



BROMPTON



Storability, portability, compactness

Not characteristics you might associate with a bicycle; but the Brompton is different.

It's a full-sized bike that folds easily into a highly compact, portable package.

The practicality built into elements like the Brompton's solid hinges, robust finish and unique luggage system are the product of an engineering heritage and a passion for cycling.

Freedom and independence

Everything on a Brompton is designed to make it easy to fold, handy to carry and fun to ride... leaving you to revel in the spontaneity and freedom that comes with a Brompton.

You'll love its agile handling, fast acceleration and comfortable ride; you'll appreciate how easily you can carry your kit; above all, you'll value the flexibility of a bike that tears up the transport rule book and puts you in charge of your journey.



Personal 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 the personal transport solution, wherever you go. It 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 layers of complexity.

On trains and buses it tucks neatly into luggage space (it is welcome on practically all public transport)... even if it won't fit as hand luggage in most

aircraft, it can easily be checked in; and it's great to ride off at the other end... in cars, on yachts, behind the pilot's seat of a single-prop and on narrow boats, Bromptons are taken on trips as frequently as they take their owners on journeys.

And at journey's end, your Brompton fits in a cupboard, under a desk or in a cloakroom, safe from theft and ready for your next journey by personal transport.



About the design

Finely-engineered and elegant, the Brompton has a full-sized frame, made mainly of high-tensile steel alloys for strength and stiffness. The combination of a rigid frame and accurate alignment makes for efficient transmission of your energy, delivering a lively, first-rate ride.

There are various models, but all share the ingenious Brompton frame geometry and fold into the same small package, little larger than the wheels. Rear suspension is standard, and this also allows instant 'parking' of the bike, a useful feature and the first step in folding. Actual weight depends on model and configuration, but ranges from just under 9kg – 12½ kg (20 – 28lbs).

Folding or unfolding is simple and takes ten to twenty seconds. 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 or handing it to a cloakroom attendant!

Much of the componentry has been specially designed to suit the Brompton's folding. There are no projections or loose parts and, using the frame or saddle as a handle, the folded bike carries like a small suitcase, lightweight and easy to manage.

The fold is designed to keep vulnerable parts, like lights and cable-runs, out of harm's way and, by folding them in, to keep the greasy chain and gears away from clothing and luggage. Rollers underneath make it easy to stow the bike in difficult corners and can also be used for wheeling the folded bike.

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

A Brompton will easily become part of your daily life, and we have developed many options to make your Brompton just right for you: ride position, gearing, luggage, superlight titanium, lighting and other parts can all be selected to suit, and the colour options allow you to personalise it further.

While a custom-built B-spoke Brompton allows you to choose exactly what you want, you can keep things simple by opting for one of our key models. But every Brompton, regardless of whether it's a B-spoke or key model, 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 have complete control over materials, and for every bike we ship we can identify whose work went into key stages of its manufacture.

Moreover, most of the production team uses a Brompton so we have a good feel for how the product needs to be and a real confidence in the quality of what we make.



'My original aim was no more than to make a folding bike which worked. And maybe to have some fun, and even get rich.

The Brompton certainly works, and I ride my own, a P2L, more or less 5,000 miles a year, and fold it two or three times a day.

It's my daily transport to work and around London and I'm seldom without it on a train or on holiday: a couple of Bromptons come in the car when away for a weekend, often unused, but always to hand, ready for a spin.

That's the joy of the Brompton; even though it's a way of life, I don't have to use it. But when I do, the sense of independence is great, and from the enthusiastic feedback we get from users around the world I know I'm not alone.

As for building up the company, it's been the usual mix of satisfaction, hard work and worries: not always fun, but incredibly rewarding. And though Brompton prospers, I've rather lost interest in getting rich – there's no time.'

Andrew Ritchie
Designer of the Brompton



Key Model Bromptons

We do not offer standard models because nothing we make is standard: every bike is built specially to order.

There are three types of Brompton – the M, S and P Types – with distinct handlebars designed for different styles of riding and use. The myriad variations possible with a B-spoke order are explored on the following pages, but we have also created a key model to represent each Brompton type. These key models come properly kitted out, complete with mudguards and lighting, ready for the road; essential variants such as saddle height and luggage can also be specified.



M Type

The distinctive shape of the M Type's handlebars has been used on the Brompton since the outset: the ride is fairly upright (grip height 1015mm) with excellent control.

The M Type is the all-rounder in our range and the most popular Brompton, as much at home in the city as on a country lane, and with plenty of room for luggage at the front.

Key Model: M3L The classic Sturmey Archer 3-speed hub for the classic Brompton. 11.6kg, including battery lighting.



P Type

The two positions afforded by the P Type's handlebars are designed with the touring cyclist in mind.

Although 175g heavier than the M Type, the lower grips (height 880mm), angled for comfort on longer stretches of road, allow the rider to get down out of the wind and deliver real power to the pedals; but beware that brakes are fitted to the top bar only. The

upper grips (1033mm) provide a welcome contrast after a long stretch of riding and also give good control in traffic.

