



FARAN 2.0

DESIGN NOTES &
PRODUCT OVERVIEW

**FIT
FUNCTION
FORM**

 **FAIRLIGHT**



DESIGN IS EVERYTHING

It's been a long time coming but at last we are able to release the Faran 2.0. Demand for the Strael 2.0 and the Secan has continued to be unrelenting, so up until now we've struggled to have enough production capacity to produce this new model. The benefit of having that extra time has meant a continued period of focus on the design; to conceptualize, to refine, to evolve and to question every decision. Design is everything to this business, it's our foundations, so we take it seriously; hopefully without pretense and always grounded in real world riding. We understand that ultimately the product can only speak for itself, we trust it is a reflection of the work that went into it.

THE CONCEPT

The Faran is all about utility and versatility; gravel rides, audax, randonneuring, touring, commuting. It is the sort of bike that you will become very attached to as you rack up the miles together. As the seasons and years pass, racks and cages will be bolted on or taken off, wheels & tyre sizes will be experimented with; it's form, capability and loading capacity will evolve to reflect your riding style. That is the beauty of bikes like this and indeed of the material itself. I think on some level every cyclist has the desire for self sufficiency and escape and it's this idea which drives the utilitarian design ethos of the Faran.

Many of the design features of the Secan are carried across to this new model, they sit together in the same family of products. The new geometry means it handles well with a front load such as a rando bag and/or panniers, but ride it unloaded and it feels agile and precise. The frameset features a custom tubeset by our friends at Reynolds, Fairlight x Bentley dropouts, an all new thru-axle flat mount steel fork, full dynamo integration and mounts for every rack and cage set-up you can imagine. This document will outline everything you need to know.

Dominic Thomas – Co Founder and Bike Designer

FRAMESET GALLERY











TUBING



Reynolds 631 DZB Down Tube - Custom for Fairlight

This is the same down tube that we use on the Secan, but in 631 rather than 853. The difference is that 853 goes through a heat treatment process to add extra strength, either for when using very thin walled tubes (like on the Strael 2.0) or when the terrain calls for it .i.e. on the Secan where the more compact frame and stiff carbon fork can have you flying down mtb trails without knowing. But 631 is plenty strong!

The tube starts life as 34.9mm round tube but is ovalized at both ends to become 30 x 40mm. The ovals oppose each other; the 40mm horizontal oval at the BB shell adds lateral stiffness, where as the vertical 40mm vertical oval at the headtube resists the braking and ground forces from the most highly stressed area of the bike. In the case of the Faran [with a standard 36mm headtube] the vertical oval also gives the strongest weld.

The tube has double zonal butting, which means an extra butt at the headtube end for strength. The butt profile is 1.0/0.8/0.5/0.8. We use a small gusset at the head tube end to provide extra strength for heavy front loading and for more severe terrain.

Reynolds 631 Seat Tube

We use a standard butted 631 seat tube designed for a 27.2mm seat post. The majority of the tube is 28.6mm in diameter, where as the top section is externally butted to 29.8mm to give the correct inner dimension for the seat post and to provide extra surface area for the top tube and seat stay welds. The tube is butted 0.9/0.6/1.2.

68mm Threaded BB Shell - 39mm Diameter

Tried, tested, proven. We are huge advocates of the standard 68mm threaded BB shell. There are a large number of press fit designs in the market, which really only exist due to carbon frame evolution. The larger physical size of the material/tubes means that real estate in the BB area is tight so the internal press fit cups/bearings help create space. A number of carbon makers are now moving to the T47 threaded solution which seems a much sounder standard [versus press fit] but the BB choices are still very limited and on a steel frame the extra shell diameter is simply not needed. On aluminum and Ti frames there are good reasons (tube sizes) to consider moving to T47 but on steel there is not. Our 40mm wide down tube combined with round chainstays means there is ample BB stiffness. Regarding standards/trends we absolutely avoid the box ticking culture of our industry. For reliability, servicability and sourcing of parts the 38mm threaded shell still reigns supreme on steel frames.





Reynolds 631 Top Tube - Custom for Fairlight

As with the down tube, we share the Secan top tube design with the Faran. Again using 631 versus 853. The tube starts life as a 25.4mm round tube and is fully ovalized to 20 x 30mm. This tube is really critical in providing the excellent comfort of our frames. The stiffness in the horizontal plane is equivalent to that of a 30mm tube, while the narrow 20mm tube in the vertical plane means it provides excellent comfort, effectively flexing as the wheels try to move away from each other under load. A more standard round 28.6mm or 31.8mm top tube would be torsionally (twisting forces) stiffer, but we design the downtube and top tube to work together in how they deal with the various loads/forces. The tube is butted at 0.8/0.5/0.8.



4130 Machined and Relieved Head Tube

The headtube is 37mm in diameter but relieved down to 36.25mm, apart from at the ends where it remains at 37mm to provide sufficient wall thickness for fitting of the headset cups. The internal measurement is 33.95mm and is designed to accept a 1 1/8" steerer tube with a standard external cup headset. For this reason the frame is not compatible with tapered steerer forks and is designed to be used with the steel fork that comes with that frameset. A 1 1/8" (28.6mm) steel steerer tube with good wall thickness is plenty stiff enough. I've seen a trend recently for steel forks with tapered steerer tubes but they are incredibly heavy and overbuilt in my opinion. I would only consider one on a dedicated mountain bike where the fork was replacing a longish travel suspension fork (therefore a long axle to crown length) to provide a lot of load carrying capacity.

14mm 4130 Non-Taper Seat Stays

The exact same seat stays as the Secan. Made from 4130 non heat treated steel they are 14mm in diameter and there is no taper. The wall thickness of the tube is 0.8mm. The majority of seat stays [on steel bikes] are 16mm in diameter and taper down to approximately 11-12mm by the time they reach the dropout. This is largely a hangover from when there were limited dropouts on the market and they were designed to accept a certain sized tube. As comfort is an important factor on this bike (especially on gravel or rough terrain, or when simply fatigued on long rides) we use a narrower 14mm stay. The wall thickness is sufficient to cope with large loads. Many dedicated touring bikes use 16mm or even 19mm seat stays to increase torsional stiffness when using large loaded panniers at both the front and the rear. To my mind a dedicated world touring bike is as niche as something like a crit bike, I mean how often is it being ridden with full world touring set up? So the priority here is to focus on ride quality so that for commuting, long rides such as audaxes/randonneurs, or bike-packing weekends in the hills, it feels like a performance bike. Especially as we see a trend towards front loading combined with bike packing gear we've kept the frame focussed on ride quality. Of course you can run a front and rear rack without any issue and it will feel great but if you are carrying the world on your bike it needs to be very stiff and overbuilt.





