

***JUST RIDE***



# Challenge

*Race proven development reinforcing  
our international strengths*

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Our excitement over new designs, and getting to test them, is as strong as ever. For Steve and I, Orange isn't a job. I think in some ways its like being in Charlie's Chocolate Factory and we both have a golden ticket.

**LESTER NOBLE**

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Lester Noble  
Spanish Orange!



Wadey? Splashy,  
more like!



## ***A commitment to the committed***

Orange is a small company formed, owned and run by mountain bike enthusiasts. We have a commitment to providing true high performance bikes for dedicated mountain bike riders and racers. Our aim is to produce the most comfortable and efficient bikes for the demands of those committed to the sport of mountain biking.

## ***No compromises***

Even today some manufacturers are still prepared to compromise the frame so they can afford to "overspec" the rear derailleur in an effort to try and fool customers into thinking they are getting value for money. 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. Whether it's custom specifying the butting for frame tubesets, creating the curve of a chainstay or even adjusting a tiny detail on a wheel dropout everything is significant, yet failure to recognise this importance can dramatically spoil the bike's characteristics. We don't take shortcuts – we build real mountain bikes from the metal up. At Orange the frame is king.

## ***Competitive legacy***

Orange is captivated by off-road riding and racing. We thrive on competition and it is this inbred competitive spirit which has produced the pedigree to achieve true performance machines. This passion and racing knowledge runs throughout the heart of the company. Orange came about because of Lester Noble and Steve Wade's search for the perfect bike to ride and race. In 1986 that bike did not exist, so the only way to ride it was to create it. Both quickly became known on the racing circuit. Lester rode for the British team in 1987, and with their first design, finished top British rider in the world championship of that year. Steve, after finally finding some time away from his welding torch, made his mark by winning the silver medal in the 1996 national championships.



Steve Wade  
just ridin' along!

Tím Ponting  
Team Animal Orange



Rachael Gordon  
1999 Scots XChamp



# Global Racing



## *The race is on*

Orange bikes came about because of the need to build the best competitive bike available. That drive is as strong today as it was in 1986. Although it would be hard to have imagined back then how far the sport would evolve, and equally how far the competition equipment has evolved with it. For the last three seasons we have worked closely with Team Animal Orange competing in the UK and world downhill series. This relationship has been fruitful beyond our wildest expectations. Team Animal Orange give 100 percent effort in their riding, so it seems fair that we build, tweak and push the boundaries to give them the tuned race chassis they need, like the Orange 222. We're pleased that we will continue with Team Animal Orange for 2001.

During 2000, the young Team Animal Orange rider Greg Minnaar took the world by storm with impressive first season results of eleventh in the Downhill World Championships and ninth place in the overall standings of the Tissot Downhill World Cup. Greg has been snapped up by the new Global Racing team, with Missy Giove amongst his team mates. The thrilling part for us is that Orange will be the bike of choice for Global Racing, who will be fully equipped with Orange bikes for both downhill and duel racing on the world circuit. Great news for Greg who lives and breathes his 222. Missy Giove is also over the moon with her Patriot, which she rates as the best duel bike she has ever ridden.

Orange bikes will be the equipment of choice on six major teams during 2001.

*Greg Minnaar - first season, 11th place, Tissot World Cup*

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After a long development and testing programme, we started the season knowing we had the most competitive bike the team had ever used, we didn't quite realise it was going to be this good!

**STEVE KITCHIN**  
TEAM ANIMAL ORANGE

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*Team Animal Orange 222*

# ***Birthright***

***British born and bred with pedigree engineering***



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The fact that there are more Orange bikes ridden on the race circuit than any other brand, and that they are privately bought is no coincidence.

**STEVE WADE**

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Where they  
start out ...



... where they end up!  
**Jamie Carr**  
Orange test rider with altitude

## ***Still playing after all these years***

Living and working in the heart of mountain bike country, Steve and Lester need little persuasion to ride what they build. Not in an ironic 'keep in touch with the product' sense, but simply because they love riding. Both extensively ride and test designs in the everyday world. British built Orange bikes make their mark whether it be in the rain and mud of northern England, the dry dusty trails of Spain, the Nevada desert, or even, in Steve's case, the intensity of competing in the Mega Avalanche Downhill race in the Alps.

## ***Breaking through the boundaries***

New designs come not from the pressure of sales, marketing or accountants but from Steve, Lester and the team riders who just want to have the best bike. From our humble beginnings our philosophy has been to disregard the boundaries that have constrained so many others, this still applies to the championship winning bikes Orange build today.

## ***Everybody is a Team rider***

At Orange we are in the unique position of building both production and one-off custom framesets and bikes. This translates into you receiving exactly the same care and attention, on exactly the same bike, as the Orange Team rider. No other mountain bike manufacturer deals so effectively with both markets, neither would they entertain a production run of only ten frames to supply those riders who are looking for extreme sizes. All this gives Orange a unique edge.

## ***Innovation leading to results***

Experimentation with new design concepts and components leads to a deeper insight into the requirements of a performance mountain bike. It is this insight which results in results, beginning with the first production Clockwork winning the 1989 National Championship through to the triumphs of Team Animal Orange riders of today on the Patriot and 222.

## ***Real world biking to the extreme***

We value feedback from every source and every rider. Jamie Carr is the head MTB guide at KE Adventure Travel, equipped with an Orange Sub5, he regularly rides in some of the most remote and extreme parts of the globe. From Equador he writes: 'The Sub 5 has proved faultless on all the trips I've done with it. Warranties mean nothing when you're thousands of miles away from the nearest bike shop, it has to work. Always!'

'In any day I can have over 4,500 feet of climbing on dirt, tarmac, singletrack or pot holed mudbath. On the 5,000 foot descent from the top of Cotopaxi, the world's highest active volcano, the Sub 5 gave me complete confidence when plummeting down 45° slopes of volcanic ash strewn with razor sharp lava boulders. We had a lot of fun heli-biking on the Kazakhstan/Kirghizstan border too, but that's another story!'



