Orange



A COMMITMENT TO THE COMMITTED

simply









Orange

It is difficult when describing Orange and our products not to get personal. Accusations of nostalgia could be levelled when recollecting our first offroad expedition coast-to-coast across England in 1985, the first Orange success of best British rider in the '87 world championships, Tim Davies winning the national championship on the first production Clockwork.

Fond memories maybe, but for Orange, frame design is not a science. Individually selecting tubes and welding to an exacting geometry is only accomplished after gaining 'in the saddle' experience. It's easy to get this experience; simply use the talents of a workforce and race team who ride long and hard, build countless prototypes, and never go forward without considering the options. Comfort and durability are major factors in mountain bike riding, but performance equates to nothing if the ride is too harsh and forces retirement. Achieving all three attributes is the reason why Orange receive such high acclaim, from both magazine test pilots to off road tourers.

In the colourful world of mountain biking there is one brand which pales the others into insignificance.





Orange Mountain Bikes is owned by Lester Noble and Steve Wade.

Both have raced mountain bikes at the highest level and play an active role in the design and testing of all Orange products.





The commitment towards achieving the best is central to the Orange philosophy and can be seen at every level within the company - Orange, a commitment to the committed.

Orange

No Tube Unturned



When looking at an Orange mountain bike from the outside, it may appear to the uninitiated, similar to its competitors. It's not until you experience the feeling of responsive weightlessness that you begin to wonder what is under that contemporary exterior.

Orange have squeezed even more out of their latest harvest.

After choosing the highest quality materials we have ventured into a new dimension by customising the internal layout of each tube. No tube has been left unturned. Top tube, head tube, down tube, seat tube, chain stay, seat stay, fork blades and even the bottom bracket have all undergone micro surgery providing savings on some model sizes in excess of 250 grams. Not that this process is purely to reduce the weight of the frame, it also means that some tubes can be thicker where it's needed. Therefore, all this has been accomplished without compromising the Orange renowned strength and durability. This attention is only a small part of why Orange is established as a cut above the rest.

Orange, light years ahead...but worth weighting for.

Orange







Mud Sweat and Tears



As a company which developed "in the dirt", Orange has grown from cycling enthusiasts who see their business being more than simply manufacturing the best frames. To maintain our hallmark of quality through to the bike displayed in the showroom, we created our own unique assembly plant. This allows us to custom build every bike ensuring meticulous assembly and component checks before, during and after the bike's completion. The superior standard of assembly is even evident when you examine the grease we choose, 'Black Gold'. Originally developed for undersea bearings without seals, it is a favourite of Team Orange and is the first grease we have used which is able to protect against the rigours of 'ridin dirt' and the occasional jet-wash.



Custom assembly also offers the rider an extensive range of components and accessories. In supporting Team Orange we appreciate the necessity of providing tailor-made machines and recognise that even riders of similar stature may not necessarily require identical specifications. For instance, although we build our frames in three sizes, 17", 19" and 21", (and an additional 15" in the Clockwork frame), we also offer three stem sizes to ideally suit the physical proportions and handling requirements of each rider.

This is only the beginning of our unique versatility. When you consider that on all five mountain bike frames we can fit the top four Shimano groupsets, Suntour's top three micro-drive systems, plus all the fork, handlebar, seat, post, tyre, rim and shifter options available, you begin to realise that the frame is merely the foundation of the Orange pedigree. What you see in the showroom is not a business decision, but a combination of sweat and tears - the mud is optional.

Shimano's gear indication system



F7 Fork.
Triple Butted.
Chromoly



CLOCKWORK



Orange

Pioneer of the Orange range, the Clockwork has continued to grow and blossom into an even finer riders machine. Throughout its development, the one solid constant has been the tried, but never tired, Orange angles. Indeed this bike is the seed from which many of it's contemporaries have grown, proving the benchmark bike for others to emulate. For the basic model in the range, the Clockwork has an incredible specification, simply because we believe nothing less will work successfully offroad. Which other manufacturers bike features butted bottom brackets, headtubes and forks at this price.

This is the minimum requirement for proper off road use, but with less weight than any other frame in its class, the Clockwork is the low calorie, high energy diet for everyone.