19mm 4130 Custom Formed Chainstays

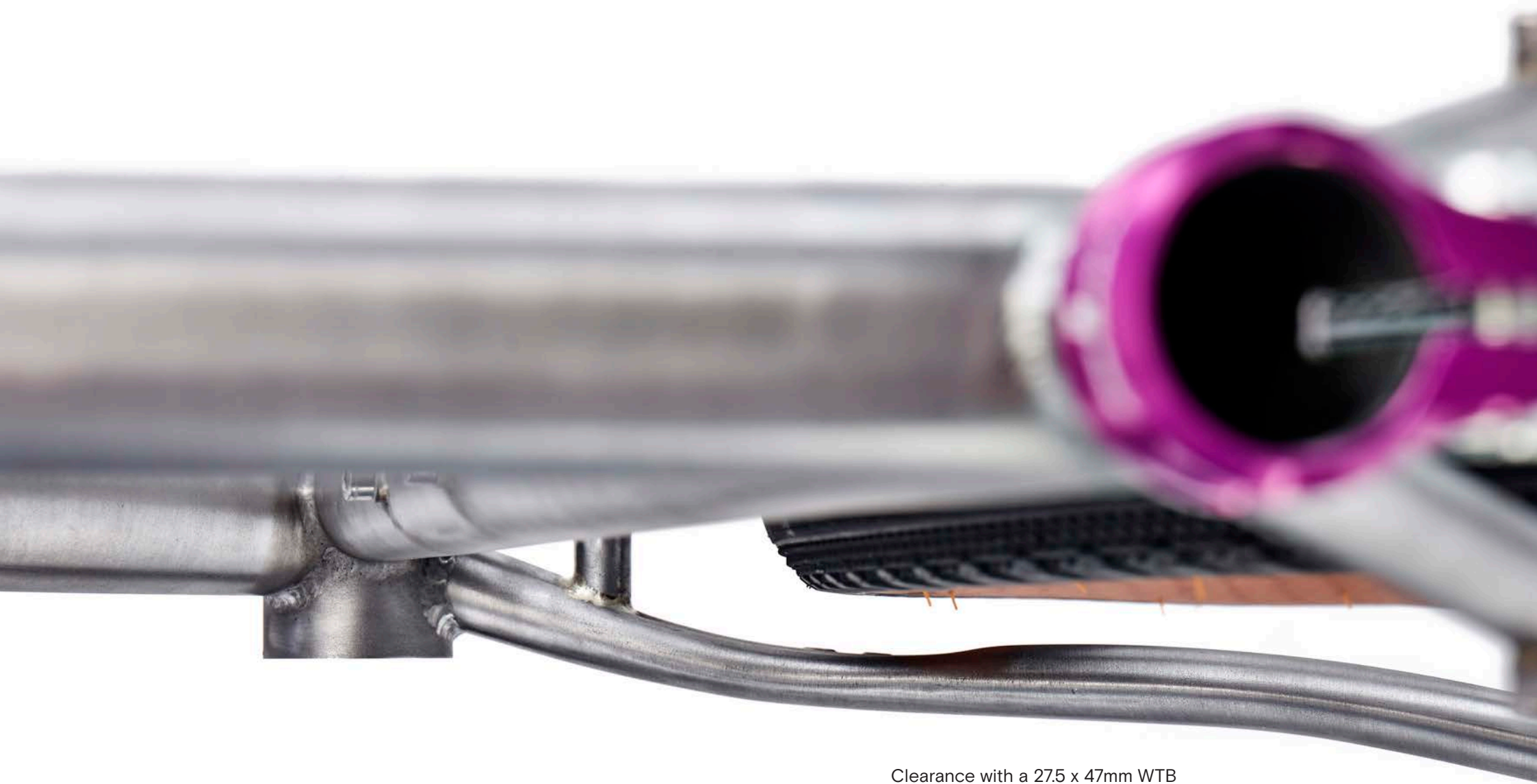
The exact same chainstays as the Secan. We share the tooling and forming for both models. Same chainstay length and same clearances for tyres and chainset.

The chainstay is a non heat treated 4130 chromoly steel in 19mm, with a wall thickness of 0.9mm. We order the tubing from the mill and all of the tapering, ovalizing and bending processes are done at our frame factory. The bending is complex and relatively severe so we use a softer steel with a thicker wall to make workability easier and to reduce the risk of fatigue from the forming.

As with the Strael, the tube stays round at the BB shell to give max stiffness. Typically chainstays are vertically ovalized to make tyre and chainring clearance easier, it gives a perception of stiffness because 'side-on' they look large. The reality is they are big and stiff in the wrong way. Pedalling forces are horizontal and ground forces are vertical so they should be wide in the horizontal plane and as narrow as possible vertically. These chainstays are difficult to design and to make but they are key to the ride quality.

There is a whopping 68mm clearance between the chainstays which allows for clearance of a 27.5x58mm tyre. Maximum 700x45mm because of the seat tube. The frame is compatible with a max 50-34 double chainset and a 44T single ring.

The chainstay length is 430mm, only 12mm longer than the Strael 2.0.

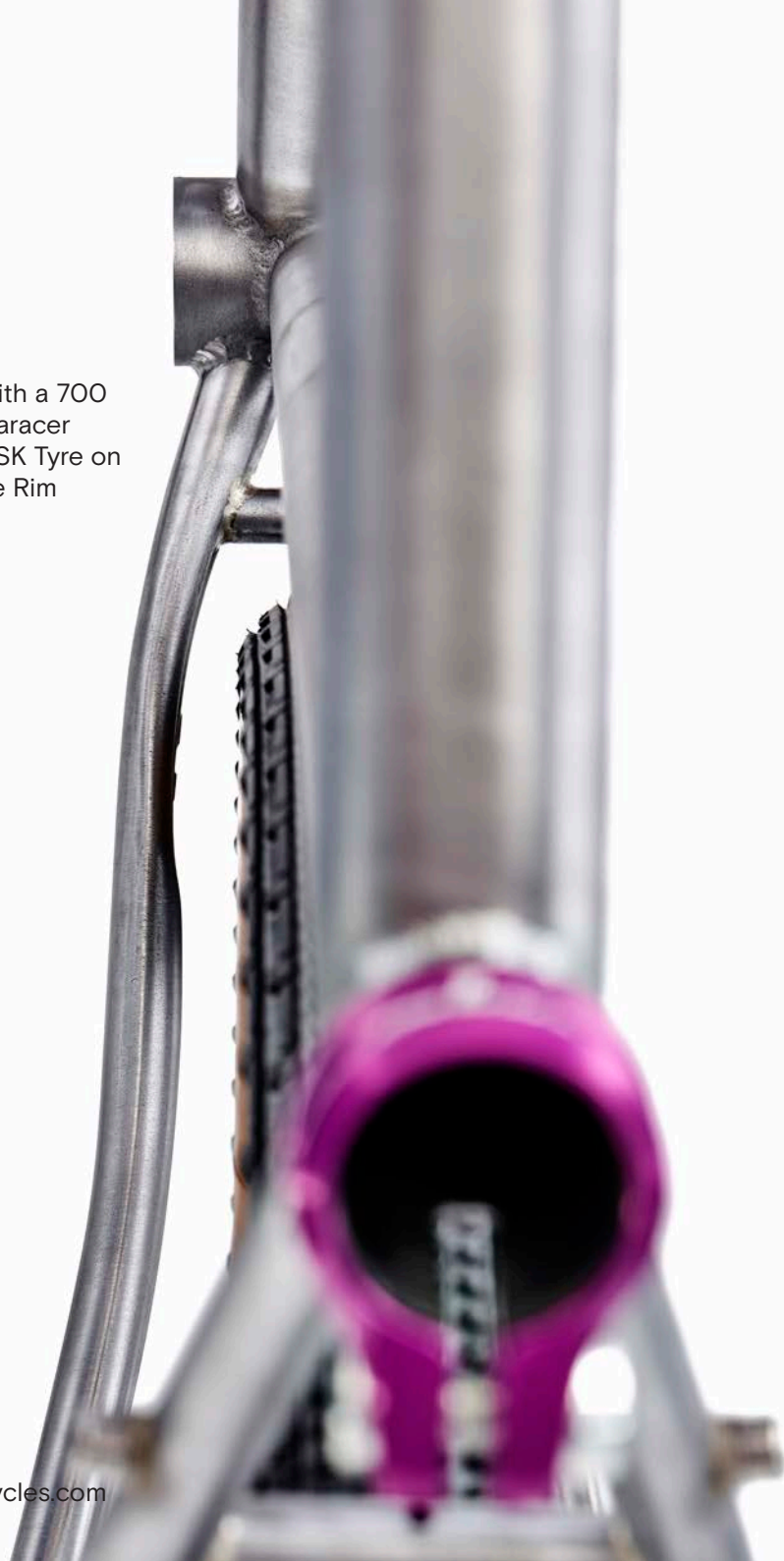


Clearance with a 27.5 x 47mm WTB
Byway Tyre on Hope XC Rim



Clearance with a 27.5 x 2.4" Continental
X-King Tyre on Hope XC Rim

Clearance with a 700
x 38mm Panaracer
Gravel King SK Tyre on
Hope 20Five Rim



Clearance with a
27.5 x 2.25" WTB
Ranger Tyre on
Hope XC Rim



BOTTLE MOUNTS



The frame has 3 x bottle mounts. The mounts on the seat tube are supplied with 2 x 3mm standoff washers so that a front derailleurs band can be installed beneath the bottle cage. The mounts on the underside of the down tube are supplied with 2 x 8mm standoff washers so that the bottle cage clears the gear cables and the brake hose. All the standoff washers are made from stainless steel.

