



Tech Spec

BROMPTON G LINE WITH ROLLER FRAME

Price: £2,499.

Sizes: S, M (tested), L.

Weight: 15.26kg (size M, as shown).

Folded size:

72×67×41cm

(claimed),

77×70×38.5cm

(measured).

Frame & fork:

Hinged steel main frame with front carrier mount, 68mm bottom bracket and ports for e-bike power cables. Steel rear triangle with 135mm dropouts and fittings for mudguard, rear rack and Brompton derailleur. Aluminium fork with 12×100mm thru-axle and fittings for mudguards, left-hand pedal storage and one bottle cage.

Wheels: 54-406

Schwalbe G-One Allround TLE tyres, 406×22 aluminium, tubeless-compatible rims, unbranded Center Lock disc front hub, Shimano Alfine rear hub, spoking: 24×1 front, 32×1 rear.

Transmission:

Brompton platform pedals (left-hand QR), 170mm Brompton

aluminium chainset with 54t chainring, square-taper bottom bracket, YBN 9-speed chain, 20-tooth sprocket, Brompton chain tensioner. Shimano Inter-8 trigger shifter, Alfine 8-speed hub gear. Eight ratios, 29-88in **Braking:** TRP C1.8 (HD-EU818) hydraulic disc brakes, flat-mount callipers and 140mm Center Lock rotors.

Steering & seating:

Brompton ergonomic grips, 31.8×640mm riser bar, Brompton size M aluminium stem with bottle cage mounts, Brompton threadless headset. Brompton Superlight saddle with CatEye light mount, 31.8×595mm Brompton extended seatpost, G Line aluminium seat clamp.

Equipment: 72mm-wide chromoplastic mudguards, Brompton rear roller frame, front luggage block, Brompton/CatEye LED rear light, bell.

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stems with more height and reach. The sizing feels more like M, L and XL. I'm about average male height (177cm or 5ft 9ish) and the medium G Line was too big. The extended seatpost was 15cm (6in) too long at full extension – too long to correct with Brompton's saddle height insert – and the stem was too high. So I couldn't instantly set the saddle height and I had to sit more upright than I wanted. By contrast, the small has a slightly shorter stem and a standard-length seatpost that should fit riders with an inside leg measurement of up to 33in.



Top: There's one G Line frame with three different sizes of stem and seatpost

Bottom: The familiar Brompton luggage block

on itself, enabling you to push the bulbous Anchor Bolt on the fork into a hole by the rear dropout. There's a catch here to hold the anchor bolt but I found that it never engaged firmly, so the folded bike could easily flop apart – and often did.

The next step is to sit the bike upright, balanced on the wheels and the Metro Transit Rack's casters. Then you lower the handlebar and secure it with a rubber strap. Finally, you remove the quick-release left-hand pedal and stow it on the chainstay. You're left with a tall but narrow package you can roll into tight

places. Note that for the smallest folded dimensions, you'll also need to adjust the handlebar angle and position with the quick-release Andros stem.

The folding procedure is clever but always felt awkward to me, and the fact that the anchor bolt was insecure was a source of irritation. I thought it might have been worn but the same thing happened with a replacement bolt that Tern sent after the original fell off while I was riding.

Components

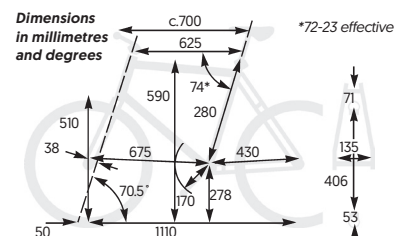
If the G in the G Line name stands for gravel, the tyres would explain that. They're 54mm Schwalbe G-One Allround tyres with a dimpled tread that suits light

The G Line frame hasn't simply been scaled up. The geometry has changed, too: a slacker head angle combines with the bigger wheel size to give more trail. Additionally, the front wheel has a thru-axle, and the frame hinge catches have stops so they can't fall out when the bike is folded and stashed in a car boot.

Frame & folding: Tern

Like the Brompton, the BYB's frame folds into thirds rather than halves. That's why it's smaller than Tern's Link models, which also have 20in wheels.

First you lower the saddle – two clamps as it's telescopic – and point it rearwards. Then you undo the two frame clamps so the front end can Z-bend back



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