
Orange
P7
"The P7 is one Kick Ass frame"
Which MTB

Orange P7



P7 STX RC
with optional
M525 SPD pedals

It was after witnessing the wilder members of the Orange test team putting the P7 through its paces that the quote 'Tested on Animals' was born. After two years of constant thrashing the P7 and the phrase have become inextricably linked.

Regardless of how far your pocket stretches in terms of componentry, the base ingredient is the P7 cromoly frame, featuring our own Series 8 micro-butted tubes – the ultimate steel chassis. Choose the specification to suit and you have a finely tuned bike which hates to go slow and demands to be hammered by all hard-core riders.

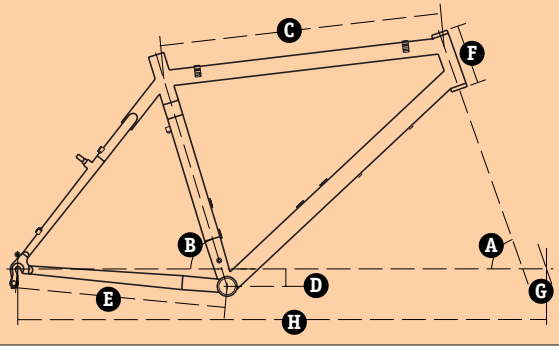
Voted best bike under £1,000 1996 by *MBUK* readers, this is what they said: 'The bike handles well whether you are racing, bumming around the woods or packed up to the hilt for a world tour. The P7 is always ready to take you there.'

We said it was 'Ready to hammer' and judging from the fact that it was voted into first place, we think you must agree.

P7 Features:

- Heat-treated custom double-butted series 8 cromoly tube set.
- Orange Mono Powerstay rear end.
- Seat tube externally butted at clamp and ovalised at bottom bracket.
- Clearflow bridgeless ovalised chainstays.
- Top routed cabling with brazed on bosses to avoid heat induced stress caused by welding.
- Machined externally butted head tube.
- Front facing slot in seat tube/separate stainless steel seat post clamp.
- Choice of nickel finish or tough epoxy powder coating.
- Chain hanging pip for hassle free rear wheel removal.
- Stress dispersing diamond bottle bosses on down tube and seat tube.
- Crud Catcher™ bosses.
- Pannier eyelets.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange cromoly F7 fork as standard.

Frame Geometry



FRAME SIZE (inches)	15	17	19	21
A. Head angle (°)	70.5	70.5	70.5	70.5
B. Seat angle (°)	73	73	73	73
C. Top tube length (mm)	524.2	544.5	563.1	582.6
D. Bottom bracket height (mm)	35	35	35	35
E. Chainstay length (mm)	420	420	420	420
F. Head tube length (mm)	85	85	120	140
G. Fork offset (mm)	45	45	45	45
H. Wheelbase (mm)	1024	1039.3	1056.8	1070
Rider height range	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	115	130	130	145
Steerer length (mm)	168	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm			
Frame weight (grams)	1880	1950	2090	2140
Fork weight (grams)	850	850	890	910

Specifications are liable to change without notice


Orange
E3
"If it was our money
the E3 is the one
We'd Get."
Cycling Plus August 1996