## ***Northern roots***

The Pennines and Yorkshire Dales provide an appropriate backdrop to our Halifax manufacturing and design house, and our factory assembly plant. This gives us the flexibility to source equipment from anywhere in the world, and choose the best components, regardless of their country of origin. Sometimes we don't have to look far; for example, we have a very amiable relationship with Hope, acknowledged as the maker of the best disc brakes and situated on our doorstep. This enables us to fit Hope disc compatible hubs on our handbuilt wheels, as standard to all our Pro equipped bikes and above. So if your budget doesn't stretch to getting us to fit disc brakes when you order, at least the change is easy on your pocket later on.

## ***Mud glorious mud***

The watchful eye of the Orange R&D Team ensures that if any new componentry comes onto the scene offering a significant step forward in function and achieves the Orange seal of approval for durability, it will become available on an Orange mountain bike.

We also make it a policy of not underestimating the value of building frames to suit different conditions. Suffice to say that every Orange mountain bike sold in the UK is built to take on UK conditions, warts and all. Our ability to design and build the best frames coupled with our flexible assembly plant means that an Orange bike has its own identity; real, off-the-peg, off-road machines. Built in Britain and designed to be ridden all over the world.

## ***Back to the three R's***

Attention to detail where the frame is concerned is the reason why Orange bikes are always tagged with 'great handling' in independent tests. How is it, that an Orange bike always comes out on the right side of 'rigid' or 'harsh', 'resilient' or 'flexible'? Well obviously design, materials and experience all play their part, but the most important starting point is all to do with the Orange three R's – riding, riding and riding.



# Evolution

Performance through innovation

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Designing bikes that win races is always seen as a success. Yet designing bikes that outperform complicated multi pivot systems and at the same time can easily be maintained by privateer riders has always been paramount in our design aims.

STEVE WADE

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Though we are slaves to our CAD stations, and still have the formula books for working out stresses in cantilevered beams, there's still no substitute for riding what we've built – testing to see if what we think will work, really will work. No amount of computer modelling can replace a craftsman's feel for the metal he is working with. No amount of finite element analysis can reproduce the feel of 'bottoming out' a suspension bike after casing a double jump. In this world of click-button CNC trickery, it's easy to lose touch with real-world experience and that indeterminate 'feel'. That's why the monocoque bike you buy from us will be welded by the same hands that welds our world class competition bikes. In the same jigs. Assembled by the same people with the same care.

To create the finest mountain bikes in the world calls for clear thought and intelligent design. We have no time for radical innovations using fly-by-night materials. We use proven engineering principles applied to produce the best results. Take our monocoque construction. It's a sheet of aluminium, bent about and welded up, right? Sure, that's the principle, but as we found out whilst 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.

## 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. Using a stub-axle design welded into the frame, rather than a 'hole and bolt' system like other manufacturers, it took months of intense application, prototyping and redesigns. 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 play at the front is magnified by the time it reaches the rear axle. We kept this fact in mind when deciding on a wider sealed bearing race rather than compromise lateral rigidity by choosing a slim design. Horiz-Hold is the first step in getting a better suspension bike.

The second step is to make sure that the stiffness that's built into the pivot system isn't lost by a flexible swingarm. When we became involved with Team Animal, we found that their requirements for suspension travel were secondary to their needs for lateral rigidity. Whilst we had been looking at smooth up and down movement, the speeds and load situations they were creating on a bike meant that they

Steve Wade  
the designer



# ULTRA LITE

were flexing the swingarm from side to side, causing tracking problems. Any lateral deflection whilst riding a bike at speed means that no matter how much suspension travel you have, it's pointless if you can't keep the bike on a tight smooth line. Make a bike track perfectly and a rider can pick the smoothest route with confidence, saving suspension travel for absorbing the hits.

## ***Lite Beam technology***

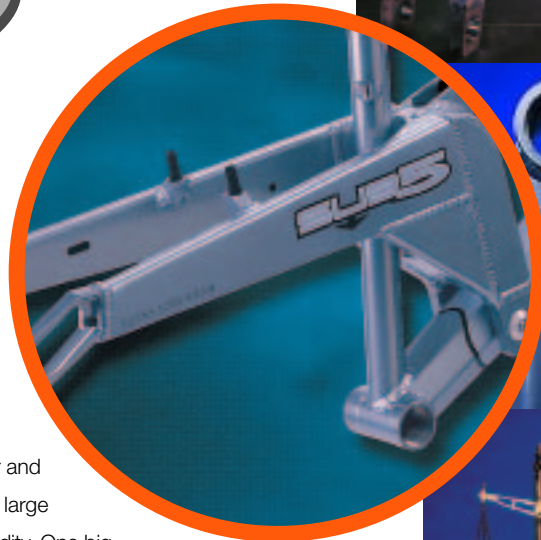
We had taken tubular swingarm technology as far as we could. We had a rock solid swingarm that worked but it weighed a ton. So we switched each leg into a large box section, in testing we went bigger and bigger on the cross member tubes, until we eventually switched to a large monobox to connect the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

We built prototypes and the team loved them. So we started lightening them to test for breakage. But they didn't break. We ended up getting silly, using lighter and lighter materials to establish the breaking point, and the only way of getting to this point was to go too far. Tim Ponting eventually cracked one but that was only after months of intense, extreme use – it finally went on a huge jump session, which we told Tim he shouldn't really have been doing! Incredibly this was a very light unreinforced version which tracked perfectly yet had the much thinner section 6061 series aircraft grade alloy that we were prototyping on the Mr XC Ultra Lite Beam swingarm.

## ***True Track head column***

The third element we needed to consider was the head tube junction with the top tube and down tube. This is a prime area where unwelcome flex and twist will creep into a frame. We carefully designed an angular box section at the head of the monocoque downtube to eliminate rotational twisting forces. This keeps the head tube and the fork steerer directly in line with the vertical centre of the frame ensuring that the front wheel is as close to centre as fork flex will allow. Like Horiz-Hold, if you can stop superfluous movement at the pivot (head tube) its deflection is minimised at the end of the lever (fork leg). The True Track head column achieves super precise steering from a lightweight aluminium box section.

Monocoque might look big and heavy, the reality is different. It's super-rigid and way-light. In our opinion a very fine way to construct a high performance mountain bike.



