

SURLY 2007



Big Dummy™ Frameset

A couple years ago, Xtracycle contacted us to ask if we might be interested in producing a cargo “longbike” designed around the modular components used on their FreeRadical system. As owners of Xtracycles and supporters of the Xtracycle company ideals, we are excited to add this new frame...the Big Dummy...to the Surly product mix.

What does a Big Dummy do? Using Xtracycle plug-in components, it hauls your groceries, tools, human and animal friends, surfboard, work duds, briefcase, vacuum cleaner, firewood, moonshine, camping gear, banjo, mulch, and anything else you can imagine, while providing the functionality, durability, and sweet ride characteristics that Surly bikes are known for. Use the Big Dummy for commuting to work, running errands, taking the kids to school, farm/yard work, touring, or just riding around cuz it’s fun.

What are some advantages of the Big Dummy vs. other cargo carrying systems?

1. It’s shorter than a bike + trailer system, so it can be easier to maneuver through traffic.
2. Compared to messenger bag or backpack, it won’t put strain on your back and shoulders.
3. Two wheels, vs. three or four on a bike + trailer system, keep rolling resistance, rotating mass, and overall weight to a minimum.
4. A longer-than-average wheelbase makes it predictable and comfortable for the long haul.
5. It offers more cargo capacity than a bike + rack system, while keeping most of the weight low and centered between the wheels for increased stability.
6. It’s modular and versatile. You only have to carry the accessories that are needed for your task.
7. It rides like a bike, on- and off-road. No trailer-induced death sway, no weird front-end shimmy.

Like our other frames, the Big Dummy is built from 4130 CroMoly steel. We designed it to be torsionally rigid while offering some vertical compliance. The Big Dummy features disc caliper mounts and cantilever brake pivots, clearance for 26 x 2.5" tires and fenders, multiple water bottle cage mounts, and a kickstand mount. Set it up with mountain components, road components, or a mixture of both. There are no chainring clearance limitations...except the ground, so you can gear it as high or low as you like. The included 425mm axle-to-crown CroMoly fork can be swapped out for an 80mm-travel suspension fork without radically altering the steering geometry. Frames are available in 16, 18, 20, and 22" sizes (center of bottom bracket to top of top tube).

We only sell the Big Dummy as a frame/fork set...not as a complete bike, so you have the opportunity to pick the components and Xtracycle accessories that best fit your needs. Your local bike shop can help you with selecting frame and component sizes, choosing and ordering parts, and assembling your rig if you don’t have the tools and know-how to do so. Xtracycle components are available through Xtracycle directly and through your local bike shop via QBP, our US distributor.

Go to www.xtracycle.com to learn more about sport utility bicycles and all of the accessories available for the Big Dummy.

Size	ST (C-T)		TT (C-C)		TT (Horizontal)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
small	16.0	406.4	21.5	547.3	22.6	573.5	72.0	73.0	1.6	40.0	32.3	821.0
medium	18.0	457.2	22.5	571.8	23.5	596.7	72.0	73.0	1.6	40.0	32.3	821.0
large	20.0	508.0	23.4	594.1	24.2	614.8	72.0	73.0	1.6	40.0	32.3	821.0
x-large	22.0	558.8	24.3	617.6	24.9	632.4	72.0	73.0	1.6	40.0	32.3	821.0

Big Dummy Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-buttet. TIG-welded

Rear dropouts: Vertical, 135mm spaced with fender eyelets

Brake compatibility: International Standard disc or cantilever rim-type

Braze-ons: Triple water bottle mounts, guides for continuous brake/shift housing or brake hydraulic line...top tube and seatstay routing, fender eyelets

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30mm Surly Constrictor, included

Headset: 1-1/8" threadless

Front Derailleur: 28.6mm (1-1/8") clamp diameter, top-pull style

Bottom bracket shell: 68mm wide, threaded English 1.37 x 24t

Tire clearance: 26 x 2.5" with fenders

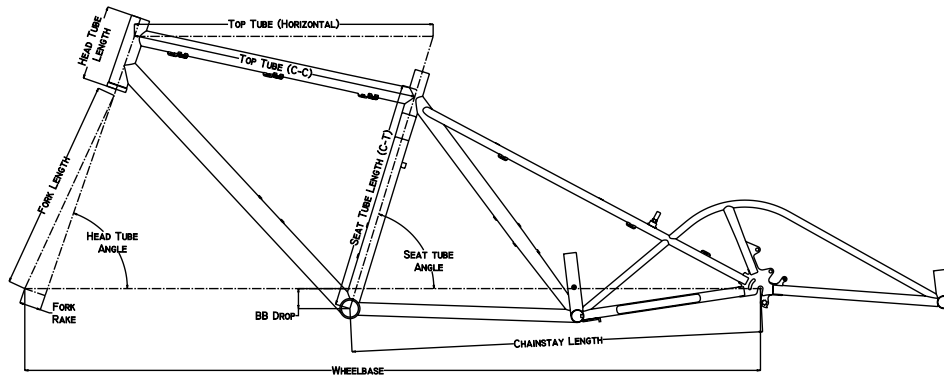
Chaining clearance: No frame limitations. Use whatever you want