The seat tube and down tube bosses are positioned as low as possible to give room for a half frame bag.

58 & 61 Frames: We realise that the low cage position on the seat tube might be a bit of a stretch for the tall guys; therefore on the 58 and 61 sizes there is a 3rd boss on the seat tube to mount the bottle cage higher if you wish.

DROPOUTS



Fairlight x Bentley Dropouts

We collaborated with my friend and ex-colleague Mark Bentley (aka Bentley Components) to help design and prototype our dropouts. He is an extremely talented engineer and maker. We use a combination of laser cut steel plate, turned stainless steel inserts and a CNC machined aluminium brake mount to produce a dropout that is light, functional and elegant.

The dropout has not been made to look like something else, nor imitate another material. All of the function is on display. If you saw the dropout and knew nothing about bikes, you would know straight away it was a technical part of high quality and that it had been made for a specific functional purpose. Use of steel plate and brazed inserts allows us to use well practiced methods in the factory. The mechanical fixing of the aluminium part [to the steel plate] is because it is the easiest way to join the two

materials, the fact it then becomes modular is a bonus. Beyond the position of the contact points we then focus on aesthetic and weight. We match the shape of the aluminium part to the profile of the steel plate. Internal bores for bolt heads and cut aways to save a few grams, even a machined pattern detail on the top. You'll likely never see it, but we know it is there. The ends of the stays are ground and hand filed to give a seamless transition between the tubes and the plate; these techniques are usually only reserved for the custom world. The brass or stainless steel washer reduces brazing and offers a space for subtle branding and useful torque info. A contemporary design, with a nod to the tried & tested methods of the past.





MODULAR CABLE GUIDES

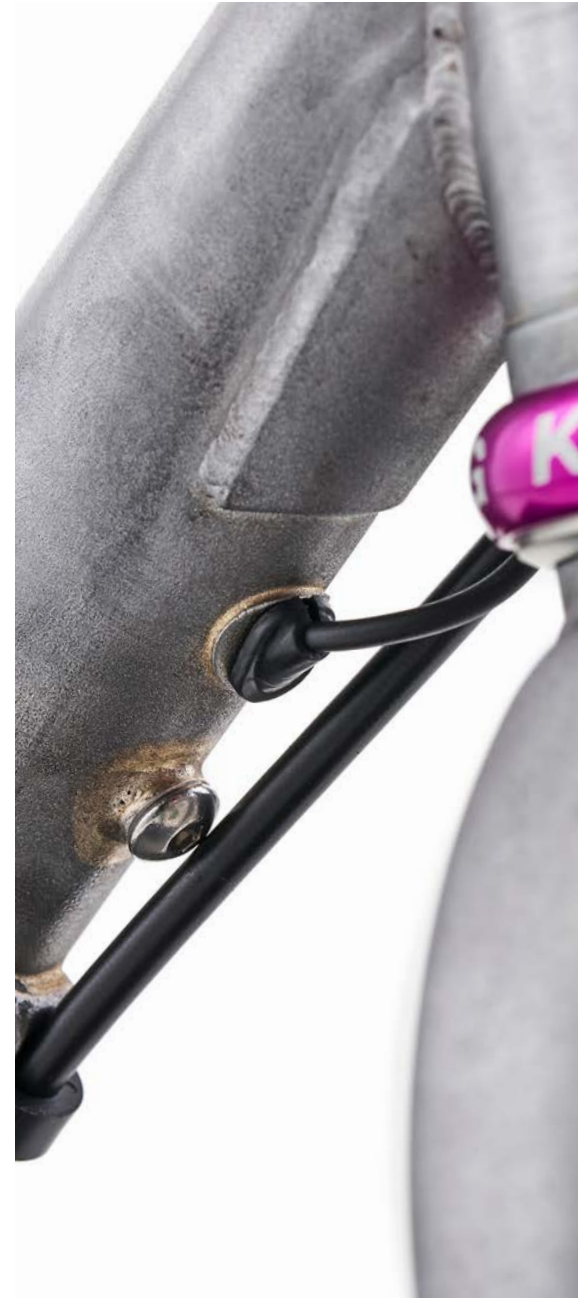
Modular Cable Guides

We use this system on all of our models. The cable guide is 3D printed which allows us to design and manufacture the intricately detailed part without requiring CNC machining or injection moulding. The guide is made from PA2200 Nylon which is strong and smooth. It has good chemical resistance and there is no strength degradation from UV exposure. The nylon has just the right level of malleability so that the surfaces fit together well with no risk of creaking. It is almost the perfect material for this application.

The part is beautifully simple and it only requires a single M5 threaded boss to secure it. It then utilizes an integrated peg/pin which inserts into the di2 hole to locate the part and stop it rotating. In the centre of the location peg is a 4mm hole which allows dynamo rear lights to be routed internally. A grub screw keeps the hole sealed when not in use. More on this feature further down in the lookbook.

There are specific guides for 1x and 2x. For using Di2 simply use the standard 6mm port below the guide. For Sram etap a 6mm rubber bung is provided to cover the Di2 hole.







For extra clean lines, we recommend that when using Di2 you shrink wrap the Di2 wire to the brake hose. We do this as standard on all our Di2 full bike builds.

FORK



Faran 2.0 Fork

A key part of the Faran concept is the use of a steel fork and a 'commitment to utility'. Compatibility with every rack and cage you can imagine and an extremely high loading capacity. We used a unicrown fork design which in my opinion is the best way to make a steel fork for this type of bike; the simplest design and the strongest. Lugged forks with curved blades track the ground better than any other fork in my opinion and thus are very comfortable, but diving into a corner at high speed [especially when loaded] I'd rather be riding a unicrown fork. Additionally they can be made lighter because of the increased structural strength of the welded legs. This is a thoroughly modern steel fork. Here are the key features:

- Fork axle to crown length of 408mm. Fork offset of 60mm.
- 4130 28.6mm legs tapering to 18mm at the tips. Butted at 1.4/0.8 mm. The 1.4mm section is at the crown end which is the area of highest loading. A large 0.8mm section ensures good weight.
- 1 1/8" steerer tube. 350mm long.
- 100 x 12mm thru axle dropouts. Supplied with axle. Axle length is 124mm and thread pitch is M12x1.5.
- Flat mount brake fitting. Compatible with 140/160mm.
- Dropouts have rack mount eyelets on the rear. Brazed on barrel mounts 30mm above the dropouts for installing a front pannier rack. We use barrel mounts versus traditional eyelets for extra strength with high rack loads. Also mid blade mounts for pannier rack.
- Barrel mounts for installing a randonneur type rack such as the Nitto M18.
- Front and rear M5 mounts in the crown. Front for light mount or rando rack, rear for mudguards. We chose threaded bosses versus a hole as they can be adjusted independently and it makes for a lot easier fitting.
- 2 x 7.5mm holes for internal dynamo wire routing. Supplied with blanking grommets as well as specific grommets for SON and Supernova wires.
- 4 x bottle/adventure cages mounts on each leg. Positioned at 30 degrees. We use 4 mounts rather than 3 as the lengths, radius and widths of adventure cages varies a lot. This ensures all cages will fit. Also supplied with 6 x 3mm standoff spacers for extra adjustment.