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We can't always assume that what we've designed and prototyped is right, we've got to be prepared to give it to the riders and let them give feedback, most importantly, when they tell you it could be better we have to listen and make the changes.

**LESTER NOBLE**

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from Monostay  
simplicity ...

... to shock-mount  
trickery



# The Bikes

## Strange – The Specific Technology Range

Strange – a new way of confirming what we at Orange have always been about, Specific Technology. Where you see this logo you will

know that the bike (or component) is designed to perform optimally in intense conditions.

We're not into the generic 'it'll do' attitude that all too often invades the sport. If it's Orange, it's Strange, it's specific!

To help you match our frame with your talents and preferences, you will see a Strange-Gizmo for each frame that will help you choose the right one. The Gizmo's optimum icon (⊕) shows what the bike was specifically designed for. However, the indicator bars show where each model also excels in other disciplines.

Please be aware that the Strange-Gizmo is only a guide to help you before visiting your local Orange specialist dealer.



# 222

*Heavy-duty pro-spec downhill bike for tackling full-on World Cup courses.*

Prototyped and developed during the 2000 season, this world class downhill chassis has been proven with podium placings in the Tissot World Cup Series. The 222 really turned heads when under the guidance of Team Animal Orange and particularly 'wonder kid' Greg Minnaar when it whupped some big names on the international circuit.

Evolved from the renowned Patriot chassis, the availability of longer stroke shocks allowed us to experiment further with the geometry. Then it struck us that by making the top shock mount adjustable, it would mean that the frame angles, ride height and wheel base could all be altered to suit any rider or course. You can get a super-smooth eight inch swing from the new Extreme Beam rear end. Just like the Patriot, the 222 allows the rider to grab a really effective power pedal stroke at crucial moments where other downhill bikes would simply eat up suspension travel.

The Horiz-Hold welded pivot with beefy 32mm bearings is still the key which gives us a huge handling advantage. Coupled with a bolt through rear axle, the 222 one of the sharpest steering, big hitting downhill bikes ever. It makes sense to keep things simple. Without complex linkages and multi-bearing pivots the Orange 222 is the perfect downhill competition chassis for a season of trouble free racing – Team Animal Orange mechanics didn't even change a pivot bearing last season, giving riders maximum time on the course.



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When I was first asked to be a part of the Global Racing Team one of my first questions was which bike would we be riding. To then be told that the emphasis was on winning and the choice of bike for the team was Orange it was like a dream come true. I'm really pumped to stay with my 222 after having such an amazing season in 2000.

**GREG MINNAAR**

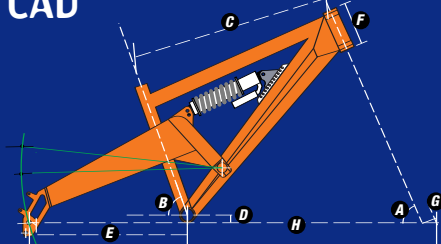
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## The facts

- Handbuilt heavy duty 6061 T6 aluminium monocoque.
- Fully adjustable ride height and head angle by adjusting position of top shock mount.
- 8 inches of rear wheel travel.

CAD



| FRAME SIZE              |                           | 15"  |
|-------------------------|---------------------------|------|
| A. Head angle (nominal) |                           | 66°  |
| B. Seat angle (nominal) |                           | 70°  |
| C. Top tube length      |                           | 521  |
| D. BB height (nominal)  |                           | 20   |
| E. Chainstay length     |                           | 438  |
| F. Head tube length     |                           | 120  |
| G. Fork offset          | Dependent on forks fitted |      |
| H. Wheelbase            | Dependent on forks fitted |      |
| Rider height            |                           | —    |
| Stem length             |                           | —    |
| Seat tube Ø             |                           | 27.2 |

Unless otherwise indicated all measurements are in millimetres.

# Patriot

*Our original high performance FS bike for full-on competition or Enduro capability*



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The back end remains very active at all times... combined with the frame's incredible stiffness and stability, makes for a very fast bike across terrain where you need to put the power down... in other words, the bitty terrain that dominates most of the UK's downhill courses and the sort of terrain that most of us ride pretty much every time we're out. A top UK made all rounder for those who like to push the envelope.

**TOTAL BIKE**

”



Patriot LT

“

I believe that the Patriot is the best all round full-suspension bike I have ridden, if you only have enough in your wallet for one phat ride - this one is it!

**MISSY GIOVE**

”



Patriot XC



“

I really like how the Patriot snaps out of corners and allows all your power to be put to the ground and not into the frame. If you are a free rider and adventurer, the Patriot can easily adapt to three chain rings and you could pedal it anywhere to go shred the tough stuff.

**MISSY GIOVE**

”



Full six inch travel with variable shock rate.

Last year the Patriot took the British downhill scene by storm. It seemed that every car in the car park at race meetings had one on the rack – it's a pure performer. Using our monocoque construction techniques including True Track head column and Lite Beam swingarm, we achieved DH strength yet XC lightness with an incredible lateral rigidity due to the Horiz-Hold pivot. For 2001 the Patriot gets the bigger 32mm bearing from the 222 to beef up the pivot area even more.

Designed and built in Britain for British courses, the brief was to increase lateral rigidity, restrict travel between five and six inches, shorten the wheelbase and to make it light! UK downhill courses differ massively from the small 'cliffs' of world cup races. To be competitive on the intricate wooded courses associated with the north of England and the sprinting courses popular in the south, a lighter, sharper bike was required.

Team Animal Orange recognised that to win on these courses they needed a bike which was quicker handling and, most importantly, could be pedalled hard. The fact

that the Patriot chassis kicks so hard under pedal power has also led to it becoming one of the most competitive duel bikes on the circuit.

There are still many riders who like to duel with a solid hard tail like the Mslsle beneath them, but the Patriot is converting many to full suspension. Mlssy Glove of the new Orange equipped Global

Racing team swears by the Patriot for duel racing, so expect to see more world podium placings for the sturdy Orange bike.

