



BROMPTON







## *The Brompton Way*

The Brompton was **conceived** as a product that increases people's **independence** and **freedom**, and this concept is still at the heart of everything we do; so we make bikes that our customers can rely on wherever and whenever they use them. We believe that this approach should inform the way we act, not just what we make, and that it should extend, through our distributors and dealers, to the end user. Everyone involved should feel comfortable with the purchase they make and satisfied that they had **freedom** of **choice**.





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## *Introducing Brompton*

The Brompton range of bikes is different. They are full-sized, robust and agile yet fold easily and quickly into a highly compact, portable package. They bring together the performance of a high-quality fixed-frame bicycle with the convenience of a genuine folder. Neither the ride quality nor fold are afterthoughts.

We also build them differently: by hand, in our own factory in West London. And we build them to last and to be used - rigorously - every day. They are practical, reliable machines, designed and manufactured with real life, not the showroom, in mind... a bike you can depend on. So everything on a Brompton is there for a reason. Everything is designed to ensure years of fun, responsive cycling, easy folding and comfortable, compact portability.

We think you'll love our bikes, and the independence and freedom that comes with a Brompton... You might even wonder how you ever managed without a bike that tears up the transport rule book and puts you back in charge of your journeys.









## The Design

Combining a first-class ride with truly compact portability doesn't happen by accident. Andrew Ritchie first began work on the Brompton design in his bedroom in 1975, determined to overhaul radically the prevailing approach to folding bicycle design. He devised the core principles of his design relatively quickly, but full-time production was delayed by a decade, as potential backers and partners got cold feet. Undaunted, Andrew used the time to set about improving and elaborating the original design, a process which continues to this day (though the work now involves more people, complex software and a more appropriate venue than Andrew's apartment).

All Bromptons share the same ingenious frame geometry, the product of over 30 years of constant innovation and improvements to the design. Almost every innovation and enhancement is designed to be capable of retro-fitting on the tens of thousands of older Bromptons still in daily use. We refuse to design obsolescence into our bikes.

### *The Brompton Ride*

Brompton frames are made primarily of high-tensile steel alloys for strength and stiffness, and tight tolerances in design and manufacturing ensure highly accurate frame-alignment. Excellent frame rigidity and alignment ensure the efficient transmission of your energy, delivering a responsive, quick ride; a full-sized wheelbase delivers stability at speed.

### *The Brompton Fold*

All Bromptons fold into the same small package, little larger than the wheels, in about 10–20 seconds. Much of the componentry has been specially designed to suit the unique fold; there are no projections or loose parts and the folded bike carries like a small suitcase, lightweight and easy to manage. The fold is designed to keep lights, cable-runs, etc. out of harm's way and, by folding them in, to keep the chain and gears away from clothing and luggage. Rollers make it easy to stow the bike away, and can also be used for wheeling the folded bike.

Rear suspension is standard and also allows the bike to be 'parked'. Once parked, the Brompton stands on its own, leaving both hands free. Once folded, a Brompton automatically stays securely locked together; reassuring when running for a train!



## Me & My Brompton

P6R-X

P Type, 6 speeds, mudguards and rear rack, Schwalbe Marathon Tyres, Superlight

11.5 kg

*“I love cycling – it keeps me in shape and I get around without polluting the environment. On my days off, I like doing longer trips outside the city, but most of the time I use it for short commutes in town...*

*so I needed a bike that I could ride all day but that would also fit into a corner in my shop and flat. I expected the small size would compromise the ride-quality but I’m enjoying my cycling more than ever!”*

–Hassan, Shop Owner from Marrakech, Morocco







## *The Factory*

Brompton's reputation, since full-time production began in 1988, has always been founded on design, engineering and manufacturing. Which is why we do not build bikes for anyone else, and why no one else builds bikes for us. It is the only way to ensure the necessary quality on our hand-built bicycles.

Every Brompton is built to order, under stringent quality controls, in our own factory in West London. Most of the critical engineering, from bending tube, through frame-building to final assembly, takes place right here, and we retain complete control over materials. For every bike we ship, we can identify the individual whose work went into each key stage of its manufacture.

The Brompton consists of some 1,200 parts,  $\frac{3}{4}$  of which are unique to our bicycles (we don't employ generic parts unless they are absolutely right for our bikes). But this means we also have to design and build the machines, tools and fixtures to manufacture these unique parts. It all happens here.

And building unique bikes, and utilising rare skills like brazing, requires a real commitment to training and excellence. There are no short cuts to quality. It is an overriding commitment that is shared by the brazers, assemblers, office staff and engineers, who all work in the same building. We are all proud of our attention to detail, of our emphasis on making robust products that simply work.