Pictured with a Nitto M18 rando rack and a pair of King cage 'many things' cages. We are now stocking these cages.



Pictured with a Nitto M18 rando rack and a Tubus Tara front pannier rack. For both front and rear racks we recommend Tubus.



The clip on the front of the leg keeps the dynamo wire well away from the tyre. Pictured with a 27.5 x 2.2" Continental Race King tyre on a Hope Fortus XC 23mm rim.







The clip on the front of the fork leg has a secondary purpose of positioning the Coaxial Junction Box for easy access. You can use this junction box to connect a charging device to the dynamo. This means you no longer have to use piggy back spades if you want to run a charger with the front lamp. Our new fitted light sets come with the 'in-line' junction box as standard.

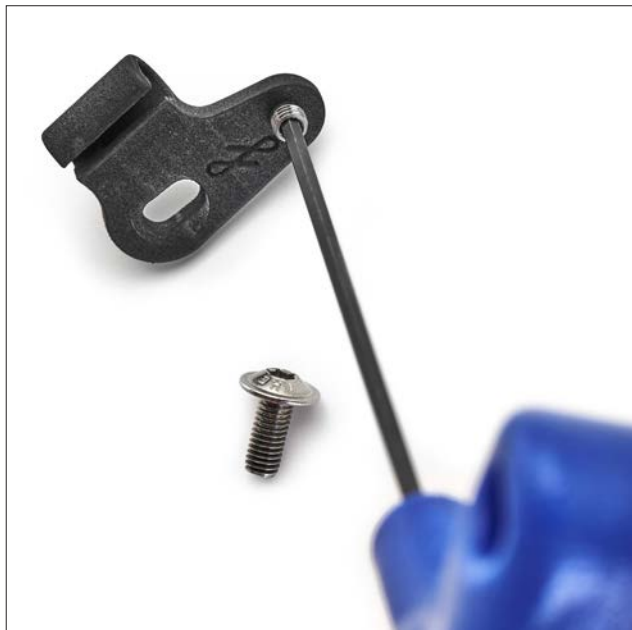




REAR LIGHT ROUTING

Rear Light with Mechanical Gears

As already mentioned in the cable guides section, our modular 1x and 2x cable guide are fully dynamo compatible. Simply remove the grub screw to reveal a 4mm hole for the wire to be routed through. The hole size is compatible with SON and Supernova wires.



Rear Light with Di2

If using Di2 then the dynamo wire needs to be routed through the M5 boss which is used to secure the cable guide.

For etap put a blanking bolt into the M5 thread and use the 6mm Di2 hole for the dynamo wire. The frame is supplied with a rubber grommet for the wire.



Dropout Mounted Lamp on Drive Side with Mechanical Gearing

In choosing locations to mount a rear dynamo light, my preference is to mount it on the dropout. Or on the back of a rack or the back of the mudguards, but only if either is planned to be permanent. The problem with rear lights mounted on the back of the seat tube or back of the seat post, is that they can be obstructed by saddle packs, especially on smaller frames. I like this dropout location as other parts can be fitted or removed without it affecting the light, apart from maybe having to space it out or change eyelet. The other benefit is that the light marks the edge of the bike and thus a driver is likely to give you more space.

If mounting the light on the drive side then there are 2 x 7.5mm ports to choose from. In this instance we've used the top one and shrink wrapped the wire to the derailleur housing.

Grommets are supplied with the frameset/bike for SON and Supernova wires.



Dropout Mounted Lamp on Drive Side with Di2 Gearing

If using Di2 and a dynamo then we recommend using the port on the underside of the chainstay for the Di2 wire and using the port on the top for the dynamo.

For etap you can choose to use either port for the dynamo and use a blacking grommet in the other.





Dropout Mounted Lamp on Disc Side

If you ride on the right hand side of the road (most of Europe and the US) then we recommend that you mount the light on the disc side. There is a port on the underside of the chainstay and we've added an M5 thread and clip into the bottom of the aluminium brake mount. The result is super clean routing of the wire.





Rear Rack Mounted Light

We recommend Tubus rear racks and you can route the wire directly into the rack leg. The additional wire routing clip is supplied with the frameset/bike.



Simply drill a 4mm hole into the rack for the wire to enter/exit.

Please note: This will almost certainly void the warranty of the rack but is a relatively common modification in the custom world. With the wall thickness of the rack tubing it won't cause an issue.



Routing for Chainset Axles Larger Than 24mm – to Driveside

If using a chainset with an axle larger than 24mm (e.g. Sram Dub-29mm, Praxis-30mm, Hope-30mm) then there is not enough room to route the dynamo wire through the BB shell. Therefore we have an additional 6mm dynamo port at the base of the downtube so the wire can enter/exit in front of the BB shell.

If mounting the rear light on the drive side the wire can enter/exit back into the chainstay via another 6mm port, A clip on the BB cable guide holds the wire and keeps it tidy.

Mudguard Mounted Rear Light

If mounting a light on the back of the mudguard then we recommend exiting the wire at the base of the downtube, going over the BB (using the clip) and into the mudguard at the chainstay bridge. We recommend using aluminum tape (or similar) to route the wire along the inside of the guard.





Routing for Chainset Axles Larger than 24mm - to Disc Side

Again exit/enter the wire at the port in front of the BB shell. Then join the lighting wire to the brake hose using short sections of heat shrink, between the hose guides. Follow the brake hose all the way to the dropout where the dynamo wire can then be routed away from the brake hose by using the clip on the bottom of the brake mount.

GEOMETRY



A - FIT GUIDE		B - SEND BIKE FIT DATA	C - MEASURE BIKE																					
<p>This is not an online bikefit; it is a guide to help find the best bike geometry for your proportions.</p> <p>The way it works:</p> <ul style="list-style-type: none"> - Select your frame and input your height and inside leg measurements - Overall Frame size is driven by your height (e.g. 5ft9 = 54cm). - Frame Geometry is driven by your proportions (e.g. 54Regular or 54Tall). 																								
Frame	Choose frame...	<table border="1"> <thead> <tr> <th></th> <th>1st Choice</th> <th>2nd Choice</th> </tr> </thead> <tbody> <tr> <td>Too Low</td> <td></td> <td></td> </tr> <tr> <td>Low / Race</td> <td></td> <td></td> </tr> <tr> <td>Mid-Low / Sport</td> <td></td> <td></td> </tr> <tr> <td>Mid - Recreation</td> <td></td> <td></td> </tr> <tr> <td>Mid-Upright / Touring</td> <td></td> <td></td> </tr> <tr> <td>Upright / Comfort</td> <td></td> <td></td> </tr> </tbody> </table>			1st Choice	2nd Choice	Too Low			Low / Race			Mid-Low / Sport			Mid - Recreation			Mid-Upright / Touring			Upright / Comfort		
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Height	Choose...																							
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<p>1st Choice - What we feel will be the most compatible frame with your body.</p> <p>2nd Choice - Covers riding styles not obtainable using the first recommendation.</p> <p>Note: Even with our 'Proportional Geometry' bikes, riders with extreme body types (e.g. very long legs vs body) may be restricted in riding styles available.</p> <p>If you're unsure about using this guide just email us on mail@fairlightcycles.com</p>																								

The **Fit Guide Tool** can be found on all existing product pages on the website

PROPORTIONAL GEOMETRY

All Fairlight bikes have been thoughtfully conceived with the rider in mind. Everybody is different; our bikes are designed to account for differences in body proportions not just overall height. We call this 'proportional geometry'. We offer all of our frame sizes in (R)egular and (T)all versions so that you can find your perfect fit.