But the Patriot isn't just about racing, even though it's the UK's most consistently succesful downhill bike, capable of being specced in full downhill rig with a big travel coil shock and triple clamp forks to make a snappy quick hitting racer, but it can also perform the role of a superb enduro bike. As air suspension technology has developed with hardware like the SID shocks and long travel Psylo forks from Rock Shox, we can use the same Patriot frameset to build a radical off-roader, the hardcore rider's dream machine – enter the Patriot XC – a Patriot kitted out with the lightest yet most reliable components we could find. It's heavier than the super-light Sub5, but aimed at the rider who wants to push all day at the hard hits and heavy terrain with the confidence that only the Orange Patriot series can inspire.



## The facts

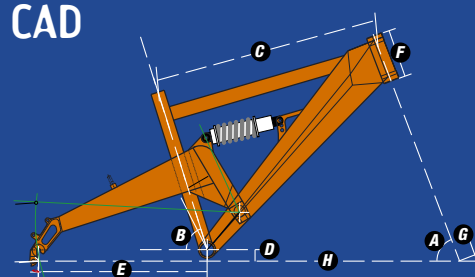
Model:

# PATRIOT

- Handbuilt from custom specced and butted Series LM 6061 T6 tubing/aluminium monocoque.
- The 'winningest' downhill bike on the UK circuit.
- Lite Beam swingarm for tracking accuracy and ride quality. Up to six inches of travel.
- Options of FOX coil over shock for big bump control.
- Available in three models including long travel and XC.
- Discs as standard on all models. Avid discs on Patriot, Hope discs on XC and LT models. (Long travel rear option must only be used with discs.)
- Single chainring option.



### CAD



| FRAME SIZE          | 14"                       | 16"        | 18"       |
|---------------------|---------------------------|------------|-----------|
| A. Head angle       | 71°                       | 71°        | 71°       |
| B. Seat angle       | 73°                       | 73°        | 73°       |
| C. Top tube length  | 540                       | 560        | 580       |
| D. BB height        | 0                         | 0          | 0         |
| E. Chainstay length | 420                       | 420        | 420       |
| F. Head tube length | 120                       | 120        | 120       |
| G. Fork offset      | Dependent on forks fitted |            |           |
| H. Wheelbase        | Dependent on forks fitted |            |           |
| Rider height        | 4'6"-5'8"                 | 5'6"-5'10" | 5'8"-6'1" |
| Stem length         | Dependent on stem fitted  |            |           |
| Seat tube Ø         | 27.2                      | 27.2       | 27.2      |

Unless otherwise indicated all measurements are in millimetres.

# Sub 5 & Mr XC

*Two bikes, one aim - fast efficient cross country use.  
For racing or blasting trails*



The Orange Sub 5 has become the standard by which other full suspension trail bikes are judged. Its gimmick free simplicity and plain-to-see functionality has had test riders gobsmacked at its effectiveness. The same design features that make the Patriot and the 222 the successes they are in world class competition appear on the Sub 5 too. It takes hardcore trail blazing into a completely different fun park, it will go anywhere and do anything. It digs in on climbs, and floats when descending with its fully active Ultra Lite Beam with five inches of succulent rear wheel travel courtesy of a Rock Shox SID air shock. The super lightweight monocoque construction is now legendary as are the Horiz-Hold pivot, Ultra Lite Beam swingarm, and True Track head column designed for all travel single crown forks.

Did we mention the handling?  
You know what we're going to say ... sharper geometry, same rigidity and lighter than a Patriot it's got to be awesome hasn't it?

In all honesty, for an everyday off-road ride out where anything might be chucked at us, this is the bike that we'll grab more often than not.

Available in four model specifications or as a frameset only to build into the trickiest singletracking susser you've ever seen. You're spoiled for choice.



Sub 5 XC

// ...the frame rides brilliantly. Decent weight and extremely stiff and abuse-proof with an impressive amount of plush, trail-tracking travel. It's an energy-saver, hill-tamer and pulse-racer all in one neat British-built package.

**MAXIMUM MOUNTAIN BIKE** //



Sub 5 Pro V

Ultra Lite Beam monocoque swing arm and Horiz-Hold pivot system feature on both Mr XC and Sub 5.



**HORIZ-HOLD**  
**ELPR**  
enhanced lateral pivot rigidity



It has been said that good frame building achieves the status of an art form, but we say this can only be achieved through design and engineering perfection; form must follow function. Mr XC demonstrates the point perfectly. Monocoque construction married together with Orange tubular technology may look unusual but to anybody who wants to race top flight competition in comfort, Mr XC represents a Rembrandt.

Each tube on the front triangle is custom specified according to frame size and position in the frame, to keep weight to a minimum. Yet lateral rigidity is unequalled for a lightweight cross country suspension bike by virtue of our unique Horiz-Hold pivot and our Ultra Lite Beam monocoque swingarm. The result is a chassis that gains its strength not only from the material used, but also the placement of that material. Suspension travel can easily be matched to each individual's weight and taste by virtue of the highly acclaimed Fox air/oil shocks delivering up to five inches of plush rear wheel action.

Ideal for cross country racing, and proven after its win in the 1999 Scottish National Championships, also trail proven with thousands of miles under its belt, Mr XC is the bike you need when you're looking to go at the speed of Lite.

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Where the Orange also leads the way was in rear end stiffness. The box section swingarm and Horiz-Hold pivot did their job well, stamping out any rear end flex.

**CYCLING TODAY**

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## The facts

Model:

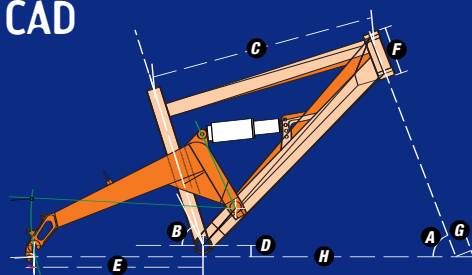
**SUB5**

**Mr.XC**

- Developed for high speed cross country use.
- Handbuilt from custom specified and butted 6061 T6 aluminium.
- Ultra Lite Beam swingarm provides optimal travel and stiffness.
- Choose from ultra lightweight tubular or monocoque design.



