

On first viewing of its radical lines, some people may be misled into pigeon-holing the X1 as a 'downhill only' machine, inclined to the decline. Okay, we admit it may respond to

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three years ago. In that time refinements have gliding over the Yorkshire hills. That was over two days after the first prototype was seen

design a true all-round suspension mountain transmission of rider energy on all types of bike. There were sceptics who, after struggling with other manufacturers' offerings, considered suspension as being limited in satisfying the whole arena. Even they, after riding the X1, have realised that when designed correctly suspension has far more options for the future of performance mountain biking than ever

those with downhill aspirations, but the bike's climbing prowess and unprecedented comfort lends itself to a far wider performance arena.

The first requirement was choosing the method and location of the pivot point. This is the point where the rear triangle rotates around the main frame and is intrinsically linked to providing the most efficient design a true all-round suspension mountain transmission of rider energy on all types of bike. There were sceptics who, after struggling with other manufacturers' offerings, considered suspension as being limited in satisfying the whole arena. Even they, after riding the X1, have realised that when designed correctly suspension has far more options for the future of performance mountain biking than ever

The X1 design philosophy

Suspension' which positions the suspension unit in line with the direction of resistance. This then gave an immediate response, even on the smallest of bumps, because it no longer had to overcome the initial stiction point found on all off-line systems.

By virtue of it's PPP the X1 is fully active and so works in your favour whether standing or sitting. It also allows over 3.5 inches of rear wheel travel so even the gnarliest of descents gets smoothed out.

When testing other systems we also found that, although fine at first, because of their multi-pivot points the bike quickly became sloppy and in some

The final important ingredient to delivering the ultimate all-round machine was choosing the suspension units. We began to examine the differing characteristics of each suspension unit and quickly began to realise that no one unit suits every need. So in harmony with the Orange philosophy of offering options to suit individual requirements, we arrived at four different units, custom tuned to Orange specification, tailored to meet all styles of riding and the depth of your pocket.

That is the technical part of the Orange X bike development. We think we've produced the best full suspension bike around, cross country, downhill or just for sheer enjoyment, the X1 does it all. There is only one essential ingredient missing – mind.

Our reputation has come from building light bikes capable of taking the abuse dish out at the race scene. Our bikes have won races, not just at the hands of the top pro-riders but sport, junior and veteran racers who had bought their bikes to race and train on. We know that things undergo constant change, the race arena has provided the catalyst for that change. Two years ago, components like front suspension and GripShift were only used by a handful of top cross-country racers, now, after much refinement, they play an important part on a serious race bike. We wanted to be able to satisfy the riders who need a bike capable of being raced 'straight from the box', a bike which would have the best performing components and still be realistically priced. The RS models have been designed to do just that, a C16, P7 or E3 frame fitted with Rock Shox Quadra 21R suspension forks, GripShift 600 shifters, Cog Hog to further improve shifting and a groupset tailor-made from Shimano LX and STX RC to give a 24-speed transmission system. Not forgetting the Crud Catcher because it has been known to be

muddy at some UK races. Our usual high quality wheel package, Ritchey Z Max SC tyres, strong, light Orange R1 rims with DT double butted spokes hand-built at our Halifax factory, our own Hot Rod 6061 Al. bars, SK8 stem, 55 bar ends, LS4 seatpost and Enduro saddle complete an already impressive specification. Race proven components fitted to the best in frame design. Bikes built to deliver, no matter how tough the competition, the Race Specials are built to be used – raced on, trained on, ridden hard.

It's no good leaving it in the box though, we've done our bit so what are you waiting for?

cases had bushes had to be replaced after only one months use. The X1 performs on only one bearing surface and the diameter has been specifically designed to substantially reduce wear. This avoids costly and constant servicing, and more importantly eliminates any sideways movement.

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RS RACE SPECIALS



OPTIONS

For all Orange bikes there are a range of colour choices and alternative components available. We spend a considerable amount of time evaluating performance and making sure that any components we fit can withstand the demands of both mountain bike racing and long distance touring.

We offer a number of factory fitted options e.g. Pace, Rock Shox and Girvin suspension forks, Hope Technology hubs and disc brakes, Use seatposts and Ritchey clipless pedals. Our philosophy on this is – 'We test the rest, we only select the best.'

For a full and up to date listing of the options and groupsets available please refer to the Orange price list and specifications sheet.



X1 Shock Options

The Dyna Mount is a budget priced shock, steel sprung and oil damped, custom tuned to our specifications, it performs well as an all round unit capable of cross-country or downhill.

The Stratos A.N.A. is an air/oil unit with preload, compression and rebound adjustment, a light, high performance versatile shock unit. It is an exceptional performer over all terrain, whether cross-country or downhill.

The Fox ALPS 4 is suited to the hardcore downhill, this popular unit with its tough robust air/oil technology has a well-proven record at the highest levels of competition. Widely used on the downhill scene, the Fox is at the upper end of the price scale.

We initially thought that these three units would cover all your needs, that is until we received the I.C.D. (Interactive Control Damping) shocker from Stratos.

The Stratos I.C.D. unit allows you to alter the rebound and compression damping from a simple handlebar mounted control, while you are riding ('on the fly'), instantly giving the performance characteristics you want. The unit can be 'locked out' to give a totally solid feel or set up anywhere between rigid and fully active. The X1 frame will be available with special bosses to carry the additional cable needed to fit this unit.

With four units to choose from, you can be sure of finding exactly the right unit to suit your needs.



Orange Mountain Bikes
PO Box 100, Penrith, Cumbria CA10 2DA
www.cyclenet.co.uk/orange/