(R) REGULAR

Designed to be lower at the front and longer.
For people with shorter legs and a longer back.
Or, for those just wanting a lower, racier, riding position.

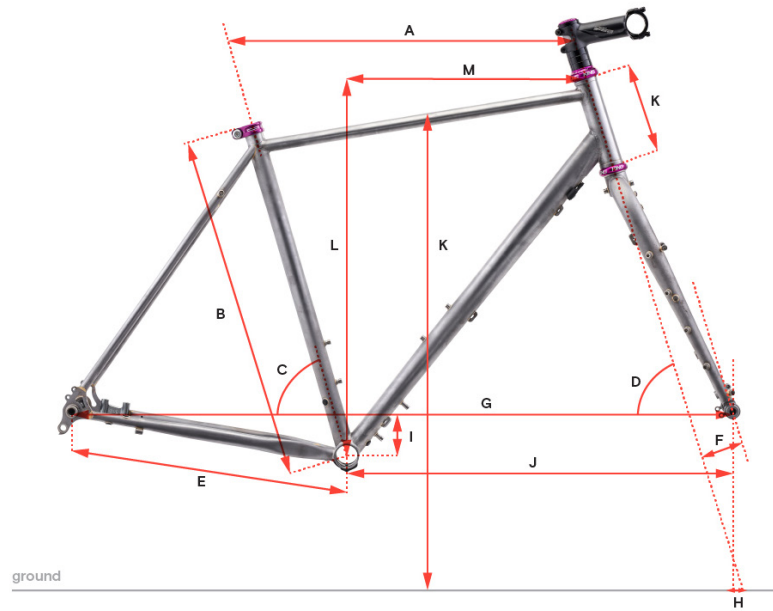
(T) TALL

Designed to be higher at the front and shorter.
For people with longer legs and a shorter back.
Or, for those wanting a more upright position.

FINDING THE RIGHT SIZE AND GEOMETRY

We always recommend having a bike fit; the benefits to your comfort and efficiency can be massive. This can only be done in person with a skilled bike-fit practitioner. If you've had a bike fit then you can send us your details and we'll provide you with a 'Fairlight Fit Report'. This recommends a frame geometry and the exact bike setup required to achieve your fit. If you go ahead with the purchase we'll set up the bike per your report.

If you haven't had a fitting you can use our online **Fit Guide Tool** to help find the right frame for you.



	Size	51R	51T	54R	54T	56R	56T	58R	58T	61R	61T
A	Top Tube Horizontal	535.9	534.7	547.5	548	565	563.7	583.5	582.8	597.3	597.9
B	Seat Tube (BB to top ST)	515	518	535	540	550	560	568	580	586	596
C	Seat Tube Angle	74	74	74	74	73.5	73.5	73	73	73	73.5
D	Head Tube Angle	71.5	71.5	72	72	72	72	72.5	72.5	72.5	72.5
E	Chainstay Length	430	430	430	430	430	430	430	430	430	430
F	Fork Rake	60	60	60	60	60	60	60	60	60	60
G	Wheelbase	1022.6	1022.6	1029.7	1030.8	1042.4	1042.4	1051.2	1051.2	1064.4	1072.1
H	Trail - 650 x 47 = 685mm	51.3	51.3	48.2	48.2	48.2	48.2	45.1	45.1	45.1	45.1
	Trail - 700 x 38 = 697mm	53.3	53.3	50.1	50.1	50.1	50.1	47	47	47	47
	Trail - 650 x 2.2" = 702mm	54.2	54.2	51	51	51	51	47.8	47.8	47.8	47.8
I	Bottom Bracket Drop	77	77	77	77	77	77	77	77	77	77
J	Front Center Distance	603.1	603.2	610.9	613	623.7	623.4	632.3	632	646.2	653.1
K	Head Tube Length	93	121	111	143	127	164	144	183	164	204
L	Stack	540.2	566.8	559.3	590	574.5	609.7	592.6	629.8	611.7	649.8
M	Reach	379.9	371.1	386.2	378	394.2	382.5	402.1	390.1	410.1	405
N	Standover height (with 650x47 tyre)	765.5	780.2	784.7	802.3	798.9	821.3	816.1	840.4	834.2	858.7
	Fork Length - Axle to Crown	408	408	408	408	408	408	408	408	408	408

Low-Mid Trail

On the Faran 2.0 we use low-mid trail to provide better handling with a front load and also fast 'road-like' handling when using no load and large tyres (e.g. road plus – 650 x 47 or 700 x 38-45). Trail with a 650x47mm tyre is 45-48mm depending on the frame size.

So what is trail? Trail [or mechanical trail] is the relationship between head angle, fork offset and wheel/tyre diameter. As the illustration to the right shows, it is the horizontal distance between where the front wheel touches the ground (line directly vertical from axle centre) and where the steering axis (governed by head angle) would intersect the ground.

So how does trail effect handling? Well, trail is what makes a bike want to straighten out when you aren't giving a steering input. The more trail a bike has the more it wants to self centre and vice-versa. By adding a load to the fork it makes the bike want to self centre more. So by this logic a high trail bike with a front load will have a large self centring force and so it will take more input to make the bike turn.

With the Faran we wanted to be able to carry a front load and keep good handling. So by reducing the trail the stability is reduced, but then a front load is added to give a desired stability, or rather that it is 'not too stable' with a front load and still stable enough when unloaded.

The other thing we need to take into account is 'pneumatic trail', which is the effect that a larger tyre contact patch (because of deformation under load) has on the stability of the bike. Effectively a larger tyre at lower pressure is more stable than a narrower tyre at higher pressure. An example of this is that a 700 x 28mm tyre has the same outer diameter as a 650 x 47mm tyre, so if both were used on the exact same frame, each at their recommended pressures, the mechanical trail number would be the same. However the 650 x 47mm tyre would feel more stable because of the larger contact patch, which represents an increase in pneumatic trail.

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Continued...

When designing the Secan we based the trail numbers to be roughly the same as the Strael and simply allowed for the fact that the increased pneumatic trail from the larger tyres (e.g. 650 x 47 vs 700 x 28) with lower pressures would provide the extra stability needed for gravel riding. The result was a bike that felt stable enough but still lively and engaging.

The theory with the Faran 2.0 was that by reducing the trail by approx 10mm (depending on frame size) versus the Strael/Secan you end up with handling that is very similar to the Strael (because of the increased pneumatic trail on the Faran from the larger tyres) but less stable than the Secan (pneumatic trail approx the same assuming same sized tyres, but the Secan has greater mechanical trail). The table below shows the mechanical trail comparison between Strael, Secan and Faran.

	54R	54T	56R	56T	58R	58T
Strael - Trail with 700 x 28 tyre - diameter 685mm	60.7	60.7	54.4	57.5	54.4	57.5
Secan - Trail with 650 x 47 tyre - diameter 685mm	65	62	58.8	58.8	55.7	55.7
Faran - Trail with 650 x 47 tyre - diameter 685mm	48.2	48.2	48.2	48.2	45.1	45.1

If you then add a front load to the Faran the stability increases and it becomes more like a Secan without a load. It depends on the size of the load of course.

So in summary, unloaded with 650 x 47 or 700 x 38-44 (..ish) tyres the Faran feels fast and agile, like a Strael. With a front load added the stability increases and it feels more like a Secan. Perfect for fast commutes on variable road surfaces, or weekend tours with a medium front load such as a rando/pizza bag and two fork packs.

