



BROMPTON



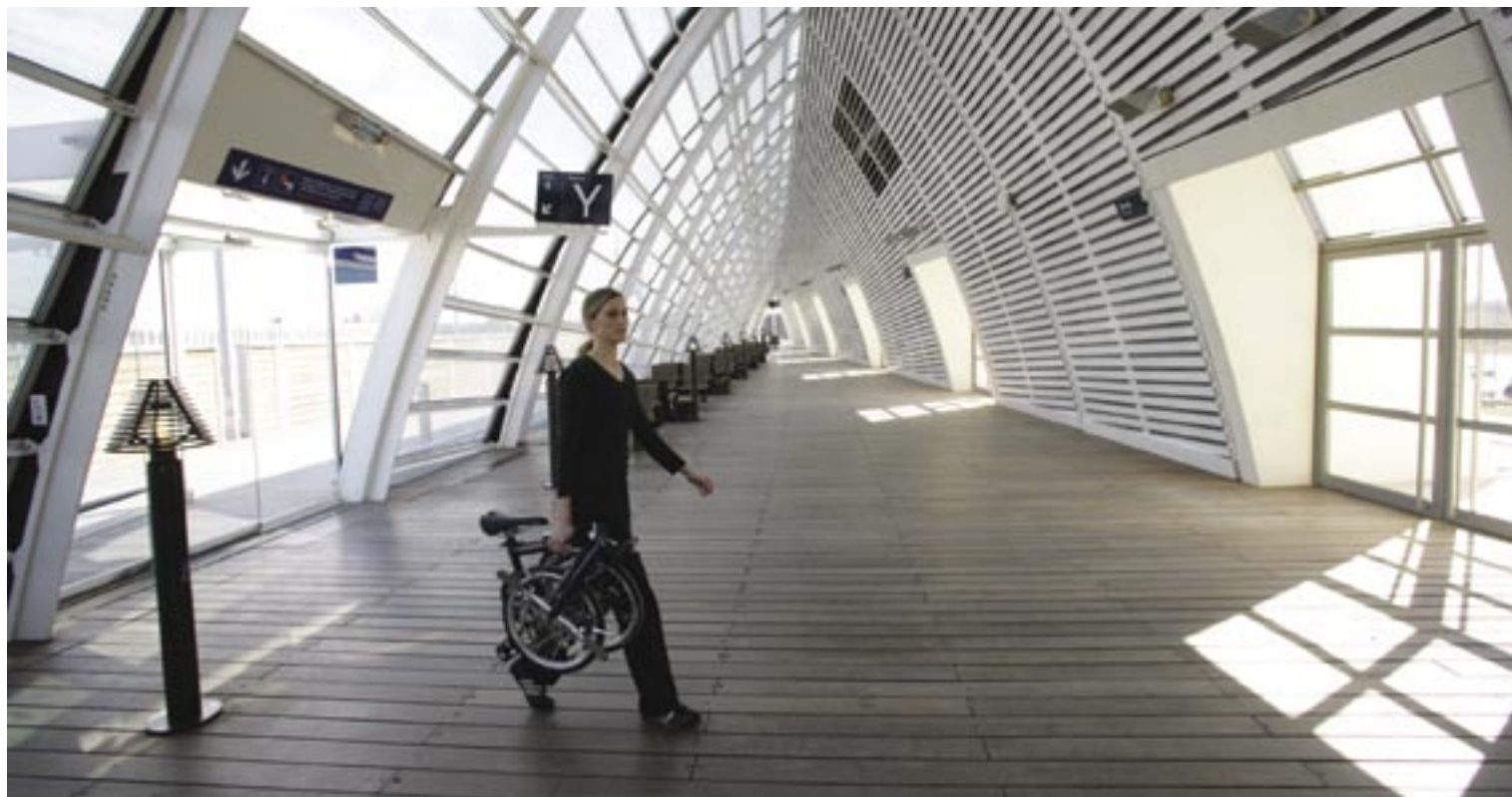
Storability and portability are hardly things you expect of a real bike. But use a Brompton and you start thinking differently.