Fork: TIG-welded 4130 CroMoly, suspension-corrected (80mm travel), tapered straight blade with single fender eyelet on the dropout, 1-1/8" x 260mm threadless steerer, International Standard disc mount, removable cantilever pivots, disc brake line/housing guides

Color: TBD

Weight: TBD **Fork - uncut =** TBD

Geometry:



Size	Wheel Base		Front-Center		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	56.6	1436.5	24.3	617.8	30.1	764.5	5.3	134.0	16.7	425.0	1.7	43.0
medium	57.5	1459.4	25.2	640.6	31.4	796.4	5.9	150.0	16.7	425.0	1.7	43.0
large	58.2	1477.6	26.3	669.1	32.5	826.5	6.5	165.0	16.7	425.0	1.7	43.0
x-large	58.9	1495.6	26.6	676.9	33.8	859.3	7.2	182.0	16.7	425.0	1.7	43.0

* All dimensions are preliminary and are subject to change
 **Measurements use tire with diameter of 676mm (average 26 x 2.1")

Conundrum™ Uni



The Conundrum. It's our unicycle frame for those wanting a Large Marge/Endomorph 3.7-compatible unicycle.

Why would anyone want to ride a unicycle? What's the point of riding one wheel, when riding two wheels is arguably faster and easier? There are lots of reasons; here are a few: 1. The pure challenge and satisfaction of learning to ride make it enjoyable. Once you've experienced the feeling of accomplishment from riding 3 meters on your own, you'll be pushing yourself to ride 5 meters, then 10, then 30, then around the block. Pretty soon, you'll be measuring your goals in kilometers instead of meters. And once you learn to ride a uni, it's unlikely that you'll ever lose the skill. 2. It is great exercise. More muscles are used for unicycling than bicycling, because of the inherent balance elements that are introduced. Spinning one wheel across town, or over your favorite single-track, is going to give you a good workout. 3. It's very portable. The weight of the heaviest production unicycle is rarely over 8kg (17.6 lbs). It will fit in a car without disassembly. And it can fly with you as checked luggage without incurring extra charges if it's packed correctly. 4. Generally speaking, unicycling is not equipment-intensive and, therefore, not expensive compared to bicycling with the same quality of components. 5. It's a complement to other physical activities that you participate in. Your balance and coordination will definitely improve as you spend time on one wheel. This increased control translates to bicycling, snowboarding, skiing, skating, etc.

If you open your mind to possibilities and put aside common stereotypes, you'll realize that unicycle riding is for all types of people...not just jugglers, acrobats, and clowns. Unicyclists come from every age group, every social, economic, and racial background. Most unicycles get used for cruising around the neighborhood, but many have toured the globe, while others have rolled over some extremely technical off-road trails and stunts...stuff that most bicyclists wouldn't attempt to ride. Unicycles are ridden on pavement, dirt, slickrock, and snow. Most types of terrain and trails explored by bicyclists have also enticed unicyclists. That being said, we thought it would be appropriate to offer a one-wheeled vehicle that can provide the fat-tired stability and durability that Surly bicycle framesets are known for.

The Conundrum will be offered in two sizes: 24" and 26". Both are designed to use a Large Marge rim with a Magura hydraulic rim brake. You don't have to use our rim; rims from other manufacturers will certainly work. But the dedicated Magura mounts are spaced to accommodate a 65mm-wide rim. You don't have to use a brake; some riders like 'em—some don't. We simply give you the option. Of course, we made room for the widest production bicycle tire on the market...the Surly Endomorph 3.7. The Endomorph is only offered in the 26" size at this time, but the 24" Conundrum was designed to accept a 24 x 3.7" tire when this size becomes available. A 24" x 3.0" DH tire is recommended in the mean time.