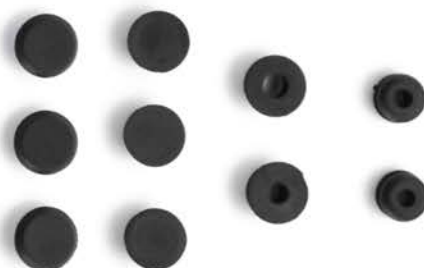
INCLUDED IN THE BOX



Please Note:
The framset/bike is only supplied with one brake mount (black or grey) as well as a brass or stainless steel washer plate.



Please Note:
The frameset is supplied with grommets for both SON and Supernova wiring.



Please Note:
The frameset is only supplied with either a 1x guide, 2x guide or a Di2 grommet set.



NEW WHEELSETS





arkane
WHEELWORKS

Handbuilt Wheels by Arkane Wheelworks

For the Faran 2.0 we have some new wheelsets for the full build options. These wheels are being built in house by master wheelbuilder Martin Muller aka Arkane Wheelworks. Martin has earned himself a great reputation in London for his top quality hand built wheels and for his overall knowledge of his craft.

We are pleased to be able to offer Martin's wheels within our range.

Instagram: [@arkane_wheelworks](#)
Email: martin@arkanewheelworks.co.uk



GRX600 Build Level Wheels - Shimano 105 Hubs On WTB KOM Light Rims

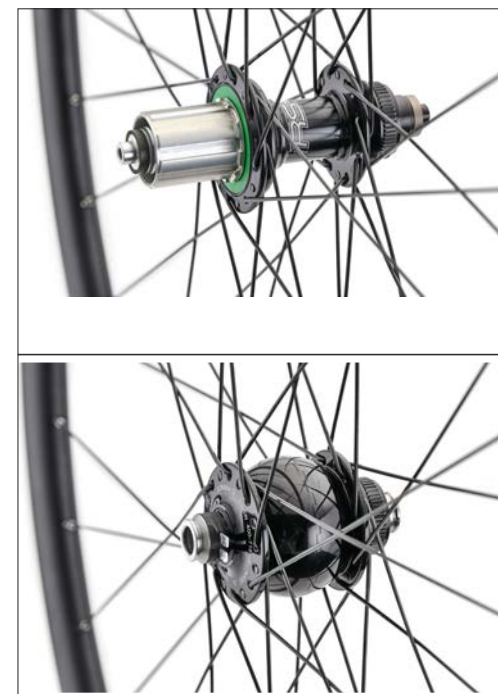
For the GRX600 full build options these are the standard wheelsets. Shimano 105 centrelock hubs built on to 32 hole WTB KOM Light rims and laced with Sapim spokes. Light enough for fast gravel rides, strong enough for touring.

The 700c version uses the KOM Light I21 rim with an internal width of 21mm.

The 27.5/650b version uses the KOM Light I23 rim with.... you've guessed it.... an internal width of 23mm.

The rims feature the WTB Tubeless Compatible System, TCS 2.0. Combined with WTB tyres (or other brands) they are a doddle to set up tubeless.





Hope 20 Five 700c Dynamo Wheelset with SON Deluxe Front Hub

These new wheels replace the Hunt Super Dura Dynamo wheels that we offered previously.

Standard Hope 20Five 32H rear wheel with RS4 centrelock rear hub. The front wheel is a SON Deluxe 32H centrelock hub laced to the same Hope 20Five rim.

Please note these will also be the 700c dynamo wheelset option on Strael and Secan.

Note: Available with black hubs only



Hope Fortus 23 650b/27.5\"

These new wheels replace the Hunt 650b Super Dura Dynamo wheels that we offered previously.

Standard Hope Fortus23 32H rear wheel with Pro 4 6-bolt rear hub. The front wheel is a SON 28 6-bolt 32H hub laced to the same Hope Fortus 23 rim.

Please note these will also be the 650B/27.5\"

Note: Available with black hubs only

DYNAMO LIGHTING KITS



SON Front Light - Fitted and Installed

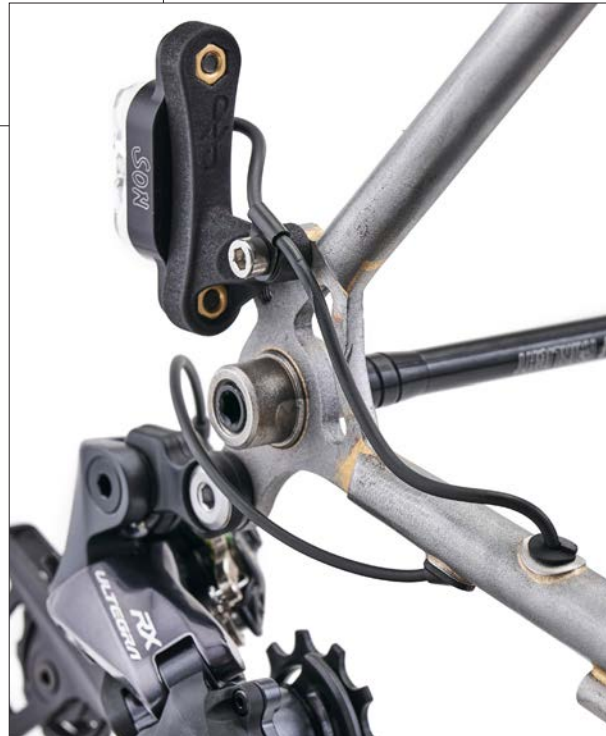
We are pleased to now be able to offer fitted dynamo light sets to go with our dynamo wheelset options. These are available fitted to our full bikes.

The front light kit includes the following and comes fully installed.

- SON Edelux 2 with 'in-line' Coaxial Junction box.
- SON CNC lamp bracket.
- SON Coaxial adaptor. This is a much neater solution than using traditional spade connectors

Price: £240 (price for non-EU: £200)





SON Front and Rear Lighting - Fitted and Installed

The front and rear light kit includes the following and comes fully installed:

- SON Edelux 2 with 'in-line' Coaxial Junction box.
- SON CNC lamp bracket.
- SON Coaxial adaptor. This is a much neater solution than using traditional spade connectors
- SON rear light with red lens (not a clear lens as per the photos)
- Fairlight dropout mount. Available for drive side or disc side.

Price: £300 (price for non EU: £250)

SPECS & PRICING

UK & EU Customers

All prices include UK VAT @ 20%

EU Customers will pay UK VAT (20%). This will continue to be the case for as long as the UK remains within the EU free market.

International Customers (Non EU)

Non EU customers will pay excluding UK VAT @ 20%.

The price for non EU customers is shown in grey in the price tables below.

Non EU customers will then be subject to local taxes and import duties when the goods arrive into your respective countries.

FRAMESET

Colours

There will be two colour options, these will be released in the 2nd lookbook in early September.



