



The Brompton rides well, is safe and defines the word portable. Other folding bikes have their own individual character and purpose, but none we feel matches the Brompton's convenience.



"The brainchild of engineer Andrew Ritchie...every part of this most compactly folding bicycle is designed and put together with meticulous attention to detail" *Cycle Touring & Campaigning*



Certainly out of the ordinary

Like many others, I use a Brompton a lot. I ride mine more or less five thousand miles a year, and fold it two or three times a day; so I'm something of an addict. It's my daily transport to work and around London and I'm seldom without it on a train or on holidays: and a couple of Bromptons invariably come in the car when away for a weekend, often never used but fun now and again for a day's hiking.



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

The Brompton is certainly out of the ordinary, but so too is the company that makes them. In our factory just outside London, the whole engineering process (from bending tube through frame-building to final assembly) takes place in-house. We have complete control of materials and for every bike we ship we can identify whose work went into all 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 here.

You may feel that we are unduly enthusiastic in this brochure about the Brompton. Please remember though, that this is how we at Brompton have come to feel about the bike, both from our own use and through all the positive feedback we get from users around the world.

A handwritten signature in black ink that reads "Andrew Ritchie". The script is fluid and cursive, with the first letters of "Andrew" and "Ritchie" being larger and more prominent.

Andrew Ritchie - Designer of the Brompton



About the design

The Brompton is a finely engineered and elegant machine. It has a full-size frame, which for strength and stiffness is made of steel. Thanks to a careful choice of alloys and tube sections, it's light and the bike is easy to carry: actual weight depends on the configuration and ranges from about ten and a half to thirteen kilos.

There are three types of Brompton, the T-type, the L-type and the simpler C-type. All have rear suspension, which incidentally also allows instant "parking" of the bike; a very handy feature and the first step in folding

On the L- and T-types, many parts are designed specially for the Brompton. In particular, high-pressure tyres and a powerful braking system are fitted, and these transform the feel and performance of these bikes.

The Brompton's remarkable ability to fold is achieved without complexity, and its maintenance needs are much the same as for a normal bike



"The central feature of the Brompton is its brilliantly conceived folding method. It has to be seen to be believed.....

the Brompton is one of those rare technical advances that in practice genuinely extend the scope and attractiveness of cycling"

Robert Poole, NEW CYCLIST



Folding or unfolding is a simple procedure, as once parked the Brompton stands on its own leaving both hands free: there are three main parts to fold and it takes just fifteen to twenty seconds. When folded, a Brompton stays locked together automatically, making an extremely compact package, little larger than its wheels.

Rollers underneath make it easy to stow the bike in inaccessible corners and these can even be used for wheeling the folded bike around.

As for the ride, the Brompton's a pretty lively machine. The combination of Sturmey Sram/Sachs hub gears, a rigid frame and accurate alignment makes for really efficient transmission of your energy. Moreover, its small wheels have a number of intrinsic advantages: they are strong, light, easy to accelerate and highly manoeuvrable.

The Brompton is the only bike in the world to combine such ready portability with a first-class ride, and it creates countless new opportunities for using a bicycle.

"It is the sort of bike you can hand in with your coat at a restaurant cloakroom and have clicked back into shape while friends are still arguing over where it was exactly they parked their car.."

Daniel Ward, THE TIMES





Perfect for people on the move

There's no better travelling companion than the Brompton. There are no projections or loose parts and, with the frame or saddle as a handle, the folded bike is just like a small suitcase, lightweight and really easy to manage



On the train or bus, it tucks neatly into luggage space. 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 owi (or your fellow travellers') clothes..

So the folded Brompton is welcome on virtually all public transport, even where restrictions apply to normal bikes. On aircraft, you might hesitate before taking it on as cabin luggage, but there's no problem in checking it in normally (it's lovely hiking off at the other end), and of course one or more Bromptons can easily go in the car.