**CAD**



| FRAME SIZE          | 14"                       | 16"        | 18"       | 20" (Sub 5 Only) |
|---------------------|---------------------------|------------|-----------|------------------|
| A. Head angle       | 71°                       | 71°        | 71°       | 71°              |
| B. Seat angle       | 73°                       | 73°        | 73°       | 73°              |
| C. Top tube length  | 540                       | 560        | 580       | 590              |
| D. BB height        | 0                         | 0          | 0         | 0                |
| E. Chainstay length | 420                       | 420        | 420       | 420              |
| F. Head tube length | 120                       | 120        | 120       | 120              |
| G. Fork offset      | Dependent on forks fitted |            |           |                  |
| H. Wheelbase        | Dependent on forks fitted |            |           |                  |
| Rider height        | 4'6"-5'8"                 | 5'6"-5'10" | 5'8"-6'1" | 6'0"-6'4"        |
| Stem length         | 70                        | 90         | 110       | 130              |
| Seat tube Ø         | 27.2                      | 27.2       | 27.2      | 27.2             |

Unless otherwise indicated all measurements are in millimetres.

# MsIsle & Zero

*The pinnacle of the monocoque hardtail chassis*



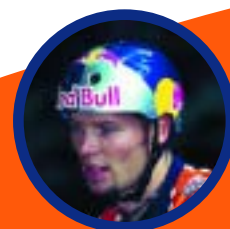
Having had some of my best ever results on an Orange, I'm really chuffed to be back on one for 2001.

**ED MOSELY**



The MsIsle is a chunky small framed trail bike offering a fast responsive ride, a long top tube reach, enough damage limitation features to give crash 'n burners full confidence, the manoeuvrability and reflexes of a bat on steroids and an adaptability that will attract interest from a far wider field than the niche market at which many of these new breed hardtails are aimed.

**MBUK**



**Trials specific**

## ZERO



Starting with a blank sheet of paper for the Zero, we called on some of the top riders in the UK and Petr Kraus from Team Animal to help us get the design nailed. Petr's years of experience in choosing the highest, steepest, and trickiest lines over any terrain meant his little additions to the Zero make it one of the most competitive trials frames on the market today. Using the technology from bikes like the Sub 5 and Ms Isle, the frame is nut-tough, while still being competitively light. The box section Quattro seat and chain add stiffness, which give the Zero a terrific direct feel, the reinforced head tube keeps your steering straight, no matter what. The rear end is as short as possible meaning that you won't damage the chainstay while you're on your bashring. We also conducted much of our R&D on the Zero using discs, so we're confident in our disc mount to be able to take whatever punishment comes its way.





The world of pro-level dual slalom is a tough one. Riders demand strength, durability and a ride that will allow lines to be repeatedly hit with pinpoint precision. For demos and dirt jumps a frame has got to have the integrity to stand repeated beatings, bad landings and huge jumps. Mslsle is Pro-Issue to Global Racing and Team Animal, and the frame you can buy will be a berm-banging hardtail identical to the ones they ride. With big gussets, box section 6061 aluminium and strong CNCed drop outs, the Quattro Box rear triangle keeps the back end planted. when you're sprinting hard or nailing turns. The monocoque downtube, including True Track Head column, holds everything in line for power-peddalling and steering accuracy in the heat of the competition. The standard set-up is a single chain ring and chain device, but its available as a frameset only, so you can build it up with a triple chain set for a jump bike with all round ability.

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Trials riding is all about confidence and nothing inspires it like the Orange Zero. I can take it to the edge, and hold it there.

**PETR KRAUS**  
1999 Trials  
World Champion

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or



## The facts

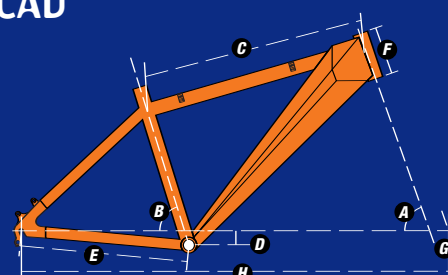
Model:

**Mslsle / ZERO**

- Handbuilt custom specified 6061 T6 tubing and monocoque front triangle.
- Quattro Box gusseted rear triangle for exceptional rigidity.
- Disc and 'V' Brake compatible.
- Zero comes as a frame only or as frameset package with a choice from two trials specific rigid forks (Magura or 'V' mounts) and trials saddle.
- Single chain ring as standard.
- Mslsle comes with Rock Shox Psyllo forks as standard.



## CAD



| FRAME SIZE          | 14"                      | 16"        | 18"       | ZERO 12" |
|---------------------|--------------------------|------------|-----------|----------|
| A. Head angle       | 71°                      | 71°        | 71°       | 70°      |
| B. Seat angle       | 73°                      | 73°        | 73°       | 74°      |
| C. Top tube length  | 543                      | 565        | 580       | 537      |
| D. BB height        | 35                       | 35         | 35        | 12       |
| E. Chainstay length | 420                      | 420        | 420       | 400      |
| F. Head tube length | 120                      | 120        | 120       | 120      |
| G. Fork offset      | Dependent on fork fitted |            |           |          |
| H. Wheelbase        | Dependent on fork fitted |            |           |          |
| J. Rider height     | 5'1"-5'6"                | 5'5"-5'10" | 5'6"-6'1" | —        |
| K. Stem length      | 80                       | 80         | 110       | —        |
| L. Seat tube Ø      | 27.2 shimmed to 31.6     |            |           | 27.2     |

Unless otherwise indicated all measurements are in millimetres.

# E-six

*The ultimate single-minded athlete's XC race razor*



2001 sees the Orange E-series of super light cross country race bikes bring forth the new E-six. A further refinement to our custom specified Easton Elite Superlight tubing makes this our lightest ever frame. We've always advocated the benefits of the monostay and for 2001 we've tweaked the sleek 'S' shaped chain and seat stays to provide an even more compliant and comfortable ride that still gives you the the kick-and-go response that you need

from a competition race bike. Razor sharp handling, ultra light weight and championship winning heritage blend into a chassis with race blood coursing through its veins, yet it will happily perform all day as a very fast, but fun, trail bike.

Equipped with lightweight Manitou MARS high-performance cross country race forks, with a new all Magnesium casting. Race Face cranks and Hope hubs complete the package.

The E-six is built in limited numbers – you'll have to be quick to catch one.