The amazing compactness of a folded Brompton makes the bike so easy to carry about or stow that you needn't give it a second thought. And when you ride the Brompton you'll enjoy its agile handling in traffic, fast acceleration, and comfortable ride-position for longer journeys. It takes around fifteen seconds to unfold a Brompton, and you are on your way.

Take a Brompton with you. Say goodbye to waiting.

Nip to the shops, get to a train, visit the pub. Get your exercise riding to work, and save a trip to the gym. Do your sums and see how it all makes sense.

See more of the cities you visit or try a different type of holiday altogether. Leave the car behind. Take a moment to imagine what a Brompton can do for you.



Everything on a Brompton is engineered to make it easy to fold, handy to carry and fun to ride. So the freedom to say 'yes' and revel in spontaneity can be yours.

And it's a practical machine. The hinges are solid and simple. There's plenty of choice to suit your size and how you ride. And the highly convenient luggage system takes care of any kit you need to carry with you.

The Brompton is bike and luggage in one: the Brompton solution.



About the design

The Brompton is an elegantly designed machine, with a full-size frame.

There are various models, but all share the ingenious Brompton frame geometry, and fold into the same small package, little larger than its wheels. Rear suspension is standard, and this incidentally allows instant 'parking' of the bike, a very handy feature and the first step in folding.

Folding or unfolding is simple, as once parked, the Brompton stands on its own leaving both hands free: it takes just ten or twenty seconds. Once folded, a Brompton stays locked together automatically. Rollers underneath make it easy to stow the bike in inaccessible corners and these can also be used for wheeling the folded bike around.

Most of the componentry has been specially designed to suit the Brompton's folding. There are no projections or loose parts and, with the frame or saddle as a handle, the folded bike is light and easy to manage. Vulnerable parts like lights and cable-runs are out of harm's way, and because the chain and gears are inside there's no worry about getting grease on your (or your fellow travellers') clothes.

The Brompton is the only bike in the world to combine such ready portability with a first-class ride.



The Brompton creates countless new opportunities for using a bike, and can become part of your way of life. So we have developed many options. Ride-position, gearing, luggage, superlight titanium, and also saddle, lighting, mudguards and other parts can all be selected to suit. And there are lots of colours to choose from too.

You can either keep things simple by choosing one of our **standard-models**.

Or you can select exactly what you want, what we call **ALC**, (à la carte). As for weight, this obviously depends on specification, and it ranges from just under 9kgs to around 13kgs.

Every Brompton, whether ALC or standard, is built to order in our own factory in West London.

Here, most of the critical engineering (from bending tube through frame-building to final assembly) takes place in-house. We can keep close control of materials and for every bike we ship we know whose work went into key stages of its manufacture: moreover, many of the production team use a Brompton and have a good feel for how the product needs to be. So we have real confidence in the quality of what we make.



'I cover around 5,000 miles a year on my own Brompton, a P2L, and I fold it two or three times a day. At times maybe I'd prefer big wheels, but that's as nothing when set against the freedom I get: wherever I happen to be I find myself nipping around on the bike, and a couple of Bromptons always come in the car when away for a weekend, often never used but fun now and again for a day's biking.

That's the joy of the Brompton; even though it's a way of life, I don't have to use it. And when I do, the sense of independence is great.

You may feel that we are unduly enthusiastic in this brochure: but this is simply how all of us at Brompton feel about the bike, both from our own use and also through all the positive feedback we get from users around the world.'

Andrew Ritchie - Designer



C-type. Though lacking some of the special parts used for the rest of the range, this 3-speed bike has all the fundamental advantages of the Brompton design. Use it for outings long or short: but with no mudguards it's best for occasional fair-weather riding. Colour red.



C3



C-type

M-type. These models have the classic, mid-position Brompton bars, perfect for general use around town or country.

M3L. With its three well-chosen gears, this is a popular bike for those who want portable daily transport without extra features. Colour black and silver.

M6R-PLUS. This model has Kevlar reinforced tyres, six gears, a rear-rack and dynamo lighting. Though a bit heavier than the M3L, it is just as compact when folded, and is a take-anywhere bike well-equipped for regular use day or night. Colour black and silver.

M2L-X. The two gears on this superlight bike are all you need where there aren't too many hills, and, coupled with a full set of Titanium parts, make for a serious commuter bike that's really easy to carry.