On the road, the Brompton is a revelation! The bike rides like no other folder (or small-wheeled bike for that matter) I have ridden." *Andrew Sutcliffe, BICYCLE ACTION*



"Folding bikes rarely make the grade as a Design Classic; they are simply full of too many compromises. The Brompton, however, stands head and shoulders above the rest" *Hilary Stone, CYCLING PLUS*



How do you take the healthy option for travelling about? How do you avoid reaching for the car for short trips? How do you save fares? How can you get quickly around town as the roads become ever fuller? You use a bike.

Fine, but then you have to worry about it being stolen: also it's seldom easy to take with you. And where do you keep it if you don't want the bike stuck permanently in the hallway? It's here that the Brompton really comes into its own.

It's the bike you keep in a cupboard or under the stairs. It's the bike that carries

lots of luggage or shopping and still rides OK. It's the bike you can pick up and take in with you when you get to the shops, the theatre, or the station. It's the bike to use when traffic or parking is a problem. It's also the bike to bring out for long rides in the country. You'll love its ride, you'll love the way it tucks into the smallest corner. It's practical and it's fun.

That's the Brompton solution.

"the Brompton is not a lash-up, or a package of compromises; it works - click! - because everything about it is right."
BYCYCLE



Except on the C-type, any combination of the options here can be factory fitted. All the options can also be retro-fitted on any model. Apart from saddle position, none of the options changes the size of the folded bike

Options and accessories

BROMPTON

Front-Carrier system

The Brompton **System** provides a highly convenient method for taking luggage on the bike as it only takes a moment to attach or release it. As the load is attached direct to the main bike frame, it has little effect on steering. The system is a delight to use, especially if you regularly need to take luggage or shopping with you.



At the heart of the system are a tapered block and a special frame which latches onto it. There is then a choice of three soft-luggage options which fit over this frame: all are badged for safety with a reflective Brompton mark. A shoulder strap (not shown) is available for the two panniers.

"During a long day in Holland most of which was spent in a meeting. I covered some 60km (and passed scores of conventional bikes) on a variety of surfaces.... I also tried the unique Front-Carrier System, with its briefcase-style bag. This proved ideal for the trip, with separate compartments for documents, a change of clothes, lights, etc and is instantly detachable."

Chris Juden, CTC Magazine





Battery Lighting System (L-type and C-type)

The powerful six-LED Basta rear lamp (L) stays fixed to the bike, lightweight and safe from damage when carried around. The Catyeye front lamp (M) is removed for folding, using an easy quick release. The set comes complete with batteries and with the front lamp removed weighs 140gms (Complete 350gms).



T-type Dynamo System. Standlights for when stationary

The 'STEADY' version of the Basta rear dynamo lamp (N) stays on for four minutes after you have stopped; a great safety feature. For the front, the Cateye battery lamp (M) can be fitted, its large switch handy for frequent operation.

A - Front Carrier Block and Clip - 100gms

A mounting kit is provided and the block has a sprung clip to keep luggage in place when riding. The block does not project from the folded package.

B - Cloth Pannier - 1380gms

A handy and practical holdall made from tough waterproof polyester fabric. The main compartment has a divider for keeping papers separate from other articles. At the back, there are two pockets for items such as tools, maps etc. All the compartments have zip-fasteners. Capacity 22 litres.

C - Folding Basket - 1340gms

Using the same material as the panniers, provides a large, open-top container which is 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.

D - Touring Pannier - 1670gms

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 stuff the things you need during your ride. Total internal capacity approx 28 litres.

Front-Carrier Frame - 690gms (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.

E - Rainproof Cover - 55gms

The Brompton rainproof cover keeps your luggage dry in heavy rain. An elasticated hem keeps it in place and when not in use it takes up next to no space.

F - Cover and Saddle-Bag - 240gms

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

G - Brooks Leather Saddle - Extra 420gms

Made for Brompton, this beautiful traditional saddle will give years of comfortable riding. For real refinement specify a titanium frame (235 gms lighter and with more spring).

