Orange

ORANGENESS

LET'S GO...

Occasionally, I'll see one of those old, distinctive orange spotted jerseys in a photo, or on the trails and I'll be whisked right back to the early NEMBA races of the early '90s. Orange didn't so much have a race team back then, but a following. The only way of telling a factory Orange rider from a rabid fan would be the speed at which they rode, and sometimes not even that.

I've been thinking about what it is about Orange that has inspired such fanaticism; and it's nothing simple like plain old price or value... I think, rather, that because Orange's range runs the gamut from steel singlespeed right up to 9 inch travel downhill monster, there's always been a bike to appeal to a potential Orange disciple. The easy bit is deciding you'd like an Orange, you then have to actually choose a bike from the range.

Many of us who rode and raced mountain bikes back in the late '80s and early '90s either rode an Orange, or wanted to. In riding a Clockwork, and later a P7 or O2, there was a feeling of belonging to a club, but one with no strict entry criteria, bouncers or dress code. You weren't pigeonholed by the bike you chose, you just rode an Orange.

If you wanted to ride your Orange to the top of mountains on multi-day backpacking epics, or you wanted to race it as fast as possible, cross country or downhill (or often both on the same bike) then you could.

There's an appealing Britishness about Orange. It's not just that they're based in the UK, or that the bikes are designed here and their suspension bikes are all welded by hand in Yorkshire, it goes deeper than that.

What is this 'Britishness' I'm on about? Surely being associated with cycling in the UK isn't always a good thing: Our trails are muddy and gritty in the winter - and often in the summer too. As a nation, scant regard is placed on bicycles either as transport, recreation or for sporting endeavour. It's dark early in the winter and often raining in the summer when you want to go and ride...

But here's the thing; to an Orange rider, it doesn't matter! They enjoy riding bikes, full stop. They don't crave recognition and don't do it to be seen or to be one of the crowd, they do it for this sketchy move here in the trees, or that airborne disaster averted there. Throw in some bad weather, some sideways hail and snow, start setting the sun and fill their boots with water and they'll just be getting going. They know that they'll get back to the end of their ride, soggy and gritty, but happy at another successful day in the hills - and as toes warm and the memory of the epic conditions fades, so their enjoyment of the of the day's ride will increase proportionately. Shortly, only the happy glow of another successful ride completed will remain. With another epic conquered, there's a satisfaction of a job well done, and the Five, or Patriot, or P7 that took you there and back is given the credit that a good workman would give his tools.

The fashionable days of a black and flouro orange, spotty Orange jersey may be past, but the spirit and feeling of belonging still comes free with every bike. Just as VW Beetle owners wave as they pass one another, so a fellow Orange rider gets 'the nod'. Both riders know that the other has looked at the fantastic range of bikes from all the big bike firms and chosen an Orange. It's a statement of individuality. But it's one made knowing that the brand is backed by a true heritage of racing and also of practicality. What's the point in having winning racers in all disciplines if your bikes don't last five minutes on the trail, or need constant maintenance – or pack up with mud after the first autumn shower?

If you ride with the guys behind Orange, as I have, you'll see that their testing grounds aren't groomed singletrack trails, but harsh, unforgiving tracks in the Lakes, or in the mountains of Europe. Bump into Steve and Lester on the trails and you're probably going to see them riding a prototype that'll never see production, but one they'd made just to see... just in case it's better than their current designs... the prototype testing is done on themselves and their racers rather than apologetically on their end customers.

CHIPPS CHIPPENDALE
Editor of Singletrack Magazine

IT'S ALL SO SIMPLE WHEN YOU KNOW HOW

Building mountain bikes can be a tricky business, there are all the trends to follow, the colours to get right and picking which trade shows and events to attend has to be considered a high priority. How true. Well, for everyone else maybe but not that true for Orange Mountain Bikes. You see, at the top of our priority list is creating simply the best riding bikes we can for any given discipline. It's why, after years of feedback from our test riders that we continue to achieve great results, whilst seemingly ignoring fashionable features. We understand why these things come about, without new ideas the sport will stagnate. It's coming up with the right ideas that counts.

LIMITED PRODUCTION, NOT LIMITED PERFORMANCE

While there are huge worldwide corporations daily churning out bikes by the container load, Orange Mountain Bikes are just about the polar opposite. There are just over 20 people involved in the Orange set-up and we produce under 4000 frames a year, and that has to satisfy not only our UK home market but also the 26 countries we distribute to. Roughly that's ten exclusive frames a day, worldwide! Each one getting the same 'hands-on' attention to detail.

> "I LOOK AT OUR RANGE AND THINK 'SO MANY BIKES AND, SO LITTLE TIME.' SO IF YOU WANT ME, YOU'LL FIND ME ON THE TRAILS"
>
> **Lester Noble**

With nigh on twenty years at the forefront of mountain bike design we acknowledge the ultimate design can never be finalised, its a continual process, not always revolution, sometimes mere evolution. And with increasing collaboration with our shock technology, material or transmission partners, when others are confined to the drawing board, you can be sure our prototyping process involves flicking on the MIG welder to produce prototypes which are tested on the trail, not on an in-house simulator.

It is for these same reasons that we design bikes to use well thought through, simple and trusty pivot systems. Over-complication in this area is asking for trouble after only a few hours of off-road riding. Everything will eventually fail, and for that reason whenever we can, we choose components, such as suspension pivot bearings, that are available from any local supplier worldwide. World Cup race track or local woods singletrack – riding bikes, not fixing them, is what it's all about in our book. So when you get to ride an Orange it will not only perform superbly, but do it time and time again.

OVER TO THE RACE REPORT

Some may say that after winning three UCI World Cup Downhill championships, 2006 has been a quiet year for Orange on the race front. That shows a lack of understanding of what Orange is about. We have never had, nor will we ever have, the massive budgets that the big corporations throw into winning races. What Orange do have is the design and manufacturing capability to build a bike that will out-perform our peers.