M3L

Brompton standard models

Any standard-model can be fitted with the Brompton front carrier system, and a seat-pillar to suit your height.

Fuller descriptions of the features mentioned, and details of other Brompton options come on later pages.

Except on the C-type, all standard-models come with mudguards and folding pedal, as well as the option (for an extra charge) of special colour(s).

For each of the model types M P & S, we offer three variants:

- a straight-forward no-frills model,
- a sophisticated version for more demanding use (suffix 'PLUS'), and
- a top-end model with the full set of titanium parts (suffix 'X'): on these, any of the three colours reserved for superlight frames can be chosen.

If you wish to have any other variants, then you should opt for a bespoke, or 'ALC' Brompton (overleaf).

M6R-PLUS





S6L-PLUS



S2L-X

S-type. A little lighter than an M-type, an S-type also has a lower grip position with more forward reach. The Vitesse f'izik saddle is fitted on all our S-type standard-models, and is ideal for this agile machine with its clean, sporty style. This is a bike for nipping around town, and incidentally it's a good choice too for smaller riders.

S2L. The two gears are light and crisp, and make this pretty bike simple and fun to ride. Colour black.

S6L-PLUS. Complete with battery lamps, six gears, reflective tyres, and the S-bag luggage option to take care of your kit. A well equipped version of the S-type, designed for regular use, night or day. Colour black.

S2L-X. A minimalist machine. The combination of the 2-gear system, low-profile Stelvio tyres and the full set of titanium parts makes this the lightest in our range of standard-bikes. A superlight package and a fast ride.

P3L



P6R-X

P-type. The dual-position bars allow you to get down out of the wind for lively riding on any stretch of open-road. The higher grip position meanwhile is always to hand as a welcome contrast on longer rides, and is the natural choice for riding in traffic.

P3L. With the benefit of two ride-positions, and without the cost or weight of extra features, this three-speed bike is fine for longer daily rides. And of-course it can always be to hand for venturing further afield. Colour black and silver.

P6R-PLUS. A real bike for the road, and it's remarkable that such a well-equipped bike still packs away so small. Marathon tyres and a Vitesse saddle are fitted, and it's good to have a dynamo set, six gears and rear-rack to hand whenever you need them: to save weight the seat-post and folding-pedal-axe are titanium. Colour black and silver.

P6R-X. Not strictly speaking 'superlight', as this is a bike which has near enough everything: yet the weight is kept manageable, thanks to all the titanium parts. With 6 gears, Kevlar reflex tyres, Vitesse f'izik saddle, rear-rack, dual-position bars and the superb Son hub-dynamo system, this is the top Brompton, the best one for touring or for high-performance everyday riding.



Choices & ALC bikes

Shown here are the features on the standard-bikes, as well as other Brompton options.

This is also the guide for configuring a bespoke ALC bike if none of the standard-bikes is right for you. You can choose any combination of handlebar, gears, colours, weight-saving and other features exactly as you wish (almost without restriction). And there's no premium for having a bike specially made - you pay only for the options you choose.

The weight comparisons relate to a std-model M3L (11.5kgs), and are given only for features actually on the bike when you carry it. The numbers in each section correspond with reference numbers on the ALC price-chart.

1 Bike type.



M-type. The classic shape of the M-type handlebar has been used on the Brompton since the outset. It gives a fairly upright ride with excellent control. Grip height is about 1015mm, and there is scope for a little fore/aft adjustment.

The M-type is the general purpose Brompton, as much at home around town as for exploring in the country, and with room for plenty of luggage at the front.



P-type (+175 gms)

The foam lower grips, well forward and about 880mm from the ground, are angled for comfort on longer stretches of road, and you can deliver some real power to the pedals. Take care, however, as the brakes are on the upper bar, and you should only use this low position when the road is quite clear. The upper grips, at about 1033mm, provide a welcome contrast, and also give the best position for manoeuvring in traffic.

The P-type is a bit heavier than an M-type, and there's less room for over-filling a front pannier, but it's the best choice for longer distances and touring, or if you intend to do some fast riding.

