

ALUTO launch written content

PDP

Tag line:

Race Bred. Gravel Ready.

CTA:

Build your bike

01 | Overview

Headline:

Agile. Centered. Versatile.

Text:

The ALUTO is driven to perform. In races. On long adventures. Across all types of terrains. With a design that's laser focused on feeling bright, elastic and responsive, the ALUTO is built for riders who demand a balanced ride that combines Factor-level handling with the perfect synergy of speed and capability. With a geometry tuned to perform across changing terrain and on longer rides, the ALUTO has been engineered to feel agile by using short chainstays, a steep head tube, short wheelbase, and lowered bottom bracket to reduce centre of gravity and accommodate the increased height of gravel tyres. The tube shaping and carbon lay-up has been engineered to deliver stiffness where it's needed and to be forgiving where it's wanted. It is a bike that feels bright, light, and alive. A pocketknife. With a razor's edge.

02 | Benefits

1: Headline

Balanced Race Geometry

Text:

Going wider for tyre clearance is not just a matter of increasing the width of the fork and seatstays. Increased tyre volume has a direct impact on the handling as well as the effective geometry. The ALUTO's geometry has been optimised around 45 mm tyres with a performance maximum of 47 mm as measured tyre clearance in the rear. This balanced decision ensures the handling remains sharp and snappy. Compared to the OSTRO Gravel, the ALUTO has a slightly steeper head tube angle and equally short chainstays to maintain a shorter wheelbase and enhance agility. We've lowered the bottom bracket to shift the centre of gravity downward, stabilising the ride and balancing the shorter wheelbase while increasing control across variable terrain. With a slightly higher stack than the OSTRO Gravel, the ALUTO allows for a more adaptable fit for a wider range of riders without compromising a race-ready position.

2: Headline

Balanced Front-End Feel

Text:

Keeping the handling sharp and responsive remained a top priority for Factor engineers when designing the ALUTO. Even when running the allowed maximum tyre width, the bike still needed to feel nimble. The minimal-design fork with reduced volume delivers forgiveness without softness, while increasing responsiveness. It's a construction that works harmoniously with the wide volume tyres to enhance the comfort levels and grip, without dampening the agility. The handling of the ALUTO is sharp but tuned for fatigue resistance. The carbon lay-up for the front end combines with the tube shapes to provide a brighter, lighter ride feel over long hours.

3: Headline

Functional Integration

Text:

Long distance racing, training, and exploring all require not only high performance design cues, but utilitarian integration. Down tube storage provides a secure, aero solution that allows the rider to stash tools and other essentials without the need of a saddle bag or bar bag, both of which cause dramatic drag. Whether the ride will last 30 or 300 kilometres, having a safe place to store tyre repair kit and a

multitool ensures that you'll be able to fix all the most common mechanicals. The ALUTO frame accepts only electronic drivetrains with hydraulic brakes, removing the need to include additional holes and ports for mechanical drivetrains. The full internal cable routing has been designed to be mechanic-friendly while offering clean aesthetics and optimal cable protection.

4: Headline

Built for Modern Gravel Racing

Text:

The remit for the ALUTO was to design a bike that could be fast from rough tarmac to technical mountain trails. The 1x and 2x compatibility was an important feature decision since it allows the rider to set up the bike for their most likely case-use scenario. Someone more focused on road and light gravel courses will likely gravitate to the 2x option while those seeking to make it more off-road adventure-worthy will likely appreciate the ability to build it up with a 1x without clutter. Multiple mounting points for bottle cages and a bento box support everything from race-day minimalism to light adventure setups. A round seatpost (27.2) with external clamp offers both ease of adjustment and dropper post compatibility. And the now nearly ubiquitous UDH-compatible rear dropout ensures drivetrain flexibility and future-proofs the frame for future drivetrain upgrades.

03 | Features

Headline:

Ready to go long

Intro:

The ALUTO doesn't sit below the OSTRO Gravel, it stands beside it. It's as sharp, fast, and technically focused as anything in the category. But it's also centred, balanced, and built to go long. From dirty short courses to 300km adventures, this is the race-capable gravel bike for riders who do it all and demand more.

Main feature 1

Headline:

In-frame storage

Text:

With the ability to fit tubes, CO2 cartridges, a patch kit, the ALUTO in-frame storage eliminates the need for a saddle bag or bar bag, which will save significant watts of drag. On-the-bike self-sufficiency no longer needs to come at the expense of aerodynamics or sleek appearance.

Main feature 2

Headline:

Wide tyre clearance

Text:

Offering a maximum of 47 mm rear tyre and 52 mm front tyre clearance, the ALUTO can tackle the toughest gravel races with confidence. From Traka to Unbound and beyond, the ALUTO mixes rough terrain capability and comfort with road-like responsiveness.

Main feature 3

Headline:

Race geometry

Text:

Thanks to well-considered geometry choices, the ALUTO rides with the tight handling and centred weight distribution of a purebred race bike, no matter the terrain. Designed for modern gravel athletes who demand responsiveness and endurance in the same bike, the ALUTO is built with clarity, not compromise. Every detail serves the ride.

Drop down feature 1

Headline:

UDH compatible

Text:

Making the ALUTO UDH compatible opens the door to 1x as well as 2x set-ups depending on intended use scenarios

Drop down feature 2**Headline:**

T47A bottom bracket

Text:

Using the same bottom bracket standard as the OSTRO Gravel, the ALUTO can accept a wide variety of cranksets to accommodate multiple use scenarios.