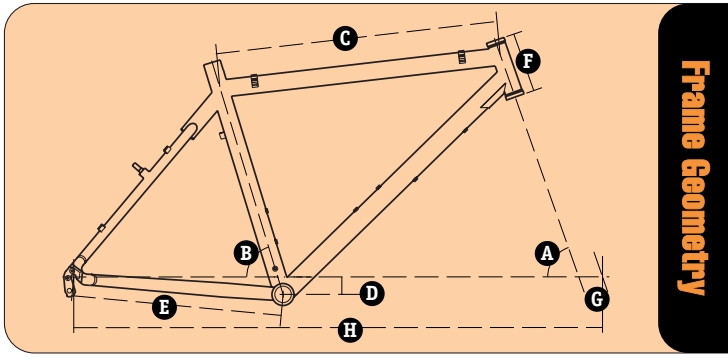
E3 LX
with optional
M525 SPD pedals

At Orange we've never been afraid of flying in the face of fashion. Call us contrary, but this is often the starting point for looking at our design process. The narrow tubing of the E3 was a controversial decision. When first introduced on the market it went against the grain of the Fat Tube Theorists Society. The inherent discomfort of the oversize aluminium tubing which was required to afford the strength and stiffness so sought after in aluminium bikes, consistently punished the rider. We saw that as a brutal compromise, entirely alien to our ideals of comfort, and hence, performance.

Built with our double-butted Series 9.5 tubing, where each individual tube has the optimum profile and thickness specified by us, the E3 offers all the positive and desirable benefits of aluminium yet it gives an enviably smooth, responsive ride. It must be the only aluminium bike that is repeatedly praised for rider comfort. It effortlessly captures the power put through the pedals and transmits it to the back wheel. This combination of power delivery, positive control and comfort responds to being ridden at speed, it's a real thoroughbred.

E3 Features:

- Heat-treated 7005 custom double-butted Series 9.5 aluminium tube set.
- Orange Mono Powerstay rear end.
- Machined externally butted head tube with gusset at head tube/down tube junction for improved impact absorption.
- Clearflow bridgeless ovalised chainstays.
- Offset rear drop-outs for superior clearance.
- Replaceable rear derailleur hanger.
- Top routed cabling via brazed on bosses to avoid heat induced stress caused by welding.
- Orange polished/lacquered finish or tough epoxy powder coating.
- Bottle bosses on down tube and seat tube and Crud Catcher™ bosses.
- Front facing slot on seat tube/separate stainless steel seat clamp.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange aluminium F9 fork as standard.



Frame Geometry

FRAME SIZE (inches)	17	19	21
A. Head angle (°)	70.5	70.5	70.5
B. Seat angle (°)	73	73	73
C. Top tube length (mm)	544.3	562.1	581.2
D. Bottom bracket height (mm)	35	35	35
E. Chainstay length (mm)	420	420	420
F. Head tube length (mm)	110	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1042.7	1055.1	1070
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	193	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 30 mm		
Frame weight (grams)	1490	1540	1610
Fork weight (grams)	670	680	700

Specifications are liable to change without notice


Orange
"It Eats up bumps, Jumps & hard landings"
MBUK June 1996



X1 Pro

with optional M525 SPD pedals and Rock Shox Judy Downhills

Some people may be misled into thinking the X1 is a 'downhill only' machine, but the bike's climbing prowess and unprecedented comfort lends itself to a far wider performance arena. By design the X1 is a fully-floating, super responsive machine that can be ridden anywhere.

The Unified Rear Triangle design avoids 'winding up' the rear suspension when power is applied through the pedals, allowing the shocker to do its work all of the time. The location of the Orange Power Pivot Point (PPP) gives direct traction control, meaning that instead of losing energy on climbs, with the X1 the rear wheel actually pulls down, increasing traction. The single oversize pivot cuts out the wallow so inherent with some other full suspension bikes, making the X1 extremely flickable – whilst at the same time it will eat up the toughest terrain.

X1 Features:

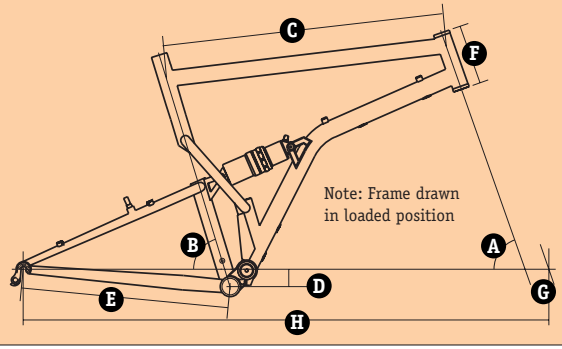
Front end:

- Custom-butted series X cromoly tube set
- Machined externally butted head tube and pivot housing.
- Crud Catcher™ bosses/seat post depth stop.
- Front facing slot in seat tube/separate stainless steel seat clamp.
- Stress dispersing diamond boss mountings and slotted cable bosses brazed to avoid heat induced stress caused by welding.
- X-design shocker mounting welded at sides to maintain tube strength.
- Stump tube gussetted for maximum lateral rigidity at pivot.