Possibly one of the finest examples of an aluminium hardtail frame around. Does whatever you want - fast XC use or racing. Day long comfort with sprint performance. It's perfect.

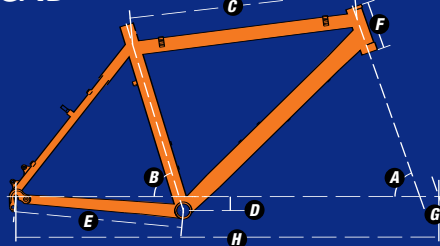
[www.bikemagic.com](http://www.bikemagic.com)



## The facts

- Easton Elite Superlight double butted 7005 aluminium tubeset.
- Race developed geometry with high-speed handling.
- Lightest Orange frameset ever!
- Disc mounts on seat stay.

CAD



| FRAME SIZE          | 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  | 525       | 546       | 565       | 585       |
| D. BB height        | 35        | 35        | 35        | 35        |
| E. Chainstay length | 420       | 420       | 420       | 420       |
| F. Head tube length | 100       | 100       | 120       | 140       |
| G. Fork offset      | 45        | 45        | 45        | 45        |
| H. Wheelbase        | 1025      | 1043      | 1059      | 1074      |
| Rider height        | 5'3"-5'7" | 5'6"-5'9" | 5'8"-6'1" | 6'0"-6'4" |
| Stem length         | 70        | 90        | 110       | 130       |
| Seat tube Ø         | 26.8      | 26.8      | 26.8      | 26.8      |

Unless otherwise indicated all measurements are in millimetres.

# ev02

*A real riders bike – the more you put in  
the more the ev02 will give you back*



It's not mechanically possible to build 'fun' into a bike, yet we've achieved it on the ev02. Sharing similar geometry to our race winning E-six, the ev02 gets its unique feel from the tuned chassis. Its heart is a huge custom-butted swaged downtube, designed minimum deflection under steering torque giving great cornering performance and providing strength when landing those necessary moments of air time. Combine that downtube with the rest of our Series 14 7005 aircraft grade tubing beefy gussets and a design which produces superb power transfer and you have a machine that will sprint, corner, climb, descend with less rider effort and more precision, leaving you just to get on and enjoy the ride.

//

...a bike that lets you ride how you want to ride, where you want to ride. Jumps, trails, races, whatever. This bike will do it all with confidence.



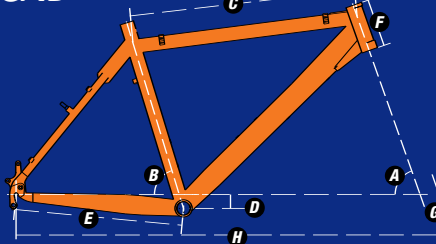
**MAXIMUM  
MOUNTAIN  
BIKE**

//

## The facts

- Supersize Series 14 Aluminium DB 7005 custom tubeset.
- Day-ride comfort with durability and control.
- Avid discs standard on Limited Edition Model.

CAD



| FRAME SIZE          | 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  | 525       | 546       | 565       | 585       |
| D. BB height        | 35        | 35        | 35        | 35        |
| E. Chainstay length | 420       | 420       | 420       | 420       |
| F. Head tube length | 100       | 100       | 120       | 140       |
| G. Fork offset      | 45        | 45        | 45        | 45        |
| H. Wheelbase        | 1025      | 1043      | 1059      | 1074      |
| Rider height        | 5'3"-5'7" | 5'6"-5'9" | 5'8"-6'1" | 6'0"-6'4" |
| Stem length         | 70        | 90        | 110       | 130       |
| Seat tube Ø         | 27.2      | 27.2      | 27.2      | 27.2      |

Unless otherwise indicated all measurements are in millimetres.

# P7

*The hardcore trail tool for the real steel feel*



The true heart of the P7 is the custom drawn Series 8 CroMo steel tubeset, that holds the primeval soul of a pure mountain bike, hand welded into a super-strong lightweight chassis that literally springs to life under your pedal strokes. Far from old hat, steel frames have never been so technically advanced, albeit that the 2001 P7 chassis is in essence the same bulletproof workhorse as the original, it has up to date tweaks like disc brake frame mounts, new Manitou forks and comes in a choice of two specifications. The P7 is the bike for the hardcore obsessive – reliable, dependable and still the standard by which all other high-performance CroMo chassis are judged. Like you, the P7 is built to take harsh conditions and tough beatings.

//

Steel bikes are getting increasingly hard to find as the price of lighter aluminium frames drop ever lower, but they should still have a definite place in the rugged rider's heart. If you're after dependable, bombproof performance with lively feel then seek out the slim tubes of the P7. Steel is dead. Long live steel.

**MAXIMUM  
MOUNTAIN BIKE**

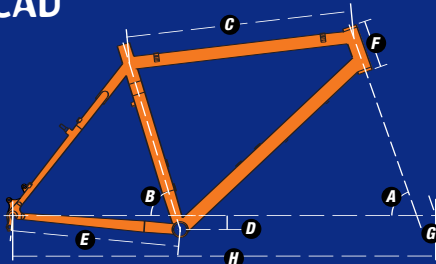
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## The facts

- Series 8 custom-buttet CroMo tubeset.
- Disc mounts on seat stay.
- Outfitted for racing or intensive trail work.

CAD

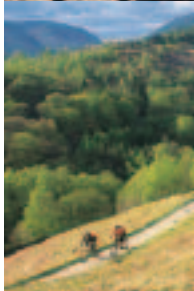


| FRAME SIZE          | 15"       | 17"       | 19"       | 21"       |
|---------------------|-----------|-----------|-----------|-----------|
| A. Head angle       | 70.5°     | 70.5°     | 70.5°     | 70.5°     |
| B. Seat angle       | 73°       | 73°       | 73°       | 73°       |
| C. Top tube length  | 524       | 544       | 563       | 583       |
| D. BB height        | 35        | 35        | 35        | 35        |
| E. Chainstay length | 420       | 420       | 420       | 420       |
| F. Head tube length | 85        | 85        | 120       | 140       |
| G. Fork offset      | 45        | 45        | 45        | 45        |
| H. Wheelbase        | 1024      | 1039      | 1057      | 1070      |
| Rider height        | 5'3"-5'7" | 5'6"-5'9" | 5'8"-6'1" | 6'0"-6'4" |
| Stem length         | 70        | 90        | 110       | 130       |
| Seat tube Ø         | 29.6      | 29.6      | 29.6      | 29.6      |

Unless otherwise indicated all measurements are in millimetres.