The Conundrum was designed with the same functionality and durability criteria that we use when bringing any of our frames to life. The frame is constructed from 4130 CroMoly, of course. The legs were formed, to our specifications, to fit into our own investment cast bearing clamps. The seat tube will accept a 28.6mm seatpost, and we'll include seatpost shims to accommodate 27.2mm and 22.2mm seatposts as well. Our bearing clamps have a 42mm I.D. that work with stock Kris Holm hub bearings. We'll include the appropriate shims for 41.28mm (1-5/8") O.D. Profile hub bearings and the 40mm O.D. bearings used on many brands of hubs. By including a number of seatpost shims and bearing shims, we give you the freedom to use many brands and sizes of components to build up your Surly rig. That's the Surly way. Like our frames and forks, the Conundrum will be powdercoated to

protect it from abrasion and corrosion. We'll even include a 31.8mm Surly Constrictor seatpost clamp to keep your perch in check.

Are you intrigued? Do you have what it takes to roll some solo fat rubber? Do you want to try something new? Do you want a uni that will go where others can't? Yes? Well, it looks like the Conundrum is the vehicle for you.

Conundrum Specifications:

Tubing: 100% Surly 4130 CroMoly steel. TIG-welded

Bearing clamps: Investment cast CroMoly, M6 x 16mm stainless cap head machine screws

Bearing compatibility: 42mm O.D. x 12mm wide, shims for 40mm O.D. and 1-5/8" O.D. bearings are included

Seatpost compatibility: 28.6mm, shims for 27.2mm and 22.2mm are included

Seatpost clamp: 31.8mm Surly Constrictor, included

Brake compatibility: Magura hydraulic rim brake (for use with 65mm Large Marge rim)

Tire clearance: 26 x 3.7" (26" frame), 24 x 3.7" (24" frame)

Hub bearing spacing: 102-104.5mm, measured outside to outside

Colors: Champagne Pearl or Humor Black

Weight: 24" Frame: 1036g

26" Frame: 1066g

Figure 1



Figure 1 Magura mount detail

Figure 2 bearing pocket detail

Figure 2



Pugsley™ Frameset

The premise behind Pugsley's design is the allowance of tires with a larger-than-average footprint. It was created to go where other bikes may flounder. Our frame and fork will accept 4" tires on 26" rims. The floatation and traction gained by using large-volume, low-pressure tires (we highly recommend the Surly Endomorph 3.7 tires) can get you over and through otherwise-unrideable terrain: ice, snow, sand, mud, wet rocks and roots. In many conditions, bigger is better.

There are design problems associated with using wide tires, however: the tire can rub on the chain, the chainstays, and the front derailleur. We've addressed these issues by using a 100mm-wide bottom bracket shell and providing an E-type front derailleur mount. The 100mm shell allows us to widen the chainstays for more tire/frame clearance, and it moves the chainrings outward for more chain/tire clearance.

An E-type bottom bracket-mounted front derailleur positions the derailleur cage outboard of the tire. In order to maintain a good chainline with this setup, we offset the rear hub 17.5mm to the drive side...the same distance that the chainrings moved outward (compared to the chainline of a bike using a 68mm or 73mm bottom bracket shell). The result is a straight chainline and the ability to use a standard drivetrain (compact mountain triple crankset with a full cassette of cogs on a 135mm-spaced hub) without chain/tire/front derailleur interference. Pugsley has horizontal rear drops (sometimes called track ends) with a derailleur hanger, so you can set it up as a single-speed or internally-geared rig if you don't want to use derailleurs.



Note: We offer a new offset Large Marge rim extrusion to give you more disc-side dish and more even spoke tension. Use these offset Large Marge rims on the Pugsley. Non-Surly rims, intended for use in Pugsley wheels, should be drilled 6-12mm offset to the drive side.

Now, think about trying to shove a 4" (102mm) tire through the dropouts of a fork designed to accept a standard 100mm-wide front hub. Add a disc brake caliper to narrow the gap. It all adds up to a big hassle when trying to get a wheel, with an inflated tire, in and out of the fork. We solved the problem by designing the fork to use a wider hub. Pugsley uses a 135mm hub on the rear, so it seemed logical to use a 135mm hub on the front, too. We offset the fork the same distance as the rear end, so the wheels will be interchangeable. Why would you want interchangeable wheels? If you're using your rig as a single-speed, differently-sized freewheels can be installed on each wheel to give you high and low gear options. You may want a fixed-gear/freewheel option, in case there is a risk of your freewheel seizing up or not engaging when riding in extreme conditions. A fixed cog always moves you forward, and it can be used to slow you down if you choose not to use brakes or if your brakes stop working. If you use the same model of hub front and rear, you'll only use 1 or 2 lengths of spokes versus 3 or 4...less confusion and fewer spare spokes to carry if you're on a remote tour. If you decide that you don't want to use the Pugsley fork, our Instigator fork (as well as many 100mm-travel suspension forks) has the same axle-to-crown length.