Orange

Named after Tange's watershed tubeset, the Prestige could well be considered the ultimate steel bike. Using a tubing more frequently specified by custom builders, we blend all the available types of Tange Prestige tubes and combine them to produce a chassis strong enough for the task and lighter than many riders believe possible. This is no overbuilt bomb, but a classic sculpture using just enough metal as is necessary.



Designed as a competition bike, hardcore recreational riders and big-air artists and riders of 'larger build' should look elsewhere in our range for a frame, but for many riders wanting light weight and high performance in a steel frame the Prestige is the pick of the crop.



prestige



Coming as we do, from a hard riding background, there have been times of late when we felt a change of performance was needed for some of our riders. With our Prestige frame being recognised for their light weight and resilience, we felt a super-strong high performance chassis would be advantageous for some. And so, with the current Prestige being in it's 6th generation, the P7 concept was conceived, denoting the 7th generation of our original Prestige frameset. Utilising a custom drawn slightly oversize tubeset, with similar wall thickness configurations to it's lightweight brother, we increase strength and stiffness remarkably, with a minuscule weight increase. The result? A solid hammerhead platform, suitable for suspension addition. A true all year ride 'til the death bike. Let it squeeze your juices.





P7

Orange



When the vast majority of aluminium frames are praised for their rigidity, little comment is made to their overall ride comfort. Ad hype talks about aluminium smoothing the trail, but



the plain facts are that a super-rigid frame gives a harsh ride. The Elite combines the pedal pumping platform that aluminium is famous for, but by using our own tubing specification, the frame is resilient and lively, but remarkably solid and positive. Many aluminium frames have no character. The Elite continues to be a lively ride, with a feel all of its own. With its unique rear triangle configuration, the Elite climbs superbly because of it's short 16.5" chainstays, but gives plenty of room for tyres, mud and chainrings because of the tubing shape and layout. With the addition of headset adaptors to strengthen and lighten the head tube area, no other aluminium frame comes close. A real peach of an Orange.







Elite

TITANIUM

Orange



Titanium is a material of wonder. Possessing unique qualities of strength and flexibility, it's use requires skill and understanding. Many companies simply paste stickers on somebody elses frame, but here at Orange, we're against such compromise. Steve worked with many tubesets and experts to design the frameset. What seemed like a simple task, took over 18 months of development with long hours in the saddle by the builders, designers and the team. Much Orange juice was spoken and consumed during it's conception. The result is a frame that we feel is one of the greatest on the planet. It's ride is like no other; stiff yet resilient, light and strong, indeed its ride is so good, it could be considered the first Orange full suspension bike. It was these properties that led MBUK to say that it was "remarkably fast, agile and responsive". Praise indeed, and what makes it even more irresistible is that it's one of the best value true titanium bikes too.





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Orangeerie

"If something is worth doing then it's worth doing wellype popular adage mayb ul

describes the approach we made to manufacuturing our firster ur inium road bike, the ic

has evolved from experience. In keeping with our "seat ofeel. pants" design philoso .



knowledge of two of the UK's top professionals s, bus Young and Jonathar ay

torchmaster Steve Wade, the man responsible fo highly acclaimed 'Alu ur

proven mountain bike technology, such as our fieslo n drawn 7005 series rc

replaceable dropouts and TIG welded construcsee. e built a prototype. or

weighed so little that this was almost a case of ri fi st time. Rider after ric cc

incredible ride from the frame, the accurate tracl nd the superb feel. W y

such compliments were not only from the experience old ha . Johnny and Chris, but o t

Allen then you have got to believe that the Dynamo is som in special.

They say that "experience is the mother of wisdor The 'Dynamo' typifies C g

through exp erce and can be seen ll



DYNA

The Shirt off His Back.