And as we all use a Brompton, we also get the benefit of these quintessential Brompton characteristics; and we know how the bikes should be, and why quality still matters.





## Me & My Brompton

M3R

M Type, 3 speeds, mudguards and rear rack, Brompton Kevlar tyres

11.4 kg

*“I share a small studio and a small flat, so being able to store my bike under the stairs is important; and keeping it away from bike thieves and London’s weather is a bonus! But I also wanted to make my Brompton my own, so I chose two colours I really like. Now, it’s part of my life... I even accessorise my outfits to match it.”*

–Cecilie, Project Manager from Oslo, Norway



01 02 03 04 05 06 07 08 09 GO!







## *Personal Transport*

**A Brompton will redefine how you see transport.**

**From the city commuter to the round-the-world cyclist, from those in a hurry to those with time on their hands, the Brompton is a transport solution that revolves around you and your journeys.**

**Whether you use public or private transport, or both, or neither, a Brompton allows you to rethink, vary and adapt your journeys at will. A Brompton sets you free from the constraints imposed by the combustion engine, the weather, transport administrators, bike thieves and other complications. On trains and buses it tucks into luggage space... even if it won't fit in cabin storage on most aircraft, it can easily be checked in; and it's great to ride off at the other end... in cars, on boats, behind the pilot's seat of a single-prop, Bromptons are taken on trips as frequently as they take their owners on journeys.**

**And whether your trip involved other forms of transport, or just your bike, at journey's end your Brompton fits in a cupboard, under a desk or in a cloakroom, safe from theft and the elements, ready for your next journey by personal transport.**





## *Choosing a Brompton*

A Brompton will easily become part of your daily life, but it helps if it is built around your needs and wishes. As the requirements of the global tourer are different from those of the commuter, we have developed many options to make your Brompton just right for you and the kind of riding you intend to do. Ride position, gearing, luggage, Superlight componentry, lighting and other parts can all be selected to suit, and the colour options allow you to personalise it further.

We call it B-spoke; our commitment to let you choose exactly the Brompton you want.

Bike companies don't usually invite customers to pick and choose from a selection of parts and features, so we understand that our manifesto of freedom may at first appear overwhelming. But there's really nothing to it, and it will almost certainly enhance your Brompton ownership. Nor is it about adding extra costs along with more features – a B-spoke bike will feature only those components you want so may well be cheaper than a bike your dealer happens to have in stock. And there is no premium for having a bike “B-spoked”.

Interspersed over the next few pages, you will find a run-down of all the options in the B-spoke process; in each section, you can choose the option(s) that best suit the way in which you intend to use your Brompton... You might value the functionality of hub gears and mudguards more than you mind their extra weight; you may prefer the individuality of a rarely-seen colour combination or the practicality of a bike cover or item of luggage; the choices are yours. Designed around you, a B-spoke bike is more likely to give you what you want. And that's what we want.

And if you still can't face our smorgasbord of choice, you will find our so-called Key Models inside the back cover. These only offer the merest glimpse of our full range, but they do showcase some of our most popular configurations. You could always sneak a peek at the B-spoke options on your way there, though...



Brompton Type

There are three members of the Brompton family – the S, M and P Types; each has distinct handlebars designed for different styles of riding and use.



S Type

The straight, low bars of the S Type (grip height 935mm) offer a sporty ride position and a rigid, lightweight, positive feel. The pay-off is less room for front luggage, but then the S Type was not conceived as a touring bike.



M Type

The distinctive shape of the M Type's handlebars has been used on the Brompton since the outset: the ride is more upright (height 1015mm), with excellent control, but a little heavier than the S Type (by 95g). The M Type is the all-rounder in our range, as much at home in the city as on a country lane, and with plenty of room for luggage at the front.



P Type

The P Type was designed with the touring cyclist in mind – two positions (height 1033mm and 880mm) offer the rider some variety; the lower angled grips present an aerodynamic profile, the upper grips provide upright control, ideal in traffic. The downside of this flexibility is weight: the handlebars are 375g heavier than the S Type's.

Gearing

There are four options as far as gears go; and each of these can be lowered (or raised) to suit your riding style and terrain.



1 speed

Light, simple and without clutter, using our special free-hub: for the purist.



2 speed (+188g)

One gear for hills and starting off, one for cruising. Based on the unique Brompton derailleur system, with near perfect chain-alignment, this is the best set-up for flexibility and portability. All you need for cycling around town.