Saddle Height and Riding Position

With the standard seat pillar, the saddle can be up to 965mm from the ground (730mm from the bottom bracket). The three options below allow extra height or a closer reach to the handlebars (small fore/aft adjustments to the handlebar can also be made).

H - Extended Seat Pillar- Extra 150gms

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

I Telescopic Seat Pillar - Extra 295gms

Permits a saddle height up to 175mm higher than normal, yet when lowered the saddle projects only 30mm from the folded package.

Saddle Adaptor Pin - 125gms (not shown)

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

Tyres

The standard Brompton tyres (42FL 'YELLOW') are exceptionally free-running, durable and lightweight, with a low risk of punctures. This risk is even lower with the following options:

J - Brompton Kevlar tyres 42 FT GREEN

The Kevlar belt under the tread barely affects the free running qualities and you can almost say goodbye to punctures.

K - Schwalbe Marathon tyres

A little heavier (110gms per pair) than the Brompton tyres and not quite so free-running, but with a particularly robust construction:

- * Built-in Kevlar belt as on the 42FT
- * Deep uni-directional tread for better grip off-tarmac
- * Thicker sidewall to lower the risk of pinch-punctures



The range comprises five models: the relatively inexpensive C-type, with 3 speeds, and the more sophisticated L- and T-types, where you have a choice of 3 or 6 gears. The engineering of the frame itself is broadly similar for all models.

On the L and T models, much of the componentry is made specially for Brompton, which transforms the feel and ride of these bikes: also the Brompton folding pedal is standard. If you expect to be a regular user, it's best to opt for one of these. For a small charge, these models can be specially built to order, using any of the Brompton colours and options

The choice of bikes



Main frame

Extremities (Forks, handlebar support and rear frame)



Black Blue Green Ivory Red Silver *Turkish Yellow Black Green Red Silver Turkish



Special Colours

Available on bikes made to order. You can choose all one colour, or opt to have extremities and main-frame different (which allows some striking combinations). The special-colour surcharge is higher if you choose silver.

* With Turkish for the main frame, we recommend that the extremities are also Turkish.

C-type (C3, far left)

Effectively a Brompton in basic form, the C3 has all the fundamental advantages of the Brompton design; though it's designed for occasional fair-weather use, it's still fine for riding hard or far. The C-Type is red and has no mudguards. It cannot be made to special order, but any Brompton option can be fitted retrospectively.

L-type (L3 or L6, near left)

Of the two models L and T, the L-Type is the simpler and lighter. Although it lacks a rear carrier, the optional front luggage system can take care of most day-to-day needs. And for riding after dark, Brompton battery lights can be fitted without affecting folding. Standard colours: Green all over, or Red with Black extremities

3-Speed

The highly efficient Sram 3-speed hub, proven over many decades, has a gear change which couldn't be simpler. For many users the three well-chosen ratios are fine, ideal for general use and around town.



6-Speed

A second sprocket on the rear hub serves to give 6 evenly spaced gears with a range of 213%. The unique derailleur mechanism, designed and made by Brompton, is compact and doesn't affect folding. Changing gear is easy. For both triggers, up gives a higher gear, and down a lower gear. Maintenance is minimal (though the changer may need cleaning after a muddy ride). With its very low transmission losses this multi-gear system is the right choice for touring and for riding in hilly areas.



T-type (T3 or T6 centre)

Equipped with a modern dynamo-powered lighting system as standard, and also a rear rack: these don't change the folded size, but add perceptibly to the weight. However, it's a great convenience to have lights permanently to hand on the bike and with the rear and front carriers together, you can really take lots with you. Standard colours: Green or Black.