FRAMESET

SRP	£899 (€749.17 for Non EU)
Frame & Fork	
Frame	Fairlight Faran 631 - Rando/touring/utility
Fork	Fairlight Faran Steel Fork 100x12mm
Headset	Not included as standard - see below options
Seatclamp	Anodized Black Seatclamp with Threaded Insert
Axles	Fairlight 142x12mm Rear, Fairlight 100x12mm Front
Cable Guide	Fairlight 3D Print Cable Guide - 1x or 2x
Dimensions	
Headset	Upper - 44mm 1.1/8 Lower - 44mm 1.5
Front Derailleur	28.6mm Band On (Not Included)
Bottom Bracket	68mm Threaded English Cups (Not Included)
Seat Post	27.2mm (Not Included)
Hub Width	100x12mm Front, 142x12mm Rear
Add On Options	
Headset & Seatclamp - Fitted	
FSA Orbit X Headset	£30 (€25 for Non EU)
Hope Headset & Hope Seatclamp	£55 (€45.83 for Non EU)
Chris King Headset & Hope Seatclamp	£135 (€112.50 for Non EU)
Bottle Cages & Adventure Cages	
King Cage Iris Bottle Cage	£22 (€18.33 for Non EU)
King Cage Many Things Cargo Cage	£59 (€49.17 for Non EU)



SHIMANO BUILDS

	GRX 600 1X£1,999 (£1,665.83 for Non EU)	GRX 600 2X£1,999 (£1,665.83 for Non EU)	GRX 800 1X£2,449 (£2,040.83 for Non EU)
Frame & Fork			
Frame	Fairlight Faran 631 - Rando/touring/utility	Fairlight Faran 631 - Rando/touring/utility	Fairlight Faran 631 - Rando/touring/utility
Fork	Fairlight Faran Steel Fork 100x12mm	Fairlight Faran Steel Fork 100x12mm	Fairlight Faran Steel Fork 100x12mm
Headset	FSA Orbit X	FSA Orbit X	FSA Orbit X
Seatclamp	Anodized Black Seat clamp with Threaded Insert	Anodized Black Seat clamp with Threaded Insert	Anodized Black Seat clamp with Threaded Insert
Axles	Fairlight 142x12mm Rear, Fairlight 100x12mm Front	Fairlight 142x12mm Rear, Fairlight 100x12mm Front	Fairlight 142x12mm Rear, Fairlight 100x12mm Front
Groupset			
Chainset	Shimano RX600 40T	Shimano RX600 46-30T	Shimano RX810 40T
Rear Derailleur	Shimano RD-RX812	Shimano RD-RX810	Shimano RD-RX812
Front Derailleur	N/A	Shimano FD-RX810 with band on adaptor	N/A
Shifters	Shimano RX600 1X Hydro Shifters	Shimano RX600 2X Hydro Shifters	Shimano RX810 1X Hydro Shifters
Cassette	Shimano M7000 11 Speed 11-42	Shimano 105 R7000 11 Speed 11-34	Shimano M8000 11 Speed 11-42
Bottom Bracket	Shimano Ultegra Bottom Bracket Cups 68mm	Shimano Ultegra Bottom Bracket Cups 68mm	Shimano Ultegra Bottom Bracket Cups 68mm
Brakes			
Brakes	Shimano RX400 Hydro Flat Mount Callipers	Shimano RX400 Hydro Flat Mount Callipers	Shimano RX810 Hydro Flat Mount Callipers
Wheels 700c option			
Wheelset	Shimano 105 hubs on WTB KOM Light I21 rims 32H	Shimano 105 hubs on WTB KOM Light I21 rims 32H	Hope 20Five RS4 32/32 - Black Hubs
Tyres	WTB Byway 700 X 44C	WTB Byway 700 X 44C	WTB Byway 700 X 44C
Tubes	Continental Tour 700 x 32-47C	Continental Tour 700 x 32-47C	Continental Tour 700 x 32-47C
Rotors	Shimano SMRT70 C/Lock 160mm F&R	Shimano SMRT70 C/Lock 160mm F&R	Shimano Ultegra SMRT800 C/Lock 160mm F&R
Wheels 650B option			
Wheelset	Shimano 105 hubs on WTB KOM Light I23 rims 32H	Shimano 105 hubs on WTB KOM Light I23 rims 32H	Hope Fortus 23 27.5" - Black Hubs
Tyres	WTB Byway 650B X 47C	WTB Byway 650B X 47C	WTB Byway 650B X 47C
Tubes	Continental MTB Light 27.5 x 1.75-2.4	Continental MTB Light 27.5 x 1.75-2.4	Continental MTB Light 27.5 x 1.75-2.4
Rotors	Shimano SMRT70 C/Lock 160mm F&R	Shimano SMRT70 C/Lock 160mm F&R	Shimano SMRT86 6-bolt 160mm F&R
Finishing Kit			
Handlebar	FSA Adventure Compact	FSA Adventure Compact	FSA Adventure Compact
Seat Post	FSA Gossamer 27.2mm	FSA Gossamer 27.2mm	FSA SI-K Carbon 27.2mm
Stem	FSA Omega	FSA Omega	FSA Energy
Handlebar Tape	Pro Pu SI Black Tape	Pro Pu SI Black Tape	Pro Pu SI Black Tape
Saddle	Fabric Scoop Shallow Elite - Black/Black	Fabric Scoop Shallow Elite - Black/Black	Fabric Scoop Shallow Elite - Black/Black
Pedals	Not Included	Not Included	Not Included
Upgrade Options			
Headset & Seat clamp Upgrade			
Hope Headset & Hope Seat clamp	£55 (£45.83 for Non EU)	£55 (£45.83 for Non EU)	£55 (£45.83 for Non EU)
Chris King Headset & Hope Seat clamp	£135 (£112.50 for Non EU)	£135 (£112.50 for Non EU)	£135 (£112.50 for Non EU)
Wheel Upgrades 700c			
Hope 20Five RS4 32/32 - Black	£200 (£166.67 for Non EU)	£200 (£166.67 for Non EU)	N/A - Standard Spec
Hope 20Five RS4 32/32 - All Other Colours	£250 (£208.33 for Non EU)	£250 (£208.33 for Non EU)	£50 (£41.67 for Non EU)
Hope 20 Five RS4 with Son Deluxe Dynamo - 32/32 - Black only	£375 (£312.50 for Non EU)	£375 (£312.50 for Non EU)	£175 (£145.83 for Non EU)
Hunt Carbon 30 Gravel Disc	£675 (£562.50 for Non EU)	£675 (£562.50 for Non EU)	£550 (£458.33 for Non EU)
Wheel Upgrades 650B			
Hope Fortus 23 32/32 - Black	£200 (£166.67 for Non EU)	£200 (£166.67 for Non EU)	N/A - Standard Spec
Hope Fortus 23 32/32 - All Other Colours	£250 (£208.33 for Non EU)	£250 (£208.33 for Non EU)	£50 (£41.67 for Non EU)
Hope Fortus 23 with Son 28 Dynamo - 32/32 - Black only	£375 (£312.50 for Non EU)	£375 (£312.50 for Non EU)	£175 (£145.83 for Non EU)
Hunt 650B Carbon Adventure Gravel	£675 (£562.50 for Non EU)	£675 (£562.50 for Non EU)	£550 (£458.33 for Non EU)
Tyres			
Panaracer Gravelking slick 700 x 38	£20 (£16.67 for Non EU)	£20 (£16.67 for Non EU)	£20 (£16.67 for Non EU)
WTB Sendero 650 x 47	£0	£0	£0
WTB Raddler 700 x 44	£0	£0	£0
Conti Race King Protection 27.5 x 2.2"	£50 (£41.67 for Non EU)	£50 (£41.67 for Non EU)	£50 (£41.67 for Non EU)
Bottle Cages & Adventure Cages			
King Cage Iris Bottle Cage	£22 (£18.33 for Non EU)	£22 (£18.33 for Non EU)	£22 (£18.33 for Non EU)
King Cage Many Things Cargo Cage	£59 (£49.17 for Non EU)	£59 (£49.17 for Non EU)	£59 (£49.17 for Non EU)
Dynamo Lighting Kits - Fitted			
SON Front Light kit	£240 (£200.00 for Non EU)	£240 (£200.00 for Non EU)	£240 (£200.00 for Non EU)
SON Front and Rear light Kit	£300 (£250.00 for Non EU)	£300 (£250.00 for Non EU)	£300 (£250.00 for Non EU)