S-type (-145 gms)

The S-type is for many the prettiest Brompton, and with its Kevlar brake cables and high-tensile-alloy handlebar it's also the lightest. The grips are light foam, and, at about 935mm from the ground, appreciably lower than on an M-type, and 50mm further forward: so you can get well down out-of-the-wind, and enjoy the lively and positive feel of these bikes.

Front luggage for an S-type is the S-bag: there is no room under the handlebar for any of the other full-size luggage options.

The S-type is ideal for getting about in town, but as with any Brompton you can just as well use it for days out in the country. An S-type is also a sensible choice for smaller riders seeking lower bars.



2 Gears.

1-speed (-775 gms). Light, simple and no clutter: for the purist.

2-speed (-630 gms). One gear for hills & starting off, and one for cruising. Based on the unique Brompton derailleur system and our special rear free-hub, this is the best set-up for lightness and portability. The direct drive, with near-perfect chain-alignment, is crisp and efficient. All you need for around town, and fine for country rides too, if you don't mind getting off on steeper hills.

3-speed. The classic Sturmey-Archer hub, now with a smart alloy shell, provides three well-spaced gears. These are fully enclosed for reliability, and changing gear couldn't be simpler. A popular choice for everyday biking.

6-speed (+145 gms). The combination of Sram's very efficient hub-gears with our own derailleur system gives six evenly spaced and close-coupled ratios. Control with the two triggers is easy, and with its low transmission losses this multi-gear system is the right choice for touring and for riding in hilly areas.

Gearing Table	Ratios (metric)	Range	Optional higher gearing:	Optional lower gearing:
1-speed	5.93m	n/a	NO	-7% & -19%
2-speed	4.45m - 5.93m	133%	NO	-7% & -19%
3-speed	3.79m - 6.76m	178%	+8%	-12% & -18%
6-speed	3.22m - 6.87m	213%	+8%	-12%
C-type	3.49m - 6.22m	178%	NO	NO

3 Mudguards & rack.

Version L, mudguards.

Essential for most users, giving all the protection you need.

Version R, rear rack and mudguards (+370 gms)

Whether or not you have front luggage, it's handy to have a carrier always on the bike. The strong die-cast aluminium rack comes complete with shock cords to tie things on, and can take heavy loads (but anything over about 5kgs can begin to affect handling).

With a rear-rack you also can fit "Easy-wheels" for pushing the folded-bike around rather than carrying it.



Version E, no mudguards

(-370 gms, or -220 gms with superlight)

The lightest, cheapest and prettiest version, but with drawbacks. The folded bike stands up OK, but it's not quite as stable as the other types. Also no pump is fitted. And of-course you have no protection at all from any wet and dirt thrown up.

	Colours	All-steel frame		Super-light frame
		Main-frame	Extremities	Super-light frame
a				
b				
c				
d				
e				
f				
g				
h				
i				
j				
k				
l				
m				
n				
o				

An all-solid dot means that a surcharge applies

a. Flamingo			o
b. Kew Green			o
c. Tempest			o
d. Black	o	o	•
e. Silver	•	o	•
f. Red	•	•	•
g. Green	•	•	•
h. Blue	•	•	•
i. Baby pink	•	•	•
j. Cornflower	•	•	•
k. Apple	•	•	•
l. Yellow	•	•	•
m. Ivory	•	•	•
n. Orange	•	•	•
o. Turkish	•	•	•
p. Raw Lacquer		•	•

On bikes with all-steel frames you can choose all one colour, or opt to have extremities and main-frame different, which allows some striking combinations.

Raw lacquer (only available for the whole frame, never as a combination): a clear coating which highlights the braze detail and quality. An unusual finish, with great character.

Weight-saving & colours.

Whether you choose a minimalist Brompton, or add extra features and weight, it's always good to keep the bike as light as possible. If you choose all the options in this section, you win almost a kilo, a striking saving when carrying or lifting a Brompton.

The main savings come from the use of high strength Titanium-alloy instead of steel. Though not cheap, titanium is a superb structural material: corrosion-free, quite springy, and lightweight.

4 Superlight frame option (-790 gms)



On all Bromptons, steel is used for the main-frame and handlebar-stem. And it's the steel that gives rigidity to the vital link between handlebar and pedals, the key to good handling. On a standard frame, the rear triangle and front forks are also steel.