3 speed (+818g)

The classic Sturmey Archer hub in an 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 cycling.



6 speed (+920g)

The combination of the new, highly-efficient Brompton Wide Range hub with our own derailleur system gives six evenly-spaced gears. Control with the two triggers is easy and, with its low transmission losses and wide range, this multi-gear system is the right choice for touring and for riding in hilly areas.

Gearing	Standard ratio - inches	Standard ratio - metric	Lowered gearing (metric)			Raised gearing (metric)
			-7%	-12%	-18%	+ 8%
1-speed	74	5.93	5.49	N/A	4.83	N/A
2-speed	56 - 74	4.45 - 5.93	4.11 - 5.49	N/A	3.62 - 4.83	N/A
3-speed	48 - 85	3.79 - 6.76	N/A	3.34 - 5.94	3.10 - 5.52	4.10 - 7.29
6-speed	33 - 99	2.63 - 7.93	N/A	2.31 - 6.98	N/A	2.84 - 8.57



Mudguards & Rack



Version L (+373g)

Equipped with mudguards, essential for non-fair-weather cyclists.



Version E

Going without mudguards lends the bike a sharper appearance and is also the lightest and least expensive option, but there are drawbacks: the folded bike is not as stable, there's no pump and of course no protection from any water or dirt on the road.

Version R (+518g)

Whether or not you have front luggage, a carrier on the bike can be useful. The die-cast aluminium rack comes with shock cords and can easily manage loads of c.10kg.

Frame



All-Steel

On all Bromptons, steel is used for the main frame and handlebar stem. The steel gives rigidity to the vital link between handlebar and pedals, which is the key to good handling. All-steel Bromptons also feature a rear triangle, front forks and seat pillar made of steel.



Superlight

(-793g to -1,053g, depending on Version and seat pillar length)  
The Superlight option offers significant weight savings and will appeal particularly if you expect to carry the bike regularly.

The main savings come from the use of high-strength titanium alloy in place of steel for the rear triangle, front forks and seat pillar; titanium mudguard stays and folding pedal bolts, an alloy headset and a superlight front wheel complete the line up. In line with the minimalist approach, no pump is fitted.



## Me & My Brompton

M3L

M Type, 3 speeds, mudguards, telescopic seat pillar, Brooks saddle

11.8 kg

*“My first love was my motorbike, and, to be honest, I got a bike mainly to keep my girlfriend company on weekend rides. But I appreciate good design and saw the Brompton as a modern British design classic. I’ve been amazed by how well it performs and I love the freedom it gives me. I’m now considering using it for a self-initiated project next year; I won’t give up on my motor bike just yet, but I think I’m going to find ever more reasons for using my Brompton. And not just for my girlfriend’s benefit.”*





Colours

Whether your Brompton will go on big tours or small trips, our colour palette allows you to stamp your personality onto your bike. There are of course no weight penalties associated with specifying an individual colour scheme, and opting for “non-standard” colours is kept deliberately affordable.

On a bike with an all-steel frame you can choose either to have it finished in one colour or two, with the extremities and mainframe contrasting; the only exception is the raw lacquer option, which is only available for the whole frame, not in combination.

The titanium parts on Superlight bikes are not painted, so only one colour choice is possible (for the main frame and handlebar stem)

	ALL STEEL	MAIN FRAME	EXTREMITIES	SUPERLIGHT
BLACK				
RED				
ORANGE				
YELLOW				
BABY PINK				
FLAMINGO PINK				
PURPLE HAZE				
COBALT BLUE				
CORNFLOWER BLUE				
TURKISH GREEN				
RACING GREEN				
APPLE GREEN				
DESERT SAND				
WHITE				
RAW LACQUER				

no surcharge  
surcharge

Tyres



**Brompton Standard** [Yellow Label]  
Exceptionally free-running high-pressure tyres which are durable yet light and carry a low risk of punctures. Finished with reflective sidewalls as standard.



**Brompton Kevlar** [Green Label] (+26g)  
Like our standard tyres but with a Kevlar belt under the tread. This barely affects the free-running qualities of the tyre and almost eliminates punctures.



**Schwalbe Marathon** (+194g)  
Heavier than Brompton tyres and not as free-running, but they offer superior grip and are solidly-built, with a Kevlar belt and a thicker sidewall. Finished with reflective sidewalls.