We provide disc brake tabs on the frame and fork. If you're using discs, you'll have to use rear brakes or rear brake adapters on the frame and the fork. Absorb that for a second: rear hub and rear brake on both ends of the bike. Not everybody needs or wants disc brakes, so we also provide 120mm-spaced cantilever pivots for those of you who want to run traditional cantilevers. Keep in mind you'll need to use our Large Marge rims to use these types of brakes. The pivots are thread-in type, so they're removable if you don't want 'em on there. Linear-pull brakes will not work with large-volume tires due to crossover wire interference.

Who should ride Pugsley? Hunters of all types (animal, mineral, or vegetable), beach/desert riders, snow/ice riders, wilderness explorers, and anybody else in need of a bike that will provide extra stability, traction, and floatation when the terrain gets loose and unpredictable. If you fall into any one of those categories, you should ride a Pugsley.

Pugsley Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-butted. TIG-welded

Rear dropouts: Surly horizontal dropouts with derailleur hanger, 135mm-spaced, offset 17.5mm

Brake compatibility: Most rear International Standard disc brakes (on the frame and fork) or traditional cantilever-type rim brakes (120mm spaced, for use with Large Marge rims)

Braze-ons: Cantilever bosses with removable pivots, dual water bottle mounts, top tube cable housing guides for use with continuous housing, fender and rack eyelets

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30mm Surly Constrictor, included

Headset: 1-1/8" threadless

Front Derailleur: E-type

Bottom bracket shell: 100mm wide, 1.37 x 24t

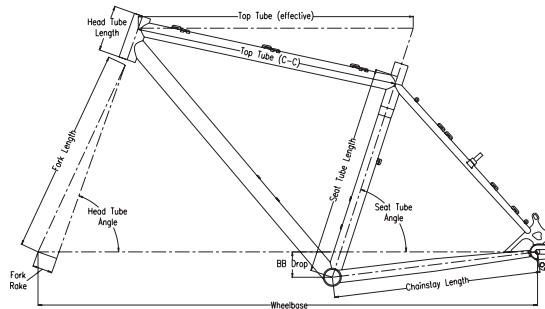
Chainring clearance: Compact triple: 22-32-44t

Fork: Suspension-corrected (100mm travel)...447mm axle to crown, tapered straight blade, 4130 CroMoly. International Standard rear disc mount and removable cantilever pivots spaced 120mm. 135mm-spaced dropouts, 17.5mm offset

Color: Metallic Thunderhead Grey

Weight: 18" = 5.66 lbs (2.57 kg) **Fork - uncut** = 2.52 lbs (1.14 kg)

Geometry:



Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
16"	16.0	406.4	21.8	552.5	22.9	580.9	70.5	72.0	2.2	55.0	17.6	448.1
18"	18.0	457.2	22.4	569.5	23.5	595.7	70.5	72.0	2.2	55.0	17.6	448.1
20"	20.0	508.0	23.1	587.3	24.0	610.1	70.5	72.0	2.2	55.0	17.6	448.1
22"	22.0	558.8	24.0	608.6	24.6	625.0	70.5	72.0	2.2	55.0	17.6	448.1

Size	Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
16"	42.0	1067.3	30.8	782.2	4.0	102.0	17.6	447.0	1.7	43.0
18"	42.6	1082.3	32.0	811.6	4.3	110.0	17.6	447.0	1.7	43.0
20"	43.2	1097.3	33.3	845.8	5.1	130.0	17.6	447.0	1.7	43.0
22"	43.8	1112.6	34.5	875.8	5.9	150.0	17.6	447.0	1.7	43.0

**Standover height measured using Surly Endomorph 3.7" tire measuring 740mm in diameter

Long Haul Trucker™ Frameset

In an age of 'epic' this and 'extreme' that, when it appears everything is new and improved, bigger, better, and faster, it might seem antithetic for us to build—or for you to buy—a touring frame. Didn't those die off with the other dinosaurs of the 70's?

Truth is, there is little as epic as a really long bike ride. It resets your mind. It challenges your body and spirit. It stirs and purges, soothes and recharges. "The daily grind" becomes meaningful. Just you, and everything you need to live, packed up on your bike.