Rear triangle:

- X-bend shock stays for maximum chain clearance.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Clearflow bridgeless ovalised chainstays.
- Tough epoxy powder coating.
- X-Design investment cast pivot clamps and custom drop-outs.
- X-Design fully adjustable sealed oversize pivot for outstanding lateral rigidity. Light weight self-lubricating thermo-plastic bearings. 6082 T6 hard anodised aluminium pivot bushes. Internal shim stack allows fine adjustment of pivots. Easy maintenance and adjustment with no special tools.

Frame Geometry



FRAME SIZE	S	M	L
A. Nominal head angle (°)	70.5	70.5	70.5
B. Nominal seat angle (°)	73	73	73
C. Top tube length (mm)	546	565	585
D. Nominal B/B height (mm)	35	35	35
E. Chainstay length (mm)	415	415	415
F. Head tube length (mm)	85	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1035.3	1051.5	1065
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm		
Frame weight (grams)	2850	2975	3100

Specifications are liable to change without notice


Orange
VIT T2
“Can I have it's
Maxim 1996
Phone Number”

Orange VIT T2



Vit T2 XT
with optional M747 SPD pedals

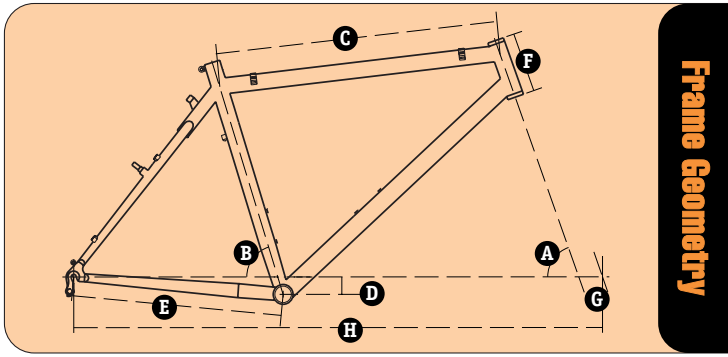
Orange bikes are not fanciful fashion accessories to decorate scenic backdrops. They are designed to perform in all conditions. That said the Vit T2 is as close as we come to making something more fanciful than simply functional. Just to behold the Vit T2 in the flesh, so to speak, will make you understand – its elegant lines, its fine construction – you can see this frame was built by a caring craftsman. But it doesn't end there, not only is it one of the most attractive bikes out there, it also offers awesome handling and a ride response that you probably never thought existed. Our philosophy with the Vit T2 was to build the ultimate mountain bike. Wishbone rear stays in titanium? Of course. Why compromise when you've gone this far already?

We only use 3Al/2.5V titanium in our Series T seamless tubing. It is Grade 9 quality, and as such, is of the highest strength. This is the only titanium whose performance backs up the reputation of the material, by offering incredible strength, fatigue resistance and the ability to stay looking good forever.

Pure and simple. You can probably do no better when choosing a high performance mountain bike for either racing or dedicated riding. Be warned though, your bank manager may disagree.

Vit T2 Features:

- Orange Series T seamless 3Al/2.5V titanium tube set.
- Orange Mono Powerstay rear end.
- Machined externally butted head tube.
- Butted seat tube.
- Ovalised chainstays.
- Offset drop-outs for superior clearance.
- Top routed cabling.
- Vapour blasted raw titanium finish.
- Bottle bosses on down tube and seat tube.
- USE 420 aluminium seat post as standard.
- Orange aluminium F9 fork as standard.