The other important point is that winning is not the end-game. OK it's nice, but of more value is the understanding of what is needed for a bike to perform for a specific purpose, realising the boundaries both in terms of design and reliability. It is this knowledge that does achieve our end-game, and that is producing the best bikes for you, our customers.

We have never gone out, cheque book in hand, looking for riders. It is a fact that riders, young and experienced alike, have come to us aspiring to be the best, knowing that Orange can provide the tools to make their dreams a reality. Obviously when these riders do start winning then the corporate cheque books come looking and riders move on, but Orange are proud to have played our part. Just look at the World Cup DH race winners in 2006 and you'll see what we mean.

However, look what the next two young DH hot shots to appear on the world stage have achieved. UK's Brendan Fairclough won the Men's Junior World Cup, European and UK DH championships. Australian Tracey Hannah is the Women's Junior UCI World Champion, and the USA's NORBA Women's Champion. Plus Chris Porter's Team Mojo scored numerous national podium places in both DH and XC. You may think it has not been such a quiet year after all. In fact, it's been a very productive one, we've learned a lot.

There is something elemental about building our own frames. Aircraft grade aluminium sheet, custom butted tubes and billet aluminium all come in the door. It's punched, folded, laser-cut, machined and welded. Working with metal isn't pretty, it isn't clean or comfortable. It is earthy, hot and noisy. A hard day's work by anyone's standards.

But it's worth every second of it when it all comes together, seeing finished Orange frames go out of that same door.

We're proud to build world class mountain bike frames with our own hands.

PRECISION BUILT IN HALIFAX WITH PRIDE AND PASSION

BUILDING BIKES IN A STRANGE WAY

There's a lot of talk these days about how people build just about any thing really, really well. So how hard can it be to make a mountain bike, it's not exactly rocket science is it? Ironically, the computers we use to cut monocque frame sections and machine precision components, are more powerful than those that put a man on the moon (assuming of course, that he went there). While shooting for the moon is an admirable quest, our ambitions are much more down to earth, namely building the best bikes on the planet.

DOING THINGS RIGHT

All Orange bikes start the same way, a desire to create the best bike for any given job. It could be that a traditional tubeset makes the perfect chassis for certain tasks. In another area we may go to great lengths to shape and fold aircraft grade 6061 aluminium sheet or source the highest quality billet aluminium which is precision cut by the latest CNC tricknology to construct the classic Orange monocoque frame. Our systems are so advanced, many people can't see how we achieve some of the complex shapes with the minimum of seams. As our guys are some of the best engineers and specialist aluminium welders in the world, we're happy to keep them guessing.

To achieve the highest quality in our final product, between initial jig set-up and completion, the frame-set goes through at least four alignment checks. Unlike the common practice of welding a complete frame, bolting on the swingarm and then brutally pulling the whole lot, pivot and all, into line. Orange's precise construction technique means that front and rear sections are aligned independently.

During the critical heat treatment stage, the aluminium gains much of its final strength. It is imperative that this stage goes perfectly. After heat treatment, the frame is jigged and checked for alignment once more to ensure absolute accuracy in the chassis. By now the construction is so strong that if the frame is out of line, it cannot be corrected and has to be scrapped. So you can see why we're interested in 'Doing Things Right' every step of the way. The resulting frame is strong, light and structurally sound, in essence, the heart of any Orange mountain bike chassis.

> "WHEN DESIGNING A BIKE, PERFORMANCE IS SEEN AS THE GOAL. YET IN MY BOOK PERFORMANCE IS NOTHING WITHOUT RELIABILITY. BEING ABLE TO PERFORM TO ITS MAXIMUM, TIME AND TIME AGAIN, IS THE TRUE GOAL"
>
> **Steve Wade**

THE TRUTH IS STRANGE

Recently you may have seen the press talking about the new Strange bikes from 'Orange'. This isn't strictly true and it isn't exactly new, not to us anyway. Strange bikes have just had their identity upgraded a little.

Strange is the division within the company that produces conceptual bikes - bikes like the V-box shown here. It's always been something we have done, just previously we did it quietly. It was suggested that we should let the world see some of these experimental bikes, so here they are – our bike design playground. Where convention is shelved and new ideas are chucked into the mix. A place to pick up those ideas and run with them just to see what happens. We are in the enviable position of being able to do these things in house, we don't have to send drawings to our production facility, seek approval from the board, or even ask our mum. We've got the machinery, let's see what it can do.

Where some might say 'offbeat', we might retort 'ground breaking!' Either way, this is, for us, a channel to forge ahead using the best components we can get our hands on, or to develop those that we can't – basically, to create bikes at the cutting edge. We've already been asked if they can be bought, the short answer is 'no', they would be too expensive. There is no commercial reasoning behind Strange bikes, some may make the transition into the Orange Bikes range, but more likely, it will be a distillation of the ideas that are the most successful that will appear on an Orange model of the future. In the meantime if you see a strange looking bike, that'll be us.

224

UCI WORLD CHAMPION 2006

224 GBR

224 RACE

The 224 chassis is the pinnacle of Orange DH bike design, now entering its second full year of production. Already a World Cup race winning thoroughbred, in 2006 the 224 notched up its first UCI World Championship piloted by Australian Tracey Hannah. Adding to the Junior European Championship and Overall Junior UCI World Cup Championship that Team Orange's Brendan Fairclough brought home.

If it's that good, then don't change anything you might think. At Orange we always think we can go that extra step and improve an already fantastic chassis. For 2007 we have reworked the internal butting in the head tube gusset to improve strength and precision in this vital area. The swing arm's shock mount is now precision CNC machined from 6061 billet, dissipating the massive forces away from this crucial area also improving reliability.