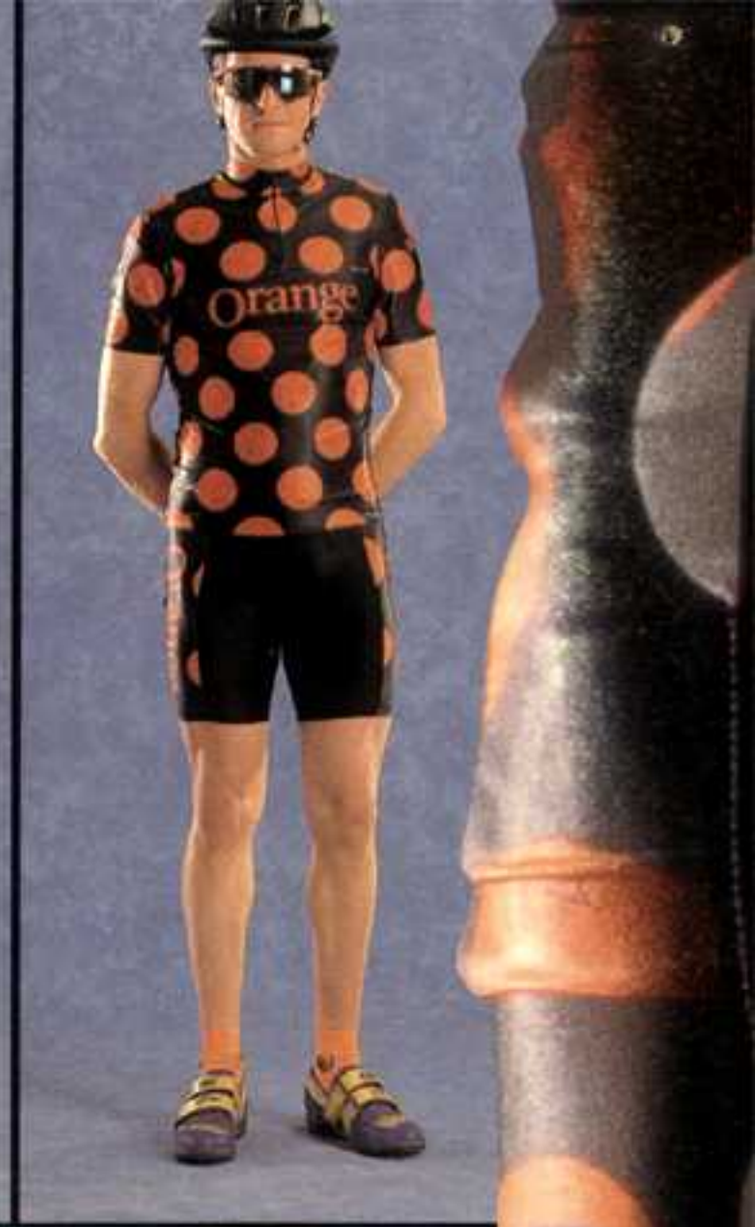


In common with the Orange philosophy of making improvements to all aspects of cycling, our clothing has evolved from 'seat of the pants' experience, which in the case of our shorts, you will appreciate immediately. For the new, all-season performance jackets, the 'Wind Shield' and 'Wind Shelter', we got help from team riders Sam and Colin. They've probably got more experience than any other team in the country in the bike orienteering events. These races are held over two days and involve over twelve hours of competition. From their accumulative experience we realised that some of the high performance fabrics were not suitable for such a dynamic and aerobic sport. When choosing a suitable garment for cycling, the considerations take a different order of importance to most other outdoor activities. The garment must be designed specifically for cycling , as it is only then the stretch characteristics of the fabric can be utilised in order to avoid hampering the riders movements. Increased activity demands that breathability is a major priority. The garment must wick the sweat away from the skin so the body can maintain a suitable working temperature; a badly designed garment can work in reverse, retaining sweat and wicking away energy.

Taking into account the amount of time we spend in the saddle, combined with our attention to details and distinctive graphics, constructing performance clothing seemed like a natural progression. After all, if we sell the bikes as used by Dan Cook, why not also offer the shirt off his back.











IAC
INTERNAL AIR CONDITIONING
WIND SHELTER







A full specification list is available separate from this brochure. As stated in all our previous brochures, specifications can change without prior notice: this is not a get out clause to offer less. During the ongoing research and development process, new and different options are continually appraised. If we feel the change can benefit an Orange customer, we have the flexibility to act quicker than our brochure whiz kid therefore not only do we reserve the right to change specification etc., we can almost guarantee it.









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