Frame Geometry

FRAME SIZE (inches)	17	19	21
A. Head angle (°)	70.5	70.5	70.5
B. Seat angle (°)	73	73	73
C. Top tube length (mm)	546.4	565.2	585
D. Bottom bracket height (mm)	35	35	35
E. Chainstay length (mm)	420	420	420
F. Head tube length (mm)	85	120	140
G. Fork offset (mm)	45	45	45
H. Wheelbase (mm)	1039.3	1056.8	1070
Rider height range	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	130	130	145
Steerer length (mm)	168	203	223
Seat post diameter	all seat posts 25.4 mm, shimmed to 28.2 mm		
Frame weight (grams)	1360	1480	1500
Fork weight (grams)	650	680	700

Specifications are liable to change without notice


Orange
C-16R
"The C-16R
gets the big
Thumbs Up"
What Mountain Bike April 1996
C16R
Orange

Orange C-16R



C-16R Alivio
with optional
M525 SPD pedals.

Back in 1989 Tim Davies took the National title on a production Orange Clockwork, widely lauded as the Bike of the Year. A dream beginning for what turned out to be the first chapter of an on going best-seller.

Sixteen generations on from the original Clockwork the C-16R is a testament to the integrity of the Orange design. In a cut-throat and ever changing market place, it still adheres to the same basic principles, but continues to be relentlessly improved. More than three pounds have been shed from the original version through the specification of our Series 7.2 cromoly tube set, custom double-butted for lightness but never losing sight of the fact that strength is of paramount importance.

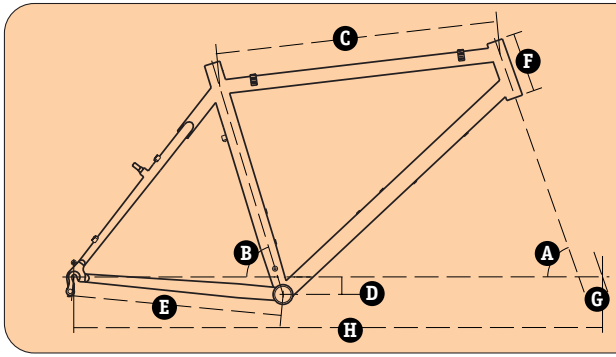
Its smooth, almost clinical efficiency is unmatched by wannabe bikes of twice the price. As comfortable to ride as ever, it inspires the confidence to attack and enjoy every terrain, every climb and even the most adrenaline fuelled descents. Suspension ready geometry keeps your options open whatever kind of riding you're into.

An ideal platform whether you want to campaign it on the race circuit or go fully equipped to explore the farthest reaches of the globe. It is true to say that the C-16R is still the ultimate all round performer.

C-16R Features:

- Custom double-butted Series 7.2 cromoly tube set.
- Orange Mono Powerstay rear end.
- Seat tube externally butted at clamp and ovalised at bottom bracket.
- Clearflow bridgeless ovalised chainstays.
- Top routed cabling with brazed on bosses to avoid heat induced stress caused by welding.
- Front facing slot in seat tube/separate stainless steel seat post clamp.
- Tough epoxy powder coating.
- Chain hanging pip for hassle free rear wheel removal.
- Bottle bosses on down tube and seat tube and Crud Catcher™ bosses.
- Pannier eyelets.
- Shimano 97 plate front derailleurs and V-brake compatible.
- Orange cromoly F7 fork as standard.