Key Model: P6R A rear rack gives additional luggage-carrying capacity and the 6 well-spaced gears will handle almost all gradients encountered on long rides. 12.5kg, including tyre dynamo lighting.



S Type

For many, the best-looking Brompton, and, with its Kevlar brake cables and high-tensile-alloy handlebar, it is also 145g lighter than the M Type.

The grips are lower (height 935mm) and further forward (by 50mm) than on the M Type, giving a sporty riding position which complements

the positive feel of the S Type.

Key Model: S2L Our derailleur system turns a single-speed into a nimble 2-speed: without the weight of a gear hub, the S2L is a light bike that can handle most journeys. 10.8kg, including battery lighting.

Superlight

For those looking for further weight savings, each key model can be built to a superlight specification, with front forks, rear frame, seat pillar and other smaller features made out of high-strength titanium alloy.

Superlight key models also come with a lightweight Vitesse fi'zi:k saddle and are about a kilo lighter: a striking saving when carrying a Brompton regularly.



M3L-X



P6R-X



S2L-X



B-spoke Bromptons

Personalised transport. These pages provide details of the features employed on our key models (see centre pages) and of the full range of B-spoke options available on a custom-built Brompton.

With a B-spoke order, you can choose any combination of bike type, gears, colours and other features exactly as you wish, almost without restriction, and there is no premium for having a bike specially made – you pay only for the options you choose.

Gears



1 speed (-775g) Light, simple and without clutter: for the purist.

2 speed (-630g) One gear for hills and starting off, and one for cruising. Based on the unique Brompton derailleur system and our special 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 cycling around town.

3 speed The classic Sturmey Archer hub 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 (+145g) 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%

Keeping weight to a minimum will be a priority if you expect to carry the bike regularly. Whatever other features you need, you can always save about a kilo by choosing a superlight bike (all the options in grey boxes). 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. You can select some, none or all of the superlight components. All weight comparisons relate to a basic M3L (11.5kgs), and are given only for features actually on the bike when you carry it.

Mudguards & rack



Version L – mudguards Essential for most users, giving all the protection you need.

Version R – rear rack and mudguards (below) (+370g) Whether or not you have front luggage, it can be handy to have a carrier always on the bike. The strong die-cast aluminium rack comes with shock cords to tie things on, or you could use it with our Rack Sack [see Luggage overleaf]. The rack can take heavy loads (though anything

over about 5kg can begin to affect handling).

You can fit our Eazy Wheels [see overleaf] to a rear rack for pushing the folded bike around rather than carrying it.

Version E – no mudguards (-370g or -220g on superlight models)

The lightest, cheapest and prettiest version, but with drawbacks.

The folded bike is not quite as stable, no pump is fitted and there is of course no protection from any water or dirt on the road.



Frame

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.

On a standard Brompton, the rear triangle and front forks are also made of steel.

Superlight frame option (-790g)

On a Brompton with a superlight frame, the rear triangle and front forks are made of titanium, while an alloy headset and titanium mudguard stays save more weight. In line with the minimalist approach, no pump is fitted.



Colours

On a bike with an all-steel frame you can choose either to have it finished in one colour or in two, with the extremities and main frame contrasting. The raw lacquer option (a clear coating highlighting the braze detail and quality) is however only available for the whole frame, not in combination.

The titanium parts on superlight frames are not painted but we have reserved three matt colours to complement the raw metal: Flamingo Pink, Kew Green and Tempest Blue. However, you can choose one of the other Brompton colours instead if you prefer. The colour options are set out in detail in the table to the right.



Colours	All-steel frame		Superlight frame
	Main frame	Extremities	
• Surcharge ○ No surcharge			
a. Flamingo			○
b. Kew Green			○
c. Tempest			○
d. Black	○	○	•
e. Silver	•	○	•
f. Red	•	•	•
g. Green	•	•	•
h. Blue	•	•	•
i. Baby pink	•	•	•
j. Cornflower	•	•	•
k. Apple	•	•	•
l. Yellow	•	•	•
m. Ivory	•	•	•
n. Orange	•	•	•
o. Turkish	•	•	•
p. Raw Lacquer		•	•



Saddle height & position

All seat pillars are available in both steel and titanium versions; weights shown are for the steel versions.

With the standard seat pillar, a PU saddle can be up to 965mm, and a rail saddle (e.g. Vitesse or Brooks) up to 995mm, from the ground. If your inside leg is more than 32"/81cm (or 33"/84cm with a rail saddle), you will almost certainly need a longer seat pillar. The telescopic pillar is suitable for an inside leg of more than 35"/89cm, or for a taller rider wishing to minimise the height of the folded bike.

Titanium Seat Pillar (-100g to -225g)

Any of the three Brompton seat pillars is available in titanium; for the longer pillars the weight saving is higher. The surface treatment on a titanium pillar gives a deep blue hue, which softens with use.

Extended Seat Pillar (+150g) 60mm longer than the standard seat pillar; with the saddle correspondingly higher when folded.