The 224's sliding shock mount adjustable geometry feature is loved by racers and freeriders alike, making it a simple task to tune the set-up to perfection, even 'on-the-trail' when need be.

The low 'sweet-spot' pivot point keeps the 224 active and lively, rippling over the stutter bumps and soaking up the big hits when it matters most. Pedal-abilty is optimum with a minimum of feedback for such a big travel bike, snapping out of turns has never been so easy.

The results speak for themselves, this is the fastest accelerating, hardest hitting, biggest grin delivering Orange bike right here, accept no substitute.

224 GEOMETRY

FRAME SIZE	15"	17"
A. HEAD ANGLE	64°	64°
B. SEAT ANGLE	72°	72°
C. TOP TUBE	553	571
D. EFFECTIVE TT	579	599
E. BB HEIGHT	360	360
F. CHAINSTAY	453	453
G. HEAD TUBE	120	120
H. WHEEL BASE	1186	1206
J. STANDOVER	631	774
T. REAR TRAVEL	215	215
SHOCK LENGTH	240	240
RIDER HEIGHT	-	-
SEAT TUBE Ø	27.2	27.2

224 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.

RIDE GUIDE

DOWNHILL	★★★★★
FREERIDE	★★★★★
BSX/4X	★★
DIRT JUMP	★★★
ALL-MOUNTAIN	★
XC	☆
ADVENTURE	☆
TOUR	☆

big-T

BIG-T FR

"COMMITMENT WILL ALMOST ALWAYS OUTPERFORM MERE TALENT. THE BIG-T REWARDS THE COMMITTED RIDER"

WHAT'S THE DEAL WITH THE ONE-POINT-FIVE HEAD TUBE?

Basically, 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 Orange monocoque frame construction technology with a One-Point-Five head tube enables us to make the strongest Downtube/Head tube joint in the industry.

Frankly, in use, it's a revelation. You won'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'll run out of steering lock with triple clamps, a burly single crown cleans it, leaving those big hitting forks to soak up the bumps as you blast down to the next one.

onepointfive

The Limited Edition Orange Big-T occupies a special place in the Orange line-up. Built to take on the roughest trails, it's the tough guy's freeride bike that'll tame insane back country terrain, and deal with seemingly impossibly tight and technical sections.

The 'big' feature of the Big-T's chassis is the One-Point-Five head tube that allows the use of a long-travel single crown fork. Triple clamp performance with single crown agility is high on the feature checklist.

The 224's extensively reworked internal butting of the head tube gussets also features on the 2007 Big-T, providing even more strength and steering precision. The geometric monocoque folded frame sections make the chassis' construction extremely laterally rigid, and the bolt through swing arm now features the Rock Shox Maxle 360 quick-release for the added convenience of a tool-free 12mm bolt-through wheel removal.

We know the Big-T is a special bike, even more so when you realise that each year we build only 40. So by owning a Big-T you become one of a very select band of brothers (or sisters).

BIG-T S

BIG-T GEOMETRY

FRAME SIZE	16"	18"
A. HEAD ANGLE	66°	66°
B. SEAT ANGLE	71°	71°
C. TOP TUBE	550	571
D. EFFECTIVE TT	581	601
E. BB HEIGHT	375	375
F. CHAINSTAY	500	500
G. HEAD TUBE	120x1.5	120x1.5
H. WHEEL BASE	1157	1177
J. STANDOVER	775	805
T. REAR TRAVEL	185	185
SHOCK LENGTH	215	215
RIDER HEIGHT	5'4"-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.

onepointfive

RIDE GUIDE

DOWNHILL ☆☆☆☆
FREERIDE ★★★★★
BSX/4X ☆☆☆
DIRT JUMP ☆☆☆
ALL-MOUNTAIN ☆☆☆☆
XC ☆
ADVENTURE ☆☆
TOUR ☆

Patriot

PATRIOT FR

PATRIOT XCEL

"WITH THE NEW PATRIOT, DIFFICULT IS THAT WHICH CAN BE DONE IMMEDIATELY. FOR THE IMPOSSIBLE YOU MAY HAVE TO LOWER YOUR SADDLE."

PATRIOT S

The Patriot is without doubt the most versatile bike in the Orange range. Its all round ability allows it to ably perform as an all day all-mountain trail bike, yet it excels as a full-on free-ride rig in severe Alpine terrain.

The Patriot's frame has been completely revised with new state-of-the-art folded downtube and swingarm sections. This ingenious new frame shaping gives a bigger contact patch between the CNC machined head tube and the downtube for a stronger welded join avoiding the need for unnecessary gussets. The addition of a CNCed shock mount on the swing-arm disperses shock loads into the wider area of the swing-arm's body, reducing the stress at the shock's connecting point.

Improved standover clearance is provided by the lowered top tube, giving extra confidence when things get hectic. Adding a gusset at seat-tube/top-tube joint for extra frame durability.

Optional Rock Shox Maxle compatibility on the rear drop-out is the icing on the cake, bringing a tool-free quick-release 12mm bolt through rear axle to the Patriot.

Single-pivot simplicity means reliability. The tried and tested Orange pivot design is rock-solid and easy to maintain. With the adjustable geometry feature, the Patriot is a breeze to set-up for any riding style.

PATRIOT GEOMETRY

FRAME SIZE	14"	16"	18"	20"
A. HEAD ANGLE	67°-68°	67°-68°	67°-68°	67°-68°
B. SEAT ANGLE	72.5°-73°	72.5°-73°	72.5°-73°	72.5°-73°
C. TOP TUBE	536	550	571	597
D. EFFECTIVE TT	556	576	596	616
E. BB HEIGHT	362	362	362	362
F. CHAINSTAY	432	432	432	432
G. HEAD TUBE	120	120	120	120
H. WHEEL BASE	1098	1118	1138	1158
J. STANDOVER	718	739	778	815
T. REAR TRAVEL	178	178	178	178
SHOCK LENGTH	215 or 190 dependent on shock mount fitted			
RIDER HEIGHT	5'0"-5'7"	5'4"-5'9"	5'7"-6'2"	6'0"-6'5"
SEAT TUBE Ø	27.2	27.2	27.2	27.2

Figures shown are for a Patriot FR fitted with a 545mm length fork. Due to the variety of components fitted to Patriot models and its adjustable geometry feature, these figures are provided as a guide only. Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag.