# Gringo

The ultimate all round performance platform



Fast becoming the *de facto* Orange all-rounder, the Gringo is designed specifically for the rider who wants the lightweight benefits of aluminium combined with optimum usability and comfort. The Gringo boasts a sturdy gusseted Series 12 custom-butt 7005 aluminium frame with features like disc-brake-ready dropouts, making it a fine platform upon which to plan future upgrades. Impeccable Orange geometry lets you dart through singletrack with flickability and finesse, yet the Gringo will also behave itself as the all day tourer with rack mounts as standard, ready to take the luggage. The monostay rear end with its huge mud clearance, Crud Catcher bosses and greaseported Manitou Magnum forks make the Gringo an equally ideal partner for winter mudplugging as well as blazing those dusty trails on hot summer weekends.



Handling is lively but stable, componentry is bombproof and the finishing kit is excellent.

It's all the trail bike you'll ever really need.

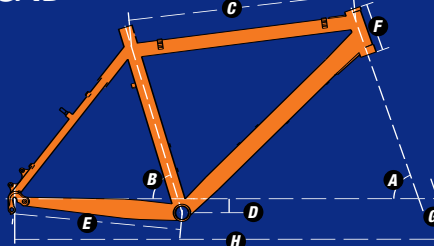
## WHAT MOUNTAIN BIKE



## The facts

- Series 12 custom-butt aluminium tubeset. Low weight, high performance.
- Disc mounts and rack mounts as standard.
- Performance geometry and monostay rear triangle as our other hardtails.

### CAD



| FRAME SIZE          | 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  | 525       | 546       | 565       | 585       |
| D. BB height        | 35        | 35        | 35        | 35        |
| E. Chainstay length | 420       | 420       | 420       | 420       |
| F. Head tube length | 100       | 100       | 120       | 140       |
| G. Fork offset      | 45        | 45        | 45        | 45        |
| H. Wheelbase        | 1025      | 1043      | 1059      | 1074      |
| Rider height        | 5'3"-5'7" | 5'6"-5'9" | 5'8"-6'1" | 6'0"-6'4" |
| Stem length         | 70        | 90        | 110       | 130       |
| Seat tube Ø         | 27.2      | 27.2      | 27.2      | 27.2      |

Unless otherwise indicated all measurements are in millimetres.

# Kit

**Orange standard components  
also available as upgrade items**

## **Friction Addiction grips**

Super functional design made in dual compound kraton rubber with palm pad and Orange star design finger grip. Features cut guides for Grip Shift users and zip tie grooves for hardcore downhillers. Available in black only. Come with Orange endplugs.



## **Box Stem**

Rock solid rigidity. The perfect way to connect your bars to your Orange Monocoque chassis. CNC machined from 6061 billet, 1 1/8" 10° rise, 80mm and 110mm reaches.



## **Stubbystem**

Forged 6061 heat-treated aluminium, triple bolted front loader 1 1/8" 15° rise stem, 65mm reach.



## **Boner Rido ahead stem**

Welded 6061 heat-treated aluminium, this front loading 1 1/8" 10° rise stem comes in 70mm, 90mm, 110mm, 130mm lengths and various colours.



## **Orange saddle**

Orange motif embroidered into leather CroMo railed saddle with kevlar reinforced corners. Available in silver and black.



## **Orange Trials saddle and post**

Designed to complement the Zero, this miniscule saddle and lightweight post will give you all the clearance you need when getting hoppity.



Considered components that offer rock solid performance and enhance the overall feel of any Orange bike.

**[www.bikemagic.com](http://www.bikemagic.com)** //

## **SuperCross 2 bars**

This riser bar aimed at all round use, offers the higher position without the weight penalty of downhill bars. Features wide-bulge profile to add strength, however, it is not recommended for heavy downhill use. 6061 double-buttressed heat-treated aluminium. 30mm rise, 9° sweep. 650mm wide.

## **HotRod 2 bars**

An excellent no-nonsense lightweight bar. Now comes in a 600mm length for extra controllability. 2014 heat treated tri-buttressed duraluminium, 150 grams.

## **X-Terminator 2 downhill bars**

Designed for the stresses of downhill racing. Wide-bulge profile. Butted 3mm heat-treated 6061 aluminium. 50mm rise, 9° sweep, 700mm wide. These bars can be used with an optional cross brace if required.



## **Team Orange downhill shirt**

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

## **Printed T's**

100% cotton, pigment washed. Orange Mountain Bikes winged logo. Designs can change and new ones are introduced frequently. Keep an eye on our web site  
**Colours:** assorted.



# Globalisation

## Distributors and Race Teams

Orange Mountain Bikes are available around the world. To find your nearest dealer contact your regional distributor:

### Canada

Orange Mountain Bikes, N.A.  
28752 Raintree Lane,  
Santa Clarita, CA 91350  
**Tel:** +1 661 430 0064  
**e-mail:** royalorange@juno.com

### Denmark

Tecno Race  
Randvej 22, Staksrode, 7150 Barrit  
**Tel:** + 45 69 15 83  
**e-mail:** teknorac@post3.tele.dk  
**web:** home3.inet.tele.dk/teknorac

### France

Torch VTT  
20 Rue Yves Collet, 29200 Brest  
**Tel:** +33 02 98 46 06 07  
**web:** www.torchvtt.com  
**e-mail:** info@torchvtt.fr

### Finland

MTB Centre  
Laavukatu 8 D-14, 33580 Tampere  
**Tel:** +358 (0) 40511 7169  
**web:** www.mtbcentre.fi  
**e-mail:** tatu.suonpaa@mtbcentre.fi

### Japan

ASAP Co.Ltd  
No.101 2-3-3 Okinabashi-cho Sakai,  
Osaka  
**Tel:** +81-722 338710  
**e-mail:** asap@mti.biglobe.ne.jp