But on a superlight frame, these two parts are titanium, with the extra springiness of titanium a bonus. Still further weight is saved through having an alloy headset and titanium mudguard-stays. Also, as the idea is to minimise what you carry, there's no provision for a pump.

Superlight colours: the best complement for raw titanium is one of the three unusual matt colours reserved for superlight frames, Flamingo, Kew Green or Tempest. But you can also choose one of the other Brompton colours.



5 Titanium seat-post (-100 gms)

The surface treatment on this part gives a deep blue hue, which softens with use. Any of the three Brompton seat-pillars is available in Titanium (for the longer pillars the weight saving is more, 225gms).



6 Titanium folding-pedal-axle (-25 gms)

A small saving, we know, but still worthwhile, and it makes the pedals better balanced.



7 Saddle height & position

With the standard seat pillar, a PU saddle can be up to 965mm from the ground, and a rail saddle (such as Vitesse or Brooks) up to 995mm high. If your inside leg is more than 32" (or 33" with a rail saddle), you almost certainly need a longer seat pillar. The telescopic pillar is best for an inside leg more than 35", or for a taller rider wishing to minimise the height of the folded bike. The weights are for steel pillars.

Extended Seat Pillar (a) (+150 gms)

60mm longer than the standard seat pillar, with the saddle correspondingly higher when folded.

Telescopic Seat Pillar (b) (+295 gms)

Allows a saddle height up to 175mm higher than normal, yet when lowered the saddle projects only 20mm from the folded package.

Saddle Adaptor Pin (+125 gms)

This brings the saddle forward and, if fitted pointing down, allows the smallest folded-bike size. Pointing up, it raises the saddle 30mm.



9 Front-carrier system.

The Brompton System is a delight to use as it only takes a moment to attach or release your luggage. The load is attached direct to the main frame, and has little effect on steering. It's the ideal solution for carrying your regular kit or shopping.

At the heart of the system is a tapered block with a special frame which latches onto it. There is then a choice of four soft-luggage options which fit over this frame: all are badged for safety with a reflective Brompton mark. A shoulder strap is available for the panniers.

On an S-type the only suitable option is the S-bag (or its frame).



Front Carrier Block

(+100 gms)

The block has a sprung clip to retain luggage, and it doesn't project from the folded package.



Cloth pannier (a)

A handy and practical holdall made from tough DuPont Cordura. The main compartment has a divider to keep papers separate. At the back, there are two pockets. All the compartments have zip-fasteners. Capacity 22 litres.

S-bag (b)

Lower than the cloth pannier, and with more compartments to keep the paraphernalia of modern life. Handy flip-tops with velcro keep things dry, and the main bag is double-skinned. This sophisticated luggage option is designed to fit the S-type, but it's also fine for other Brompton models. Capacity 20 litres.

Folding basket (c)

Using the same material as the panniers, this is a large, open-top container ideal for shopping. Its shape is maintained by a simple bracing frame which folds flat for storage. Capacity 24 litres.

Touring pannier (d)

Like the Cloth Pannier this is made from Cordura, but it's considerably bigger, with a roll-top system and clips for closing. It has two pockets at the back and a divider inside. There are also three elasticated net pockets outside, for stowing the things you need during your ride. Capacity approx 28 litres.

Front Carrier Frame (not shown)

Although its main use is as a backbone for the cloth items, it may also be used on its own for tying on other luggage.

Rainproof cover (not shown)

Dayglow yellow for visibility, this helps keep your luggage dry in heavy rain. An elasticated hem secures it, and when not in use it takes up next to no space.

Taking a Brompton with you

16 Cover and saddle bag. (+295 gms)

A cover is often useful, especially on public transport. The zip-up Brompton Cover is quick to fit or remove and if needed can be drawn tight around the base of the bike using its draw-cord. The cover fits in the saddle bag.



17 Brompton Bag, the 'B-Bag'.

Made of tough nylon with 5mm padding to give protection for your Brompton when travelling. The base is reinforced, and has integral castors: there are extra pockets, and it comes with a shoulder strap as well as carry handles. It packs down flat for storage. 2,400gms.