RIDE GUIDE

DOWNHILL	★★★
FREERIDE	★★★★★
BSX/4X	★★★★
DIRT JUMP	★★★★
ALL-MOUNTAIN	★★★★★
XC	★★★
ADVENTURE	☆
TOUR	☆

SubZero

SUBZERO FR

" BIG TYRES, BIG FORK,
BIG EGO
THIS IS AN ALL-MOUNTAIN TRAIL BIKE WITH ATTITUDE."

SUBZERO S

The all new 2007 SubZero is a radical evolution and at the same time a quiet revolution for hardtail singletrack riding. The original SubZero was without doubt one of the most revolutionary frames we have ever produced, a cult chassis for a legion of hard riding fans.

The new SubZero captures the spirit of its predecessor yet it also has a broader appeal by adding features to make it more suitable for the long-haul all-mountain rider.

In its new guise, the SubZero features revised geometry based on the Patriot's ride characteristics. It's designed to suit a fork with a 150mm to 170mm of travel, take big profile tyres without lifting the bars too high.

Square section chainstays deliver drive-train power, while new rounded section seat-says give the rider a degree more comfort on those long steep climbs. On descents, the SubZero's freeriding pedigree shows in its confident tracking that allows the rider to stand up out of the saddle and really push the front into the trail, letting the tail-end chase the fork.

A rewarding bike for skilled riders, the SubZero will have you on the edge of your seat and keep the adrenalin pumping.

SUBZERO GEOMETRY

FRAME SIZE	16"	18"
A. HEAD ANGLE	67°	67°
B. SEAT ANGLE	73°	73°
C. TOP TUBE	558	574
D. EFFECTIVE TT	580	600
E. BB HEIGHT	340	340
F. CHAINSTAY	430	430
G. HEAD TUBE	120	120
J. STANDOVER	684	732
H. WHEEL BASE	1106	1136
RIDER HEIGHT	5'7"-5'11"	5'10"-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.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	★★★★★
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★★★
XC	☆☆☆
ADVENTURE	☆☆☆☆
TOUR	☆☆

5

FIVE SE

"IF YOU HAD TO PIGEON-HOLE THE NEW FIVE YOU'D CALL IT THE ULTIMATE 'ALL-MOUNTAIN' BIKE, BUT EVEN THAT TALL CLAIM SEEMS TO SELL IT SHORT."

FIVE PRO

FIVE S

FIVE DIVA

In a class of its own, the Orange Five is the All-Mountain trail burner that everyone wants in their shed. There's hardly a day when pulling a Five out of the rack wouldn't make sense. Built with the same mind-set that created the 224 and the Patriot, the Five is built to handle itself on the toughest terrain. Built light to skittle up climbs like a mountain goat, yet robust enough to descend with the sure-footed confidence of a much heavier bike.

A steadfast favourite in magazine tests, the performance star of the MBR Ultimate Trail Bike test, XC 24 hour solo champion under Team Mojo's Paul Murrin, the Orange Five just gets better and better.

The Orange Five hasn't been overlooked in the 2007 revamp. The brand new chassis has a new sleek folded downtube section increasing the weld strength at the head tube whilst simplifying the construction. A custom shaped and curved top tube provides some extra standover clearance, and the new CNCed shock mount brings extra strength and reliability to version 7 of the Ultra Lite Beam swing-arm.

DIVA SPEC

This year we are producing a limited edition batch of Fives specifically for mountain biking's sisterhood, or more to the point a Five designed to fit women. While both men and women come in a wide variety of shapes and sizes, often girls can tend to be too stretched out on their bikes, which can lead to lower back pain and aching shoulders. We've re-jigged the geometry on the Diva Five with revised angles and a shorter top tube to combat this problem.

With a full package of female friendly components, this is going to be a hot ticket, so get in quick to grab one of these exclusive beauties.

FIVE GEOMETRY

FRAME SIZE	14"	16"	18"	20"
A. HEAD ANGLE	70°	70°	70°	70°
B. SEAT ANGLE	74°	74°	74°	74°
C. TOP TUBE	544	558	577	598
D. EFFECTIVE TT	560	580	600	619
E. BB HEIGHT	335	335	335	335
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	120	120	120	140
H. WHEEL BASE	1069	1089	1109	1129
J. STANDOVER	662	705	745	787
T. REAR TRAVEL	140	140	140	140
SHOCK LENGTH	190	190	190	190
RIDER HEIGHT	5'0"-5'7"	5'4"-5'8"	5'7"-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.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	●●●●●
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★★★
XC	★★★★★
ADVENTURE	★★★★
TOUR	☆☆☆☆

When you're 'on it', ragging down a gnarly track, or in the zone, nailing a lung-bursting climb, it can be easy to forget where you are. Remember to take a moment to appreciate what's around you. We live on an amazing planet, some say it's unique in an infinite universe, we're lucky to have what we have. Leave no sign of where you have been, and if you can, leave where you have been a better place. Live for today, work for tomorrow.

TAKE A MINUTE TO STOP AND THINK

P7

P7 PRO

P7 ONE

"IT LOOKS GOOD, IT RIDES GOOD AND HAS EVERYTHING GOING FOR IT"

What Mountain Bike Summer 2006

WHAT MOUNTAIN BIKE AWARDS WINNER 06

P7 S

We're not supposed to have favourites, but the P7 has been in the Orange line-up for so long now, its place as our favourite is well earned. Over ten years of subtle geometry tweaks and construction refinements have kept the P7 at the forefront of its performance envelope, namely leading the pack in hard-riding CroMo hardtails.