Telescopic Seat Pillar (+295g) 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 (+125g) This brings the saddle forward and, if fitted pointing down, allows the smallest folded size. Pointing up, it raises the saddle 30mm.



Luggage

Brompton luggage is designed to complement our bikes, to create a personal transport solution. All our luggage is badged for safety with a reflective Brompton mark and, except for the folding basket, comes supplied with a shoulder strap.

Front Luggage

Brompton front luggage options are based on our Front Carrier System; luggage is attached via a special 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.

Note – the lower handlebars limit the front luggage options on an S Type: only the S Bag is designed for use with the S Type's lower profile.

Front Carrier Block (+100g) The block has a sprung clip to retain luggage; it doesn't project from the folded package.

S Bag (a) A messenger-style bag which presents a lower profile than the other options, and offers more compartments to store the paraphernalia of modern life. Velcro-fastening tabs keep things dry, with clips as well for the main cover. This sophisticated item is the only front luggage option for an S Type, but can also be used on other Bromptons. Capacity 20 litres.

Cloth Pannier (b) A handy and practical holdall, the main compartment has a divider to keep papers separate from other kit. At the back, there are two pockets for items such as tools, maps etc. All the compartments have zip-fasteners. Capacity 22 litres.

Touring Pannier (c) Has considerably more capacity than the Cloth Pannier, and a roll-top system with nylon clips for closing. There are two pockets at the back and a divider inside. In addition, there are three elasticated net pockets around the outside, where you can stow the things you need during your ride. Total internal capacity approximately 28 litres.

Folding Basket (d) 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.

Rainproof Cover (not shown) Dayglow yellow for visibility, this rainproof cover with sealed seams helps keep your luggage dry in heavy rain. Taking up almost no room when not needed, it can be quickly secured onto any of our front luggage options using an elasticated hem.



Rear Luggage

Rack Sack (e) 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. Capacity 16 litres.



Rear Frame Clip (f) The clip latches automatically to prevent the rear frame from folding; useful when carrying luggage or when folding would be inconvenient. The clip can easily be switched 'off', so that it doesn't latch, by rotating the rubber suspension block, allowing the bike to be parked normally.



Tyres

Brompton Standard [Yellow Label]: Exceptionally free-running high-pressure tyres which are durable yet light and carry a low risk of punctures. They come with reflective sidewalls as standard, eliminating the need for reflectors on the wheel spokes.

Brompton Kevlar [Green Label]: 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. Also with reflective sidewalls.

Schwalbe Marathon Kevlar reflective tyres (+110g) A little heavier, and less free-running, than Brompton tyres; but their deep tread offers superior grip and they are solidly-built, with both a Kevlar belt and a thicker sidewall to lower the risk of pinch-punctures; they come with reflective sidewalls.

Schwalbe Stelvio (-145g) Narrow section tyres comparable to the tyres fitted to road race bikes; maintained at even higher pressures than our other tyres, these lightweight slicks are the fastest in our range. Their slightly smaller diameter means that gearing is lowered by 2.5% and their construction makes them unsuitable for use with tyre-driven dynamo lighting. No reflective sidewalls, so reflectors are fitted.

Saddle

Basic A light and inexpensive unisex nylon-framed saddle with PU foam. Many find it perfectly comfortable, but it lacks the finesse of the other saddles.

Vitesse fi'zi:k (-25g) Sporty and light, 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 B17 (+345g) This beautiful traditional saddle will give years of comfortable riding, the leather moulding with time to the rider. The Brompton Pentaclip allows stepless adjustment of the saddle angle.



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 can not be used with the slim Stelvio tyres. Dynamo systems are heavier than battery-powered lights, and are of course powered by your energy, but have the advantages of not needing batteries and always being to hand.



Battery Lighting (+195g) 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-Son 3-LED lamp (top), easily removed for folding with a quick-release. Batteries are included.

Tyre Dynamo Lighting (+355g) In this modern system, power comes from the 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 (middle): this stays on for several minutes after you've stopped – a great safety feature.

Hub Dynamo Lighting (+395g) Expensive, but beautiful; the Son hub (bottom) is beautifully engineered, 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 dynamo system.

Transporting the Brompton

Cover and Saddle Bag (left) (+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 (right) (2.4kg) The B Bag is 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 (bottom) (+90g) 4 tyred rollers 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 about.

LH Pedal

The default option is the ingenious Brompton folding pedal, which folds away at a touch to leave a projection of only 20mm, making the bike much easier to carry. If you can live with the bigger projection you can opt for a non-folding pedal instead.



Titanium folding pedal-axle (above right) (-25g)

A small weight saving but still worthwhile, and it makes the pedals better-balanced.





Visit www.brompton.co.uk for more information.
Better still, try a Brompton for yourself:
ask your dealer for a test ride...

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Printed with vegetable inks on 75% recycled paper.

Folded size: 565mm high x 545mm long x 270mm wide (for a bike with saddle adaptor pin fitted pointing down and a folding left hand pedal)

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.
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