### New Zealand

The Offroad Zone  
PO Box 3376, NZ Post House, Wellington  
**Tel:** +64 04 475 3437  
**web:** www.orangebikes.co.nz  
**e-mail:** enquiries@orangebikes.co.nz

### Spain

Active Life Company  
Avda. de los Toreros, 51, 28028 Madrid  
**Tel:** +34 91 7253107  
**e-mail:** nacssmith@openbank.es

### Sweden

Brother Yo's  
Inedalsgatan 5 112 33 Stockholm  
**Tel:** +46 08 651 57 70  
**e-mail:** info@brotheryo.com  
**web:** www.brotheryo.com

### Switzerland

Indian Summer  
Grubenstrasse 11, 8045 Zurich  
**Tel:** +41 1 450 45 15  
**e-mail:** mail@indiansummer.ch  
**web:** www.orangebikes.ch

### United States (East)

Buchanan Bikeworks  
170 Charles Street, Garfield, NJ 07026  
**Tel:** +1 973 340 9006  
**e-mail:** angry0@aol.com  
**web:** www.orangebikesusa.com

### United States (West)

Orange Mountain Bikes, N.A.  
28752 Raintree Lane,  
Santa Clarita, CA 91350  
**Tel:** +1 661 430 0064  
**e-mail:** royalorange@juno.com

Orange Mountain Bikes are being raced around the world. The following teams are representing Orange during 2001:

### Global Racing Team

|                   |            |                 |
|-------------------|------------|-----------------|
| Missy Giove       | <b>USA</b> | Pro DH and Dual |
| Markolf Berchtold | <b>BRA</b> | Pro DH and Dual |
| Mick Hannah       | <b>AUS</b> | Pro DH and Dual |
| Naoki Idegawa     | <b>JAP</b> | Pro DH and Dual |
| Daisaku Kaneko    | <b>JAP</b> | Pro DH and Dual |
| Sean McCarroll    | <b>AUS</b> | Pro DH and Dual |
| Greg Minnaar      | <b>RSA</b> | Pro DH and Dual |
| César Rojo        | <b>SPA</b> | Pro DH and Dual |
| Marielle Saner    | <b>SUI</b> | Pro DH and Dual |

### Team Animal Orange

|                 |            |                 |
|-----------------|------------|-----------------|
| Ed Moseley      | <b>GBR</b> | Pro DH and Dual |
| Robin Kitchin   | <b>GBR</b> | Pro DH and Dual |
| Steve Geall     | <b>GBR</b> | Pro DH and Dual |
| Adele Croxon    | <b>GBR</b> | Pro DH and Dual |
| Petr Kraus      | <b>CZE</b> | Trials          |
| Kevin James     | <b>GBR</b> | Pro DH and Dual |
| Nigel Parkinson | <b>GBR</b> | Pro Elite XC    |

### Team Royal Orange

|                 |            |                 |
|-----------------|------------|-----------------|
| Rob Hewitt      | <b>CAN</b> | Pro DH and Dual |
| Caille Noble    | <b>USA</b> | Pro DH and Dual |
| Waylon Smith    | <b>GBR</b> | Pro DH and Dual |
| Michelle Merten | <b>USA</b> | Expert XC       |

### Team Orange España

|                |            |                 |
|----------------|------------|-----------------|
| Carles Barcons | <b>SPA</b> | Pro DH and Dual |
| Eva Castro     | <b>SPA</b> | Pro DH and Dual |
| Hugo Garzon    | <b>SPA</b> | Pro DH and Dual |
| Ismael Garzon  | <b>SPA</b> | XC              |
| David Campos   | <b>SPA</b> | Bike Trial      |

### Team Orange Suisse

|                     |            |                 |
|---------------------|------------|-----------------|
| Sarah Stieger       | <b>SUI</b> | Pro DH and Dual |
| Simon Schwander     | <b>SUI</b> | Pro DH and Dual |
| Michi Martin        | <b>SUI</b> | Pro DH and Dual |
| Christian Schneider | <b>SUI</b> | Pro DH and Dual |
| Jeffrey Archer      | <b>SUI</b> | Pro DH and Dual |

### Dirt Magazine Race Team

|              |            |           |
|--------------|------------|-----------|
| Shaun Wilson | <b>GBR</b> | Elite DH  |
| Jim Buchanan | <b>GBR</b> | Master DH |
| Dave Smith   | <b>GBR</b> | Junior DH |

### Factory Test Riders/Racers/R&D

|              |            |                                               |
|--------------|------------|-----------------------------------------------|
| James Ryder  | <b>GBR</b> | Elite DH                                      |
| Steve Wade   | <b>GBR</b> | International terrain evaluation              |
| Lester Noble | <b>GBR</b> | Lake district desk dodger and trail inspector |

# *Just ride...*





This photo courtesy of Chilli/Steve Bardens. The Orange Team Animal riders Rob Kitchin and Steve Geall appear in *The Ultimate Guide to Mountain Biking* produced by Chilli. ISBN 0-00-711087-1. Quote on back cover from *This Game of Ghosts* by Joe Simpson. Brochure designed and produced by Hitman Design Partnership 01462 459010

*'Planet Earth is 4,600 million years old. We can liken earth to a person of 46 years of age. Nothing is known about the first years of this person's life... only at the age of 42 did the Earth begin to flower. Dinosaurs and the great reptiles did not appear until one year ago when the planet was 45. Mammals arrived eight months ago and in the middle of last week man-like apes evolved into ape-like men and at the weekend, the last ice age enveloped the Earth.*

*Modern man has been around for four hours. During the last hour man took to agriculture. The Industrial Revolution began a minute ago. During those sixty seconds of biological time, modern man has made a rubbish tip of paradise.'*

*Please respect your planet and don't buzz other trail users.*

*Naturally, this brochure is printed on paper made from sustainable forests.*

***Your local Orange source***



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Burrwood Way, Holywell Green  
Halifax, West Yorkshire HX4 9BH  
England***

***Telephone: +44 (0)1422 311113***

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

***E-mail: [info@orangebikes.co.uk](mailto:info@orangebikes.co.uk)***