The current P7 will comfortably run a 140mm fork, it has a unique sliding drop-out system on the rear triangle so that when you find yourself gripped by singlespeed frenzy, flip out the allen keys and in a few minutes you'll be cranking the one-true-gear in brutal style. Optional dropouts mean you can run a derailleur, no nonsense singlespeed or a Rohloff Speedhub™ on a P7 by design, not bodge.

But all this tech-talk is just babble in comparison to the P7's true purpose in life – the 'ping' of its steel, the 'snap' of its response and the flick in its handling that sets the P7 apart. Its geometry is tuned for real-world back-woods situations where it excels as a pure bred iron horse that responds to a rider with spirit.

P7 GEOMETRY

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	68°	68°	68°	68°
B. SEAT ANGLE	70°	70°	70°	70°
C. TOP TUBE	557	574	598	612
D. EFFECTIVE TT	590	610	630	650
E. BB HEIGHT	322	322	322	322
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	100	120	120	140
J. STANDOVER	697	742	781	821
H. WHEEL BASE	1072	1092	1112	1132
RIDER HEIGHT	5'0"-5'5"	5'4"-5'8"	5'7"-6'1"	6'0"-6'4"
SEAT TUBE Ø	29.6 shimmed to 27.2			

Unless otherwise indicated all measurements are in millimetres.
Frame angles are measured static, without rider sag.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	●●●●●
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★★★
XC	★★★★★
ADVENTURE	★★★★★
TOUR	★★★★★

HEART OF STEEL SERIES Orange CUSTOM DRAWN CRO-MO 9 BUILT BY HAND

CLOCKWORK

CLOCKWORK PRO

The return of the legend! Anyone who knows anything about Orange Mountain Bikes' history will remember the bike that became an icon of the British mountain bike scene. It was for good reason too... when the original Clockwork Orange hit the trails it was a revelation, time passed, we moved on, the Clockwork became history. People asked why. Good point! Why indeed? It was a great bike then, and so with a hefty degree of evolution to its geometry and frame features, the Clockwork is back, larger than life and ready to take on the 21st century.

A specially selected brand new Series 7.7 CroMo tubeset has been developed to construct the new Clockwork, delivering the trademark steel 'spring' to its lively ride. The intuitive feel of the frame is further enhanced by unique and subtle bending of the seat stays. Similar to wishbone design but as cantilever brake forces are no longer an issue, further comfort can be achieved. The geometry is tuned perfectly to a 100mm travel fork.

Last, but certainly not least, we couldn't do all that without the iconic Clockwork paint scheme. It's back, it's better than ever, and there are only 200 of them, each one individually numbered. Probably worth getting your hands on one, then.

CLOCKWORK S

"BACK WITH A BANG! CLASSIC LOOKS WITH SOLID 21ST CENTURY PERFORMANCE!"

CLOCKWORK GEOMETRY

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	70°	70°	70°	70°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	540	556	577	600
D. EFFECTIVE TT	560	580	600	620
E. BB HEIGHT	305	305	305	305
F. CHAINSTAY	420	420	420	420
G. HEAD TUBE	100	120	120	140
J. STANDOVER	675	723	761	803
H. WHEEL BASE	1035	1056	1076	1097
RIDER HEIGHT	5'0"-5'5"	5'4"-5'8"	5'7"-6'1"	6'0"-6'4"
SEAT TUBE Ø	29.6	29.6	29.6	29.6

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	●●●●●
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★
XC	★★★★★
ADVENTURE	★★★★★
TOUR	★★★★★

WHAT DID THAT NEWTON GEEZER KNOW ABOUT ANYTHING ANYWAY?

Apparently there are these laws of gravity. It's something to do with what goes up must come down. We've so far found that to be true, but other people we know, like Brendan here, seem to see them more as guidelines.

Defying gravity seems to come naturally to him, he effortlessly hangs in the air as if the Matrix is suspending time just for him – it's stunning.

Until it all goes wrong, then time ruthlessly zips into 8X fast-forward speed, legs and arms flail and we all run for cover from the bike dropping from 20 feet in the air before it smacks down into the dirt.

We all laugh and breath again, then do it all over again.

Yeah, that Newton geezer was right, but laws are there to be broken right?

MII

DIRT, PARK OR STREET, THIS MOB RULE

MII

From initial prototype to final production model, there has been nothing but high acclaim for this new high-end jump bike from Orange.

The first prototypes we made have been ridden at jump trails up and down the land, ragged round skateparks and blasted down 4X tracks by some of our best racers and riders and the feedback has been a unanimous 'Don't change a thing, it's awesome!'.

We can't argue with that. Classic Orange frame construction coupled with a stretched out, 71°/73°, 14 inch frame gives dirt jumpers and street riders a ride with a real edge.

The super-strong rear square section stays feature our unique over-built CNCed sliding drop-out system, making it a snap to run gears or single speed. The MII also works superbly well with either 26 or 24 inch wheels; it's equally at home railing berms or just playing in the dirt.

The MII is the best of its kind, a no compromise cut above the rest, if you want to show you're class, this is the one to get.

Hitman

CONTRACT 26

The 2007 Orange Hitman is an all new frame design. Lighter and leaner it's all set to let fly. Available in two versions, the all-round street scratchin', dirt capable Contract 26 or the more six-pack dedicated singlespeed Operative 24. Both specs sport the same custom drawn, pure CroMo tubeset. The frame construction is bullet proof yet simple, complete with horizontal slotted rear wheel dropouts for an easy singlespeed switch.

The frame also features nice touches like underslung top-tube cable routing to keep the wiring out of harm's way and a chain device is a breeze to fit on the standard ISCG mounts.