**Schwalbe Stelvio** (-78g)  
Maintained at even higher pressures than our other tyres, these lightweight slicks are the fastest in our range; a slightly smaller diameter lowers gearing by 2.5% and they cannot be used with tyre-driven dynamo lighting. No reflective sidewalls, so reflectors are fitted.



photograph by Brian Jones

Suspension

Suspension is important on a small-wheeled bike. Ours is provided by a polyurethane block between the main and rear frames; lightweight and effective, it smoothes out the lumps and bumps *en route*, while the inherent damping avoids excessive “bounce”. Two levels of resistance are available, to suit body weight and riding style:



**Standard suspension**  
will be fine for many users, particularly lighter people and those who ride and pedal smoothly.



**Firm suspension**  
might be more suitable for those weighing over 80kg, those who cycle more aggressively and those prepared to sacrifice some comfort in return for a more responsive ride.

Saddle



**Brompton Saddle**  
Sporty, comfortable, light, practical: this high-quality unisex saddle has been designed by Brompton specifically for our bikes. A moulded grip under the nose facilitates carrying, and the ingenious and incredibly light Brompton Pentaclip allows stepless adjustment of the saddle angle.

Saddle Height

Brompton offers three seat pillar lengths to ensure the right fit. Titanium seat pillars are supplied in place of steel versions with Superlight bikes.



**Standard Seat Pillar**  
Raises a saddle up to 995mm from the ground. If your inside leg is more than 33”/84cm, you will almost certainly need a longer seat pillar.



**Extended Seat Pillar**  
(+105g–steel; +24g–titanium)  
Offers an additional 60mm of elevation, though it does leave the saddle correspondingly higher when folded.



**Telescopic Seat Pillar**  
(+364g–steel; +238g–titanium)  
Offers up to 175mm more elevation than a standard pillar yet, when lowered, the saddle projects only 20mm above the folded package.



**Brooks B17 Special** (+215g)  
& **Brooks B17S Special** (+200g)  
This beautiful traditional saddle will give years of comfortable cycling, the leather moulding with time to the rider. Finished with hand-hammered copper rivets, and fitted with the Brompton Pentaclip for stepless adjustment, this old favourite is available in men's and women's versions.





## Me & My Brompton

S1E-X

S Type, 1 speed, no mudguards, Schwalbe Stelvio tyres, Superlight

9.1 kg

*“I was tired of slow travel; I wanted to get around London quicker, and a bike was the obvious answer. But it had to be really light; and easy to store; and ideally a bit different. I just love my Brompton because it does it all... and the colour means I don’t just blend in with the traffic and other cyclists.”*

–Jessica, Cultural Entrepreneur from London, UK



## Lighting

Our lighting systems are designed for use with our bikes and are safe from damage in the folded package. Any of our lighting options can be fitted to any bike, with the exception that tyre dynamos cannot be used with Stelvio tyres.



### Battery Lighting (+158g)

The LED rear lamp with integral reflectors is designed specially for Brompton and gives a good bright light: this stays fixed to the bike. At the front is the neat yet powerful S-Sun 3-LED lamp, easily removed for folding with a quick-release. Batteries are included.



### Tyre Dynamo Lighting (+395g)

This modern system is powered through an AXA HR-traction dynamo, its large pulley minimising losses. Lighting comprises a Basta halogen lamp at the front and the bright Brompton rear stand-light: this stays on for several minutes after you've stopped, an important safety feature.



### Hub Dynamo Lighting (+395g)

Expensive, but the Son hub is beautifully engineered, highly efficient, and will give years of reliable service. Control is via a switch on the front lamp; otherwise the lamps are the same as on the tyre dynamo system.

## Transporting



### Cover and Saddle Bag (+295g)

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



### B Bag (2.4kg)

Made of tough nylon with 5mm padding to give a degree of 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. Packs down flat for storage.



### Eazy Wheels

(+85g/+43g)  
4 tired rollers (2 when fitted to a Brompton without a rear rack) with industrial bearings allow the folded bike to be smoothly pushed around. A rubber bung in the seat post can be used as a brake to prevent unwanted rolling.



## Luggage

Brompton luggage is designed to complement our bikes, offering a complete personal transport solution.

### Front Luggage

Brompton front luggage options are based on our Front Carrier System; luggage is attached via a frame that latches securely onto a tapered block. It takes a second to attach or release your luggage and the load is attached directly to the main frame, having little effect on steering.

All front luggage, except the folding basket, comes supplied with a shoulder strap and a high-visibility rainproof cover; secured to luggage using an elasticated hem, its sealed seams help keep luggage dry in heavy rain, and it takes up no room when folded.