Special Gearing

The standard gear ratios are given overleaf. On made-to-order bikes we can also supply gearing as follows:
*6-speed models, 12% lower
*3-speed models, 12% or 18% lower

General specifications

Weight Range	10.7-12.8kgs	23.5 - 28.2lbs (see note 1)
Wheelbase	1015mm	40.0"
Bottom Bracket Height	270mm	10.6"
Saddle Height	(see note 2)	
Min	760mm	29.9"
Max A:	965mm	38.0"
Max B:	1022mm	40.3"
Max C:	1140mm	44.9"
Handlebar Height	1015 mm	40.0"
Folded Size	(see note 3)	
Height	565 mm	22.2"
Length	545 mm	21.5"
Width	250 mm	9.8"
Wheel Size	37/349 ETRTO	16x1 3/8"
Tyre Diameter	422mm	16.6"
Steering	Angle 72.4°: bearings Via" oversize	

Frame Low-carbon and Cr/Mo alloy-steel tubes with cast-iron/forged steel hinges. Brazed joints. Phosphate and polyester powder coat finish.

note 1 The weights of the standard models are given in the right hand column. The weights given here are respectively for:
a) a bare C3 with alloy chainset and fast tyres,
b) a fully equipped standard T6, including cover and saddle bag.

note 2 Dimension A is the maximum saddle height (from the ground) with the saddle mounted direct on a standard seat pillar. Dimension \hat{A} the height using an extended pillar, and dimension \hat{N} using a telescopic seat pillar. With wire framed saddles (heavier) or saddle adaptor pin, you can typically obtain dimensions 20-30mm higher than the figures given.

note 3 The size given is that of a three-speed with a saddle adaptor pin and with the left hand pedal removed; the folding pedal projects 20mm from this envelope: the five-speed is 7mm wider. Depending on rider preference, the saddle may also lie outside this envelope.



Specifications for individual models

Weight	C3	11.35kgs		
	L3	11.40kgs		
	L6	11.60kgs		
	T3	12.14kgs		
	T6	12.34kgs		
Tyres	C3	Raleigh Record, 5.3bar, Schrader valve		
	L & T - types	Brompton, free-running skinwall tyres, flexible, (60tpi) nylon carcass, 6.8 bar, Schrader valve Type 630 pattern sidepull calipers, Saccon City levers		
Brakes	C3	Brompton dual-pivot caliper at front. Brompton high-leverage caliper at rear, forged alloy Brompton levers		
	L & T - types	Reflectors only		
Lights	C3	Reflectors standard, battery lighting optional		
	L - type	AXA IQ Dynamo, Basta 425 halogen front lamp. Basta SL6 six-LED rear lamp: standlight(s) optional		
	T - type	42.8"	58.2"	79.2"
Gear Ratios	C3	46.5"	63.3"	86.1"
	Imperial	40.3"	46.5"	54.8"
	L3 T3	3.42m	4.65m	6.32m
	L6 T6	3.71m	5.05m	6.87m
meric	C3	3.22m	3.71m	4.38m
	L3 T3	4.38m	5.05m	5.96m
	L6 T6	5.96m	6.87m	
BB Cartridge	C3	Ritmo 127mm		
	L & T - types	FAG 119mm sealed unit		
Transmission	C3	Alloy cranks, 46T steel chainwheel, Sachs natural-finish chain, rear-sprocket 13T		
	L3 T3	Stronglight all alloy 50T chainset (44T for lower gearing). Sram nickel-plated chain with bevelled inner links. Standard rear sprocket 13T		
	L6 T6	As for L3 & T3, but two rear sprockets, 13T & 15T		
Pedals	C3	Wellgo, plain bearing, nylon frame		
	L & T - types	LH: Brompton Folding Pedal with precision bearing RH; Wellgo, sealed ball-bearings, 'Boron' axle, nylonframe		
Wheels	C3	As below, but with galvanised spokes		
	L & T - types	Alesa alloy rims, 28H, stainless spokes (front 14swg, rear 13swg), alloy front hub with sealed cup and cone bearings. Sram Spectro (Sachs) 3-speed rear hub.		
Pump	C3	Not fitted		
	L & T - types	Brompton/Zefal high-pressure with thumblock		



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 county riding: this can overstress the frame, and anyway the tyres and wheels are unsuitable.

Product specifications may be changed: weights and dimensions may vary slightly. ©2002

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