The new Orange Hitman is built from the frame out to deliver total performance on dirt, street or park. In the right hands this bike is lethal, so whether you be Padawan or fully fledged Jedi - use it wisely, you must.

OPERATIVE 24

MII/HITMAN GEOMETRY

FRAME SIZE	MII 14"	HITMAN 14"
A. HEAD ANGLE	71°	70°
B. SEAT ANGLE	73°	72°
C. TOP TUBE	555	555
D. EFFECTIVE TT	572	576
E. BB HEIGHT	310	315
F. CHAINSTAY	420	420
G. HEAD TUBE	120	120
H. WHEEL BASE	1048	1057
J. STANDOVER	631	774
RIDER HEIGHT	5'0"-5'11"	5'0"-5'11"
SEAT TUBE Ø	27.2	28.8

Unless otherwise indicated all measurements are in millimetres. Frame angles are measured static, without rider sag.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	☆☆
BSX/4X	★★★★★
DIRT JUMP	★★★★★
ALL-MOUNTAIN	☆☆☆
XC	☆
ADVENTURE	☆
TOUR	☆

ev08

Always designed to be fast, furious and demonically direct, as the name suggests the Orange ev08 is an evolutionary progression of the functional hard-core XC aluminium mountain bike.

A feature of good aluminium frame construction is that the rigidity of the material gives very direct power transfer from the drive train. On the downside, this can also have the effect of direct trail buzz being transferred to your backside – on a long ride, that's tiring.

Taking the sting out of the tail on alloy XC frames has always been high on the Orange priority list, and that's just what the E-Z stay on the ev08 is designed to do. The new radially curved seat-stays soak up the trail vibrations, before they get to the rider, meaning that, more than ever, those all-day epics will be enjoyable prospect instead of a painful endurance.

A work of art or a form of function? You decide. Either way, the ev08 pushes the aluminium trail hardtail to a new level of performance.

EV08 GEOMETRY

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	71°	71°	71°	71°
B. SEAT ANGLE	73°	73°	73°	73°
C. TOP TUBE	561	575	596	619
D. EFFECTIVE TT	580	600	620	640
E. BB HEIGHT	300	300	300	300
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	125	125	125	140
J. STANDOVER	673	715	756	797
H. WHEEL BASE	1052	1072	1093	1102
RIDER HEIGHT	5'0"-5'5"	5'4"-5'8"	5'7"-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.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	●●●●●
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★
XC	★★★★★
ADVENTURE	★★★★★
TOUR	★★★

CRUSH

From the same dark corner as the ultra hard-core SubZero, The Crush is built from the Series 16 tubeset, hewn from primeval elemental 6061 aluminium and burned in the fires of Hades to T6 heat treatment, Mwah, hah hah Haahhhhhh!

Well, not quite, but that's what we had in mind to properly illustrate how tough this frame is designed to be. The Crush's secret ingredients are is its super-rigid chassis, and its freeride geometry, allowing a 150 mm travel fork to get busy over the ripples and bumps, yet handle the big boulders on the most challenging trails.

Reassuringly constructed, the custom hydro-formed downtube, with its oversize flared top section makes full contact with the ring reinforced head-tube, eliminating any unwanted flexing from the king-sized fork. The Quattro Lite II seatstays finish off the immensely rigid tail end, ensuring every ounce of energy you put through the cranks is transferred via the chunky 2.35" tyres into fast-forward motion.

With a component spec straight from the 'overbuild specification' pages, the 2007 Crush is a bike that makes you realise what 'it' is all about.

CRUSH GEOMETRY

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	67°	67°	67°	67°
B. SEAT ANGLE	72°	72°	72°	72°
C. TOP TUBE	552	566	585	606
D. EFFECTIVE TT	574	594	614	634
E. BB HEIGHT	330	330	330	330
F. CHAINSTAY	425	425	425	425
G. HEAD TUBE	130	130	130	150
J. STANDOVER	704	748	788	832
H. WHEEL BASE	1100	1120	1140	1160
RIDER HEIGHT	5'0"-5'5"	5'4"-5'8"	5'7"-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.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	★★★★
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★★★
XC	★★★★★
ADVENTURE	☆☆☆
TOUR	☆☆

G-SERIES

"TYRE TRACKS ON THE TRAIL ARE NOT MADE BY SITTING AT YOUR DESK"

The G-Series bikes could be described as a classic Orange Mountain bike. A pure form follows function creation. The G2 and new G3 feature our elegant custom butted Series 12.5 6061-T6 tube-set which gives the off-road adventurer a precision tuned ride and delivers the optimum balance between performance and rider comfort.

The gussetted front triangle construction, classic Orange monostay tail-end and rugged CNC machined dropouts inspire rider confidence and maximize the rider's pedalling input. We've had years of experience refining hardtail mountain bike design and with the 'G-Series we've built on that expertise.

With its high-end basic component package; disc brakes as standard; lock-out suspension fork are topped off by the neat details you expect to find on an Orange bike like the Crud Catcher™ bosses under the downtube.

Ideal for big days in the hills or just a quick weekday night-ride with your friends, the G-Series is a rugged companion in any demanding off road adventure.

G-SERIES GEOMETRY

FRAME SIZE	15"	17"	19"	21"
A. HEAD ANGLE	70.5	70.5	70.5	70.5
B. SEAT ANGLE	72.5	72.5	72.5	72.5
C. TOP TUBE	549	568	589	608
D. EFFECTIVE TT	574	594	614	634
E. BB HEIGHT	308	308	308	308
F. CHAINSTAY	420	420	420	420
G. HEAD TUBE	100	100	120	140
J. STANDOVER	672	713	758	800
H. WHEEL BASE	1045	1065	1085	1105
RIDER HEIGHT	5'0"-5'5"	5'4"-5'8"	5'7"-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.