SHIMANO BUILDS

	GRX 800 2X £2,449 (€2,040.83 for Non EU)	GRX 800 DI2 1X £3,249 (€2,707.50 for Non EU)	GRX 800 DI2 2X £3,249 (€2,707.50 for Non EU)
Frame & Fork			
Frame	Fairlight Faran 631 - Rando/touring/utility	Fairlight Faran 631 - Rando/touring/utility	Fairlight Faran 631 - Rando/touring/utility
Fork	Fairlight Faran Steel Fork 100x12mm	Fairlight Faran Steel Fork 100x12mm	Fairlight Faran Steel Fork 100x12mm
Headset	FSA Orbit X	FSA Orbit X	FSA Orbit X
Seatclamp	Anodized Black Seat clamp with Threaded Insert	Anodized Black Seat clamp with Threaded Insert	Anodized Black Seat clamp with Threaded Insert
Axles	Fairlight 142x12mm Rear, Fairlight 100x12mm Front	Fairlight 142x12mm Rear, Fairlight 100x12mm Front	Fairlight 142x12mm Rear, Fairlight 100x12mm Front
Groupset			
Chainset	Shimano RX810 48-31T	Shimano RX810 40T	Shimano RX810 48-31T
Rear Derailleur	Shimano RD-RX810	Shimano RD-RX817	Shimano RD-RX815
Front Derailleur	Shimano FD-RX810 with band on adaptor	N/A	Shimano FD-RX815 with band on adaptor
Shifters	Shimano RX810 2X Hydro Shifters	Shimano RX815 1X Hydro Shifters	Shimano RX815 2X Hydro Shifters
Cassette	Shimano Ultegra R8000 11 Speed 11-34	Shimano M8000 11 Speed 11-42	Shimano Ultegra R8000 11 Speed 11-34
Bottom Bracket	Shimano Ultegra Bottom Bracket Cups 68mm	Shimano Ultegra Bottom Bracket Cups 68mm	Shimano Ultegra Bottom Bracket Cups 68mm
Brakes			
Brakes	Shimano RX810 Hydro Flat Mount Callipers	Shimano RX810 Hydro Flat Mount Callipers	Shimano RX810 Hydro Flat Mount Callipers
Wheels 700c option			
Wheelset	Hope 20Five RS4 32/32 - Black Hubs	Hope 20Five RS4 32/32 - Black Hubs	Hope 20Five RS4 32/32 - Black Hubs
Tyres	WTB Byway 700 X 44C	WTB Byway 700 X 44C	WTB Byway 700 X 44C
Tubes	Continental Tour 700 x 32-47C	Continental Tour 700 x 32-47C	Continental Tour 700 x 32-47C
Rotors	Shimano Ultegra SMRT800 C/Lock 160mm F&R	Shimano Ultegra SMRT800 C/Lock 160mm F&R	Shimano Ultegra SMRT800 C/Lock 160mm F&R
Wheels 650B option			
Wheelset	Hope Fortus 23 27.5" - Black Hubs	Hope Fortus 23 27.5" - Black Hubs	Hope Fortus 23 27.5" - Black Hubs
Tyres	WTB Byway 650B X 47C	WTB Byway 650B X 47C	WTB Byway 650B X 47C
Tubes	Continental MTB Light 27.5 x 1.75-2.4	Continental MTB Light 27.5 x 1.75-2.4	Continental MTB Light 27.5 x 1.75-2.4
Rotors	Shimano SMRT86 6-bolt 160mm F&R	Shimano SMRT86 6-bolt 160mm F&R	Shimano SMRT86 6-bolt 160mm F&R
Finishing Kit			
Handlebar	FSA Adventure Compact	FSA Adventure Compact	FSA Adventure Compact
Seat Post	FSA SI-K Carbon 27.2mm	FSA SI-K Carbon 27.2mm	FSA SI-K Carbon 27.2mm
Stem	FSA Energy	FSA Energy	FSA Energy
Handlebar Tape	Pro Pu SI Black Tape	Pro Pu SI Black Tape	Pro Pu SI Black Tape
Saddle	Fabric Scoop Shallow Elite - Black/Black	Fabric Scoop Shallow Elite - Black/Black	Fabric Scoop Shallow Elite - Black/Black
Pedals	Not Included	Not Included	Not Included
Upgrade Options			
Headset & Seat clamp Upgrade			
Hope Headset & Hope Seat clamp	£55 (€45.83 for Non EU)	£55 (€45.83 for Non EU)	£55 (€45.83 for Non EU)
Chris King Headset & Hope Seat clamp	£135 (€112.50 for Non EU)	£135 (€112.50 for Non EU)	£135 (€112.50 for Non EU)
Wheel Upgrades 700c			
Hope 20Five RS4 32/32 - Black	N/A - Standard Spec	N/A - Standard Spec	N/A - Standard Spec
Hope 20Five RS4 32/32 - All Other Colours	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)
Hope 20 Five RS4 with Son Deluxe Dynamo - 32/32 - Black only	£175 (€145.83 for Non EU)	£175 (€145.83 for Non EU)	£175 (€145.83 for Non EU)
Hunt Carbon 30 Gravel Disc	£550 (€458.33 for Non EU)	£550 (€458.33 for Non EU)	£550 (€458.33 for Non EU)
Wheel Upgrades 650B			
Hope Fortus 23 32/32 - Black	N/A - Standard Spec	N/A - Standard Spec	N/A - Standard Spec
Hope Fortus 23 32/32 - All Other Colours	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)
Hope Fortus 23 with Son 28 Dynamo - 32/32 - Black only	£175 (€145.83 for Non EU)	£175 (€145.83 for Non EU)	£175 (€145.83 for Non EU)
Hunt 650B Carbon Adventure Gravel	£550 (€458.33 for Non EU)	£550 (€458.33 for Non EU)	£550 (€458.33 for Non EU)
Tyres			
Panaracer Gravelking slick 700 x 38	£20 (€16.67 for Non EU)	£20 (€16.67 for Non EU)	£20 (€16.67 for Non EU)
WTB Sendero 650 x 47	£0	£0	£0
WTB Raddler 700 x 44	£0	£0	£0
Conti Race King Protection 27.5 x 2.2"	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)	£50 (€41.67 for Non EU)
Bottle Cages & Adventure Cages			
King Cage Iris Bottle Cage	£22 (€18.33 for Non EU)	£22 (€18.33 for Non EU)	£22 (€18.33 for Non EU)
King Cage Many Things Cargo Cage	£59 (€49.17 for Non EU)	£59 (€49.17 for Non EU)	£59 (€49.17 for Non EU)
Dynamo Lighting Kits - Fitted			
SON Front Light kit	£240 (€200.00 for Non EU)	£240 (€200.00 for Non EU)	£240 (€200.00 for Non EU)
SON Front and Rear light Kit	£300 (€250.00 for Non EU)	£300 (€250.00 for Non EU)	£300 (€250.00 for Non EU)

UK Shipping

All bikes and framesets are sent out via TNT. Shipping is priced at £15.

Northern Ireland, Scottish Highlands & Islands: Bike £80, Frame £40

Other Shipping Zones

We ship internationally with DHL. Estimated costs are dependent on shipping zone. All of the costs are inclusive of UK VAT for EU customers, exclusive for non EU.

Western Europe: Bike £100, Frame £40

Central / Eastern / Southern Europe: Bike £120, Frame £45

Iceland: Bike £260 Frame £120 (ex VAT)

USA: Bike £240 Frame £95 (ex VAT)

Canada: Bike £280, Frame £115 (ex VAT)

Australia / New Zealand / South East Asia: Bike £390, Frame £150 (ex VAT)

Shipping Payment

Shipping cost is added to your order after you have placed your deposit.

FIT FUNCTION FORM

mail@fairlightcycles.com

 **FAIRLIGHT**