15 Eazy-wheels, for any bike with a rear-rack. (+90 gms)

Using this set of 4 tyred rollers with industrial bearings, you can push the folded bike smoothly around. A rubber bung in the seat post can be used as a brake to prevent unwanted rolling around.



8 Tyres

Brompton standard tyres - 'YELLOW'. Exceptionally free-running high-pressure tyres which are durable yet light and with a low risk of punctures. Also available with reflective sidewalls.



Brompton Kevlar tyres (a) - 'GREEN'. The Kevlar belt under the tread barely affects the ride, and you can almost say goodbye to punctures. Also available with reflective sidewalls.

Schwalbe Marathon Kevlar reflective tyres (b) (+110 gms).

Slightly heavier than Brompton tyres and not quite as fast, but they have a deep uni-directional tread for better grip and a thicker sidewall to lower the risk of pinch-punctures.



Schwalbe Stelvio narrow section tyres (-145 gms).

High-pressure, fast, lightweight slicks. The slightly smaller diameter means gearing is 2.5% lower. They are also unsuitable for use with a tyre-dynamo.

10 Saddle

PU foam basic saddle.

A light and inexpensive nylon framed saddle with PU foam, specified for some of our standard models. Many find it perfectly comfortable, but it lacks the finesse of the other saddles.



Vitesse fi'zi:k saddle with Pentaclip (a) (-25 gms).

Modern, sporty and light and made with special rails to suit the Brompton. This is a comfortable high-quality unisex saddle, with generous fore-aft adjustment. The ingenious and incredibly light Brompton Pentaclip allows stepless adjustment of the saddle angle.



Brooks Leather Saddle with Pentaclip (b) (+345 gms)

Made for Brompton, this beautiful traditional saddle will give years of comfortable riding. For real refinement specify a titanium frame (235gms lighter and with more spring than a steel frame). You can position the saddle with precision, as the Pentaclip is standard.

11 Lighting

Any system can be fitted to any bike (except a tyre-dynamo with Stelvio tyres). Lamps are safe from damage in the folded package.

Although dynamo systems are a bit heavier and also its your energy that drives them, they have two major merits: there's no need for batteries, and they're always to hand on the bike.

Battery lighting (+120 gms).

The bright 6-LED Basta rear lamp stays fixed to the bike. At the front is the neat yet powerful Herrmans Blenda 3-LED lamp (75gms), easily released for folding.



Dynamo lighting, tyre-driven (+355 gms).

This modern system is powered by the AXA HR-traction dynamo (its large pulley minimising losses), with a bright halogen lamp at the front and a Basta rear dyno-lamp with 6 LED's. You can also opt for a rear light which stays on after you've stopped - a great safety feature.



Hub-dynamo lighting

(+395gms).

Expensive, but lovely. The Son hub for small wheels is beautifully engineered and highly efficient, and you can expect years of reliable service. Control is via a switch on the front lamp: otherwise the lamps are the same as for the tyre-driven system.



19 LH Pedal

The ingenious Brompton pedal hardly sticks out at all when folded, so this is the natural default option on our bikes. But if you can live with the projection, you can have a non-folding pedal instead.



20 Brakes

The usual set-up on a Brompton is to have our dual-pivot caliper at the front, and at the rear our lighter and simpler 'high-leverage' caliper. But you can have both dual-pivot, or both high-leverage.





Visit www.bromptonbicycle.co.uk for more information.
You can also try a Brompton for yourself at your dealer:
it's the best way to see if it's really as good as we say.

Folded size: 565mm high x 545mm long x 250mm wide. This is for a bike with saddle adaptor pin and without left hand pedal (a folding pedal projects 20mm). Depending on your preference, the saddle may also lie outside this envelope.

Warranty

If your bicycle has a manufacturing defect we will replace the defective part free of charge if we are notified within five years (in the case of the frame) or two years (in the case of other parts) from the date of first purchase of the bicycle.

The Brompton is for use on roads and well made paths. It is not designed for cross country riding: this can overstress the frame, and anyway the tyres and wheels are unsuitable.

Product specifications may be changed: weights & dimensions may vary slightly.
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