RIDE GUIDE

DOWNHILL	●●●●●
FREERIDE	●●●●●
BSX/4X	●●●●●
DIRT JUMP	●●●●●
ALL-MOUNTAIN	★★★
XC	★★★★★
ADVENTURE	★★★★
TOUR	★★★★★

TRIALS AND BEYOND

Martyn Ashton has been a prominent figure in the world of Pro Trials riding for the last decade. A star of magazines and DVDs as well as a solid winner of World and British titles. Martin sought a partner to open up more possibilities for his bike ideas and to realise those ambitions a partnership was formed with the Orange Mountain Bikes team.

Even though Martyn is best known for his exploits in the Trials arena, his heart lies in simply having fun on his bike. The first Ashton/Orange collaboration is exactly that – 'FUN'. Harking back to Martyn's early days of learning biking's basics, the Raid XR is designed to handle professional level riding on any terrain without costing the earth. It doesn't put your riding in any bracket, or steer you away from certain types of riding. Experimentation on this bike is possible and your strengths can shine. Whether you end up riding MTB or BMX in the years to come you can rest assured that the XR will help you achieve the skills that stay with you in your future riding. If you want a bike to simply put a smile on your face, you can't go wrong

Justice

The original Ashton Justice was unveiled to the Trials world in 2002 and was the beginning of the Ashton Bikes' journey. It immediately influenced the design of modern Trials bikes with its ground-breaking design. Over the last few years the design was tweaked to provide an all-round trials bike that could win at an international level but still be fun for newcomers to the sport. Strength and the distinctive 'Ashton' image makes this bike the first classic Ashton design.

THE ORANGE RIDE GUIDE

To help you match our frames with your skills and riding preferences, we provide a Ride Guide for each frame model to help you decide which is the right one for you. Using a simple 'star' rating shows where each model excels, or otherwise, in each category. The simple key is as follows:

●●●●● Five red 'no go' dots = 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.

★★★★★ A Five green star rating shows that this is the discipline the bike was designed for. Any green star rating and, it's good to go in that discipline, just may not be the optimum bike in the range for that purpose.

☆☆☆☆☆ Clear star ratings indicate 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. But hey, it's your bike, if you decide to race XC on your 224, be sure to let us know.

FORK TYPE AND TRAVEL:

The Fork Travel Meter is an important indicator and should be heeded. It shows the fork type and 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 individual's riding style should also be considered. Do not exceed the maximum travel shown on the Fork Travel Meter.

A NOTE ON GEOMETRY

All geometry angles listed are stated for a range of different manufacturer's forks suitable for each 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 preferred rider sag or the fork type. Some Orange models have adjustable geometry, obviously these bikes have a range of settings that can be set to the rider's preferences. We recommend that you set-up your bike by 'feel' not 'numbers'. After all, that's precisely what we do.

PLEASE NOTE: The Orange Geometry/Ride Guide information is only to help you before visiting your Orange specialist dealer who can give you expert advice, let you try a bike for size, or better still, offer a test ride.

PATRIOT GEOMETRY

FRAME SIZE	14"	16"	18"	20"
A. HEAD ANGLE	67.00°	67.00°	67.00°	67.00°
B. SEAT ANGLE	73.5°-73°	73.5°-73°	73.5°-73°	73.5°-73°
C. TOP TUBE	526	550	571	597
D. EFFECTIVE TT	556	579	598	619
E. BB HEIGHT	367	367	367	367
F. CHAINSTAY	432	432	432	432
G. HEAD TUBE	110	116	126	128
H. WHEEL BASE	1004	1018	1029	1156
J. STANDOVER	718	739	778	815
T. REAR TRAVEL	179	179	179	179
SHOCK LENGTH	215 or 190 dependent on shock mount fitted			
RIDER HEIGHT	5'0-5'7"	5'4-5'9"	5'7-6'1"	5'10-6'3"
SEAT TUBE Ø	27.2	27.2	27.2	27.2

Due to the wide range of components fitted to Patriot models and its adjustable geometry, all feature, frame figures are approximate as quoted using unless otherwise indicated all measurements are in millimetres. Frame weights are measured at the centre, without rubber sag, to ensure [illegible]

RIDE GUIDE

DOWNHILL	★★★
FREERIDE	★★★★★
BSX/4X	★★★★
DIRT JUMP	★★★★
ALL-MOUNTAIN	★★★★★
XC	★★★
ADVENTURE	☆
TOUR	☆

RIDING CATEGORIES

We felt it necessary to go into a little detail about what we feel each riding category means. There does seem to be a little confusion as to what the term *'trail'* means. Is it a cross country trail, a jump trail or a freeride trail? When friends told us about their local *trail* riding exploits. We turned a little pale at descriptions of 20ft drops, clearing doubles and the like. Don't get us wrong, we love that stuff too, but 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 the world's best. 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 224. But, on the right track, a well set-up Patriot can also show a clean pair of heels to the competition.

FREERIDE: The way we see it, it's downhill riding for fun or 'Big 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 224, Big -T and Patriot are. If you want to go the hardtail route then a SubZero, Crush or P7 are all well 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 or a MII.

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. This is specifically what the MII, the Hitman and Ashton Raid XR are designed for. Don't get confused, although the term 'trails' is used for jump trails, this is not what we term trail riding. Our trail, or All-Mountain, definition is shown below.

ALL-MOUNTAIN: To us, enduro/trail 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 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 ev08 were invented for.

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 ev08 or a Five would be perfect.

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 G2, G3 or P7 – Spot on.