Frame Geometry



FRAME SIZE (inches)	15	17	19	21
A. Head angle (°)	70.5	70.5	70.5	70.5
B. Seat angle (°)	73	73	73	73
C. Top tube length (mm)	524.2	544.5	563.1	582.6
D. Bottom bracket height (mm)	35	35	35	35
E. Chainstay length (mm)	420	420	420	420
F. Head tube length (mm)	85	85	120	140
G. Fork offset (mm)	45	45	45	45
H. Wheelbase (mm)	1024	1039.3	1056.8	1070
Rider height range	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
10° rise stem length (mm)	115	130	130	145
Steerer length (mm)	168	168	203	223
Seat post diameter	all seat posts 26.4 mm, shimmed to 29.8 mm			
Frame weight (grams)	1850	1940	2040	2100
Fork weight (grams)	850	850	890	910

Specifications are liable to change without notice


Orange
OPTIONS
"More
CHOICE
than you can
SHAKE A STICK AT"

Orange OPTIONS

There is no such thing as off-the-shelf at Orange. When you choose an Orange bike, we also want you to have the choice as to which components are fitted at the time that you buy.

After deciding on the frame that you want, your next consideration will probably be that of the groupset. Orange offer a wide range of possibilities here with five flavours of Shimano, plus our own specification RS and PRO set-ups.

Not only do you get to choose from any of the seven groupset options, we have also selected some of the best componentry available to 'mountainbike-kind' to further enhance the performance of your exclusive Orange machine.

RS & PRO Groupsets

RS and PRO are two custom groupsets designed to offer optimum performance and value for money. Using Orange chosen components, both packages are based on Shimano groupsets and include a suspension fork, clipless pedals and SRAM ESP shifting systems. RS and PRO are designed to constantly evolve and improve as new equipment becomes available, so check the current price list for specifications.

Shimano Groupsets

Shimano produce over 20 groupsets, Orange only choose the top five from the range. As a starting point for equipping any level of Mountain bike you can't go wrong.

Shimano Alivio

Alivio is the entry-level Shimano groupset recommended by Orange. It is a reliable groupset that performs efficiently for true offroad performance. A 7-speed cassette and the addition of our choice of V-brakes makes this a worthy set-up.

Shimano STX RC

STX RC has now been elevated to 8-speed status. Well finished and attractive, this groupset offers great performance for a fair price. Shimano's superb new 600 series V-brakes mean that STX RC stops as well as it goes.

Shimano LX

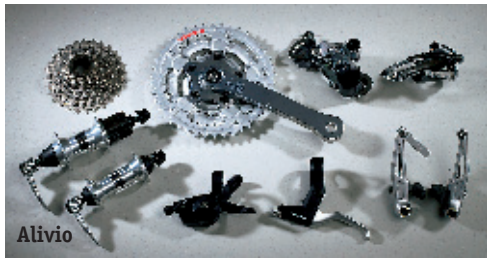
Often cited as XT without the finish. Look around at races and see how many competitors are using this reliable set-up. The 8-speed cassette, 600 series V-brakes and new design of chainset bring this right up-to-the-minute with innovative design. A classic groupset that works... period.

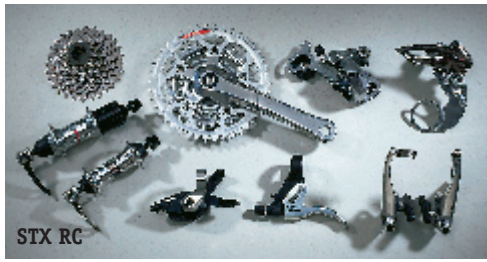
Shimano XT

With trademarks like the clinical, rapid shifting and the awesome stopping power of the parallelogram V-brakes, precision groupsets do not come much better than this. XT is built to last and take the stick that mountain biking dishes out in heaps. The fact that XT is more often than not used as replacements after lesser components fail, says it all really.

Shimano XTR

We thought that we'd said it all with XT, but then we remembered XTR. No-one actually uses XTR because it is made from precious metal and is so beautifully finished, that only a madman would abuse it by attaching it to a bike. Hold on, let's be serious. If you want the best, this is it. It costs a fortune – nuff said.