Drop down feature 3**Headline:**

Fully round steer tube

Text:

The head tube design uses 1.5" upper bearings, which allow for internal routing with the round steer tube. Aerodynamics enhanced by minimal but purposeful hourglass shape.

Drop down feature 4**Headline:**

Dropper post compatibility

Text:

Thanks to the standard round seatpost design (27.2) and lightly sculpted seat tube shape, a dropper post can be employed for those seeking gnarly descents.

04 | Specifications and Geo

05 | Builds

Blog

Headline:

Factor ALUTO

Subheadline:

Go long. Go fast. Go all-out.

Text:

Where does the ALUTO fit in the Factor line-up? The name gives a hint. Taking inspiration from the dormant stratovolcano in Ethiopia, the Factor ALUTO offers a balanced ride that is ready to explode into action the minute you smash the pedals.

Reinforcing Factor's commitment to high-performance gravel, we're offering two distinct gravel bikes for a variety of real-world use cases. There is no need to make a one-size-fits-all compromise. In contrast to the OSTRO Gravel's purebred fast gravel status, the ALUTO has a much brighter, elastic, and responsive ride compared to the stiffness of the OSTRO Gravel. In that sense, the ALUTO holds a similar profile as the MONZA vis-à-vis the OSTRO VAM. They are more than capable of rubbing shoulders with the top-flight racers, but they also offer a bright, comfortable ride feel that will help riders to be faster over the longer distances.

Fast for podiums, refined for endurance

The ALUTO's first semi-official race tackled the unforgiving Unbound 200 this past June. Piloted by the still very fit David Millar, Factor's Brand Director, the ALUTO covered the brutal distance without a hint of difficulty, though the same couldn't exactly be said for its rider. Whatever Type 2 pleasure David may or may not have gained from the experience, one thing he did fall in love with very quickly was the ALUTO. "I noticed something different about the ALUTO the moment I got on it. It felt like it was alive. I had it fitted with 47 tyres and it still felt light and bright, which I wasn't expecting. Yet it still feels stable at speed, and the ride quality is so bright. It's one of those bikes that puts a smile on your face, yet is equally at ease when things get not so happy."

In fact, his love affair with the ALUTO would deepen when he used it during his time covering the Tour de France. Though he had the chance to ride it on all terrains, from the côtes around Normandy to the tops of each summit finish, his experience on Mont Ventoux perhaps best encapsulates the wide range of use scenarios the ALUTO offers:

"I rode Ventoux on the ALUTO. The climb is as hard as I remember, highly unpleasant, in fact. The first kilometres were very slow with all the fans riding their way up as well. It meant I could feel like a "WorldTour pro" as I darted in-between and around fans loaded up with their day's supplies. This was okay until it became utterly gridlocked to a standstill where we do the switchback onto the climb proper. At which point I went cross-country to cut the corner and rejoin further up, optimistically climbing through the forest like Bear Grylls, full #spiritofgravel," David said.

"I climbed a near-vertical rocky incline through undergrowth and trees and popped out between coolers and seated fans under umbrellas. Which they weren't expecting. I was proud as punch, micro uphill evacuation complete."

New all-rounder standard

Though the ALUTO can accept up to 52 mm tyres on the front and 47 mm on the rear, getting the absolute max tire width possible was not the focus of the design. "One of the major highlights of the bike is the delicate dance and balance of all its elements. While most companies are focusing on maximum volume of tyres, we're painstakingly balancing the bike to provide a ride experience that is holistic and purposeful and absolutely high performance," said the ALUTO's designer, Mike McGinn.

Consequently, the geometry was developed to work optimally with tyres around 45 mm wide. The ALUTO has a slightly steeper head tube angle and equally short chainstays as the OSTRO Gravel to maintain a shorter wheelbase and enhance agility. We've lowered the bottom bracket to shift the centre

of gravity downward, stabilising the ride and balancing the shorter wheelbase while increasing control across variable terrain. With a slightly higher stack than the OSTRO Gravel, the ALUTO allows for a more adaptable fit for a wider range of riders without compromising how aggressive you want to set your position.

Pushing for wider and wider tyres in gravel bike design without considering use case scenarios often means that riders are left with bikes where the geometry and wide rubber don't work in harmony. "The ALUTO is a perfect synergy of speed and capability with a specific ride feel that allows you to be fast whether it's rough tarmac or light singletrack trails," McGinn concluded.

All the design elements of the ALUTO are perfect for a ride that's balanced to have a tight, bright feel; that goes hard and fast, no matter what the terrain.

"It proves that an all-rounder can be a racer — as long as it's Factor engineered." — David Millar, Factor Brand Director

EDM

Subject:

Factor ALUTO

Headline:

Engineered for all-terrain fast

Text:

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CTA:

[Read more](#)

Social: **Launch**

Find your gravel zen on the supremely balanced, beautifully versatile Factor ALUTO. Ready to race. Ready to explore. Ready to go 30 or 300 kilometres.

It is a bike that feels bright, light, and alive. A pocketknife. With a razor's edge.
Read more about our latest and most versatile gravel bike at the link in our bio.

Teaser:

The perfect balance of speed and capability.
Factor handling. Gravel freedom.
Meet the ALUTO — coming soon.