### S Bag

A messenger-style bag which presents a lower profile than other front luggage, and offers plenty of compartments to store the paraphernalia of modern life. Velcro-fastening tabs keep things secure, with clips as well for the main cover. This is the only front luggage option for use with an S Type's lower handlebars, but can also be used on other Bromptons. Capacity 20 litres.



### C Bag

Our newest bag, this is a larger messenger-style bag with a Velcro- and buckle-fastened flap. The comfortable padded shoulder strap secures neatly when the bag is fitted to the bike. A multitude of pockets, finished with water resistant zips, keep those small essentials safe and dry, while a bright lining means an end to searching for small items in the dark recesses of your bag. Capacity 22 litres.



### Touring Pannier

Has considerably more capacity than the C Bag, and a roll-top system with nylon clips for closing. There are two pockets at the back, a divider inside and three elasticated net pockets around the outside to stow things for the ride. Total internal capacity approx. 28 litres.



### Folding Basket

This is our simplest item of luggage – a large, open-top container, ideal for shopping. Its shape is maintained by a simple bracing frame which folds flat for storage. Drainage holes are provided in case of rain. Capacity 24 litres.

### Rear Luggage

Many prefer to carry luggage over the rear wheel, rather than the front, for reasons of stability, and the front luggage system is unsurpassed for "clip-on/clip-off" convenience. But the rear rack offers useful additional carriage possibilities, though contents must obviously be removed before 'parking' and folding.



### Rack Sack

With stiffened sides and built-in Velcro straps to secure it, the Rack Sack is purpose-designed for the Brompton rear rack, offering a very secure, shower-proof solution; comes with a shoulder strap. Capacity 16 litres.



# Weighing it all up

For all the options and B-spoke possibilities, the question we are asked most often at bike shows is, “How much do they weigh?”

Weight does matter; people don’t buy bikes to save on buying a barbell. But **weight isn’t everything**. Ride quality, frame alignment, pedalling-efficiency and reliability are all likely to prove more important in use, yet risk being overlooked by a fixation on weight. And the compactness and balance of the folded package is at least as important as weight in determining the ease with which a folded bike may be carried.

We are constantly striving for new ways to reduce the weight of our bikes – our products are, after all, renowned for their portability. But removing weight from bikes is not a zero-sum game, and it’s certainly not something we do at all costs. We could incorporate many lightweight materials into our bikes, but those that don’t already feature have been rejected for shortcomings in **longevity**, **reliability** or **robustness**. We simply do not build bikes to last only a couple of years, and robustness sometimes simply weighs more.

Finally, treat brochure data with caution, as **not all bikes are weighed equally...** Brompton uses true weights, meaning we weigh our bikes with pedals and wheels/tyres attached; if mudguards are fitted, we weigh those too... We take the romantic view that you want to know how much your bike really weighs, not how much it weighs if we removed some inconveniently heavy parts. What’s more, where there are product (and therefore weight) differences between territories, our brochure quotes the heavier figures.

P.S. The answer to the question is: “Actual weight depends on model and configuration, but ranges between 9kg and 12½kg, or 20–28lbs.”

# Key Models

“Here’s some we made earlier.” These six bikes offer a snapshot of our full range and are some of our most popular configurations. Each key model is available in all-steel and Superlight spec [-X]. Weights include everything, even the removable battery lights (yes, with batteries in them).



S2L

**S2L / S2L-X**  
The S Type’s sporty character is complemented by our nimble 2-speed derailleur gearing; avoiding hub gears results in a light bike that can handle most journeys.  
  
Key Model S2L / S2L-X supplied with mudguards and battery lighting.  
  
10.7kg / 9.8kg



S2L-X



M3L

**M3L / M3L-X**  
The classic Brompton, featuring the timeless Sturmey Archer 3-speed hub; a versatile combination for the all-rounder in our Key Model line up.  
  
Key Model M3L / M3L-X supplied with mudguards and battery lighting.  
  
11.5kg / 10.5kg



M3L-X



P6R

**P6R / P6R-X**  
With a rear rack for additional luggage carrying and 6 well-spaced gears, more kit means more weight; but the P6R is designed with longer trips, rather than short commutes, in mind.  
  
Key Model P6R / P6R-X supplied with mudguards, rear rack and dynamo lighting.  
  
12.2kg / 11.3kg



P6R-X



**Folded size:**

565mm high x 585mm long x 270mm wide

**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) of 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 the tyres and wheels are unsuitable.

Product specifications may be changed: weights & dimensions may vary slightly © 2009

**Brompton Bicycle Ltd.**

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it's really as good as we say.