Alivio


STX RC


LX


XT


XTR

Orange Components

As well as equipping our own bikes, we also provide a range of parts and accessories, either manufactured by ourselves or chosen from the best on the market.

This is just a selection of some of the items we currently rate. You can be sure that we will always have a selection of the latest trickery that you can specify for your bike. Check the current price list for what's available.



ESP OPERATING SYSTEMS

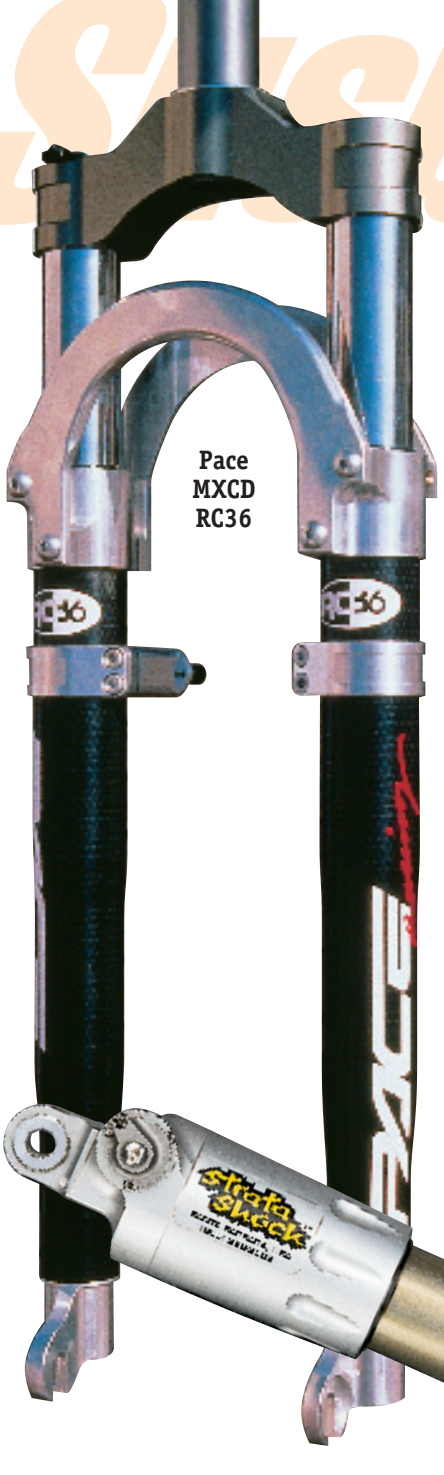
Shimano SPD clipless pedals DX, XT, LX

HOPE TECHNOLOGY

Hubs, bottom brackets and hydraulic disc brake systems

Specifications are liable to change without notice

Suspension Options



Pace
MXCD
RC36

Strata
ICD
Shock

Front Suspension Options

When it comes to choosing a suspension system, as the saying goes, it's horses for courses. You are the best person to know the kind of riding you are going to be doing, so rather than just slap on a suspension fork that you don't want, we would like you to choose from the range of our recommended selection. We use every one of these choices one way or another and everybody has their preferred fork for their style of riding. Whether it be the simplicity and reliability of the Rock Shox Indy XC, the ability to take the massive hits offered by the Rock Shox Judy Downhills, or the rigid precision engineering of the British Pace fork. Take your pick.

Rear Shock Options

We've been messing around with our full suspension X1 for a while now, so we have a good idea of what works and what doesn't. To that end we reckon that the best tools for the job of rear suspension are the Strata shocks from Stratos. The Strata ANA and the Strata ICD with its lock-out system are custom tuned specifically for the X1.

We constantly monitor this rapidly evolving sector of the market, which is why we rate the Strata shocks. They are always innovative and give superb ride qualities that we've yet to find bettered at the price.



Rock Shox
Indy XC



Rock Shox
Judy XC



Rock Shox
Judy SL



Rock Shox
Judy DH