crud catcher bosses.**
- **Finish: Polished.**

GRINGO

FACTS AND FIGURES

What Mountain Bike GOLD

GRINGO GEOMETRY

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	589	612
D. Effective TT	572	592	612	631
E. BB Height	306	306	306	306
F. Chainstay	420	420	420	420
G. Head Tube	100	100	120	140
H. Wheel base	1041	1061	1081	1101
Fork Travel	130	130	130	130
Rider Hight	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
Seat Tube Ø	27.2	27.2	27.2	27.2

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag. (see page 28).

GET DOWN AND DIRTY

DEADLY 4X PREDATOR

Pro 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 is about as sturdy as a hardtail comes. Chunky square section Quattro-Box rear stays wrap their way around the seat tube, secured to the rear of the top tube, by way of one of the toughest 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. Completing an aluminium monocoque chassis that will rail through turns, berms and take the heavy landings, ready to race out-of-the-box. It's a bike built without compromise for the non-compromising hardcore dirt jumper, street rider or 4X racer.

- **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 Team Orange.**
- **Factory fitted cable stops for Double or triple chainset compatibility.**
- **Disc only frameset.**
- **Colours: 'Yeller!', Cosmic White, Anti Radar Green.**

MsIsle

FACTS AND FIGURES

MSISLE GEOMETRY

Frame Size	14"	16"
A. Head Angle	69.5°	69.5°
B. Seat Angle	71°	71°
C. Top Tube	544	563
D. Effective TT	575	595
E. BB Height	335	335
F. Chainstay	420	420
G. Head Tube	120	120
H. Wheel base	1062	1082
Fork Travel	100	100
Rider Height	5'1"-5'8"	5'7"-6'4"
Seat Tube Ø	27.2	27.2

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag. (see page 28).

KILLER INSTINCT

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 is one tough little customer that will back you all the way.

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 harm's 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...

- **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.**
- **Frame has disc brake mounts or V-brake compatible.**
- **Colours: Black, Cosmic White, Thunderbird Pink.**

WINNER BUDGET STEEL JUMP FRAME

MBUK – November 2004

FACTS AND FIGURES

HITMAN GEOMETRY

Frame Size	**14"**
A. Head Angle	71°
B. Seat Angle	73°
C. Top Tube	555
D. Effective TT	571
E. BB Height	320
F. Chainstay	420
G. Head Tube	120
H. Wheel base	1048
Fork Travel	100
Rider Height	—
Seat Tube Ø	29.6 simmed to 27.2

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag. (see page 28).

SPECIFIC TECHNOLOGY

STRANGE
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! Your frame will not be covered by the warranty. Even worse, you might get hurt and we don' t want that.

GREEN: A full green bar shows that this is the discipline the bike was designed for. If the bar is surrounded by a green highlight then that's exactly what we built the bike to do. 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. The range of fork travel shown gives an indication of the optimum for performance. Variations of overall fork length and an individuals riding style should also be considered. Do not exceed the maximum travel shown on the Gizmo.

Also pay attention to the fork type. Different headset standards and variations in the frame construction mean that specific frames are designed only for the fork type 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.

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 223 Double-D and Patriot 7+ are. Want to go the hardtail route? A SubZero, Crush or 2005 P7 are all up to the job

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 66 or a MsIsle.

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 definitions are shown below.

ALL MOUNTAIN: To us, Enduro riding or if you prefer the term 'All Mountain' is the kind of riding we love to do most. You're going to hit the big trails, in the very big hills. You're the kind of rider who's going to go hard at most things you encounter, up or preferably down. Go straight to the Patriot 66 at your dealer.

XC: What are you waiting for? Get out there and go for it. Fast fireroads to singletrack switchbacks. It's what the Five and the Evo4 were invented for.

RACE: In the cut and thrust world of MTB XC racing you need every advantage you can get. Basically an E8 or a Clockwork (a Clockwork? Who said that?).

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. An E8 or a Clockwork would be perfect (there, we said it again!).

TOURING: Load up with kit and ride your bike off to the hills. We would choose a bike with rack mounts (or a huge Camelbak). A Gringo or P7 – Spot on.

A NOTE ON GEOMETRY

All angles listed are stated for a range of different manufacturer's forks suitable on the model. Please note the angles are a static measurement based on the average recommended fork length and do not take into account the amount of rider sag or fork type, therefore it is only meant as a guide. Go to your local dealer and sit on one, or better still go for a test ride.

APPAREL

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.

dirt-riding dogs

LET'S GO RIDE

CHECK OUT THE WEBSITE

Orange Mountain Bikes' 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

RIDING SHORTS

Casual riding short, 100% cotton outer, Polyester padded liner for comfort.

ORANGE TEES

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

DOWNHILL SHIRT

FREERIDE JERSEYS

Short or long sleeve, 100% polyester, in a slim fit design, with a zipped pocket on the back.

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PHOTOS

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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.

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!

YOUR LOCAL ORANGE SOURCE

2001-2002-2004

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