THE ORANGE FAMILY

THESE ARE THE PEOPLE THAT MAKE ORANGE MOUNTAIN BIKES WHAT IT IS TODAY

WORLDWIDE

AUSTRALIA
Citrus Speed Imports, PO Box 7135, Leura, NSW, 2780.
Tel: (02) 47 842044 Email: citrusspeedimports@bigpond.com

AUSTRIA
BSC - Bike Suspension Center, Via Monte Leone 4, Cermes,39010.
Tel: +39 0473 563 107 Web: www.bikesuspension.com/ Email: info@pepi.it

CANADA
Vellend Tech Inc., Unit 1, 433 Horner Avenue, Toronto, ON, M8W 4Y4.
Tel: 1-800-668-4555 Web: www.vellendtech.com Email: info@vellendtech.com

CZECH REPUBLIC
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa.
Tel: + 48 34 32 53 789 Web: www.ampbike.com

DENMARK
TeknoRace, Randvej 22, 7150 Barrit. Tel: + 45 75 69 15 83
Web: www.teknorace.dk Tel: kenny@teknorace.dk

ESTONIA
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa. Tel: + 48 34 32 53 789
Web: www.ampbike.com

FINLAND
MTB Centre, Kamajankuja 5 A 4, 36240 Kangasala. Tel: +358 (0) 40511 7169
Web: www.mtbcentre.fi Tel: mtbcentre@mtbcentre.fi

FRANCE
Royal Velo France, 4 Rue Des Azalees, P.A. Sud Champagne, 10800 Saint Thibault
Tel: +33 03.25.40.39.39 Email: rvf-info@rmf-rvf.com

GERMANY
Toxoholics e.K., Shock Service Center, Hauptstrasse 200-1,Rodalben, D-66976
Tel: +49 (0) 6331-258160
Web: www.toxoholics.de Email: orangebikes@toxoholics.de

HONG KONG
Flying Ball Bicycle Company, 478Castle Peak Road, Cheung Sha Wan, Kowloon,HKG
Tel: 852 2381 3661 Web: www.flyingball.com Email: cflying@netvigator

ITALY
BSC - Bike Suspension Center, Via Monte Leone 4, Cermes,39010.
Tel: +39 0473 563 107 Web: www.bikesuspension.com/ Tel: info@pepi.it

ISRAEL
Bike Planet Ltd., 54 Haazmaut Street, Yahud 56000. Tel: +972-3-5367266
Email: info@bikeplanet.co.il

JAPAN
Tokoro-Shokai Co., Ltd., 1-2-28 Nakano-Cho-Higashi, Sakai-City, Osaka.
Tel : 81-72-221-3802 Fax : 81-72-232-1520

LATVIA
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa. Tel: + 48 34 32 53 789
Web: www.ampbike.com

LITHUANIA
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa. Tel: + 48 34 32 53 789
Web: www.ampbike.com

PHILIPPINES
Hans-Gee Enterprises Inc., 59 Bansalangin Street, Quezon City, Project 7, 1105
Tel: +63 (0)2 372 2541 Web: www.hansgee.com Email: hansgee@mydestiny.net

POLAND
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa, Tel: + 48 34 360 83 42
Web: www.ampbike.com

PORTUGAL
BICIMAX - Artigos Desportivos Lda, Rua dos Outeirinhos
Apartado 34, Marinha Grande 2431-957
Tel: +351 244 553 276 Web: www.bicimax.pt Email: mario.roldao@bicimax.pt

SLOVAKIA
AMP BIKE, ul. Gruszowa 16, 42-200, Czestochowa, Tel: + 48 34 360 83 42
Web: www.ampbike.com

SLOVENIA
AMODOR d.o.o., Gortanova 21, Ljubljana, 1000, Tel: +386 41 677 569
Web: www.amodor.si Email: gorazd@mtbpark.si

SOUTH AFRICA
Advanced Product Technology, Cor. Remblok and Langwa Street, Strijdom Park,
Randburg. Tel: +27 11 792 6010 Email ryan@aptsa.co.za

SOUTH KOREA
Xenon Sports International Inc., 195-1, Song neung ri, Jin geon eup
Namyangju, Kyonggi-do. Tel: +82 31 555 0077
Web: www.xenonsports.co.kr Email: xenon@netsgo.com

SPAIN
Active Life Company, Calle Dr. Gomez Ulla 18, Madrid, 28028. Tel: +34 91 7253107
Web: www.activelifecompany.com Email: info@activelifecompany.com

SWEDEN
CykelCity, O.Husar.g 4, Gothenburg, S-411 22. Tel: 0046-31 827300
Web: www.cykelcity.se Email: gtb@cykelcity.se

SWITZERLAND
Indian Summer, Forchstrasse 234, 8032 Zurich. Tel: +41 (0)43 499 03 43
Web: www.orangebikes.ch Email: mail@indiansummer.ch

THAILAND
Adventure Equipment Asia, Unit A 1/2, Soi Athakravi 1, Sukhumvit 26 Road
Klongton Klongtoei, Bangkok, 10110. Tel: +662 261 5717
Web: www.ae-asia.com Tel: bikestuff@ae-asia.com

LATERS

PHOTOS:
Steve Behr
Gary Perkin
Fraser Britton
Chipps
Robin Kitchin
Dan Milner
Sophie Gilbert
Michael Bonney
Lester Noble
Johnnyc

GET IN THE BACK OF THE VAN!

THE SMALL PRINT:

The specifications contained in this brochure are for information purposes only. Our products are continually updated and specifications are subject to change without notice.
Photographs in this brochure are for general guidance only. Some components featured in the images, may not be part of the product's final specification. Please refer to our separate price list for full model/ component specifications.

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

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

responsible print Carbon balanced printing by fourcornersprint.co.uk

YOUR LOCAL ORANGE SOURCE

ORANGE MOUNTAIN BIKES LIMITED
UNIT 3, BROOKWOODS INDUSTRIAL ESTATE
BURRWOOD WAY, HOLYWELL GREEN
HALIFAX, WEST YORKSHIRE HX4 9BH
ENGLAND

TELEPHONE: +44 (0) 1422 311113
WWW.ORANGEBIKES.CO.UK