So where do you want to go? To work and back everyday? A week long trip to the next state over? Or perhaps La Paz, Bolivia, via Homer, Alaska? Maybe you just want to wake up and wonder where you are. The Surly Long Haul Trucker is the right tool for the job. It's not flashy, and it's not made of the latest, lightest, thinnest alloy. It is made, like all our frames, of CroMoly steel. Why? Because steel is tough and durable, yet resilient. It soaks up the rough stuff, but remains stiff enough to provide an efficient ride. Sure, aluminum can be tough, and carbon fiber can soak up road static. Heck, titanium even acts a lot like steel. But there is nothing else that does all the things that steel does for so little money.

We designed the Long Haul Trucker geometry for all day, everyday comfort, even fully loaded (quite different from the vast majority of frames out there). Long chain stays and a laid back head angle provide a comfy platform for day after day after day in the saddle. It has 3 sets of water bottle cage bosses. It has braze-ons for carrying a couple of extra spokes. And, it has braze-ons for front and rear racks. The head tube is taller on top to help put you in a more upright position and save strain on your neck, back, shoulders, wrists and elbows. The bigger sizes take 700c wheels, while the smaller frames are designed for 26" wheels to reduce toe overlap without compromised handling.

Like all Surlyies, it sports practical, standard sizing for things like seatpost, front derailleur, and stem. It even sports downtube shifter braze-ons. All this means you can easily find new parts for it, or use stuff you already have.

The Long Haul Trucker isn't the bike that everyone is going to have. It isn't the next big thing. It won't race like a champ or scream down rocky singletrack. It isn't about impressing your friends. It's a tool for finding out what you are capable of inside. Are you ready to ride?

Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
42 cm	16.5	420.0	19.4	492.6	19.9	505.0	70.0	75.0	1.9	47.0	18.1	460.0
46 cm	18.1	460.0	20.0	508.3	20.3	515.0	70.0	74.5	1.9	47.0	18.1	460.0
50 cm	19.7	500.0	20.7	525.0	20.9	530.0	71.0	74.0	1.9	47.0	18.1	460.0
52 cm	20.5	520.0	21.1	534.8	21.3	540.0	71.0	73.5	1.9	47.0	18.1	460.0
54 cm	21.3	540.0	21.6	549.6	21.9	555.0	71.0	73.0	1.9	47.0	18.1	460.0
56 cm	22.0	560.0	22.2	564.4	22.4	570.0	72.0	73.0	3.1	78.0	18.1	460.0
58 cm	22.8	580.0	22.8	580.1	23.1	586.0	72.0	72.5	3.1	78.0	18.1	460.0
60 cm	23.6	600.0	23.4	593.8	23.6	600.0	72.0	72.5	3.1	78.0	18.1	460.0
62 cm	24.4	620.0	23.8	603.5	24.0	610.0	72.0	72.0	3.1	78.0	18.1	460.0

Long Haul Trucker Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-buttet. TIG-welded

Rear dropouts: Vertical, 135mm spaced

Brake compatibility: Linear-pull or traditional cantilever

Braze-ons: Upper bosses and dropout eyelets for racks front and rear, fender eyelets, chainstay spare spoke holder, pump peg, downtube lever bosses, 3 sets of H₂O cage bosses, rear housing stop for canti brakes, housing stops for brakes and derailleurs

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30mm Surly Constrictor, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

Bottom bracket shell: 68mm wide, 1.37 x 24t

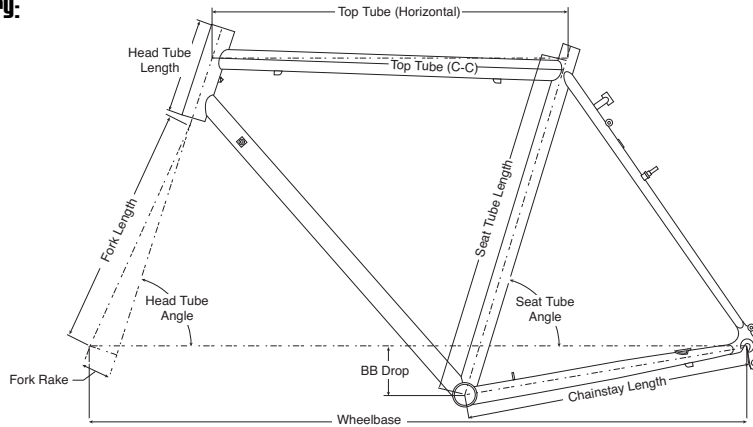
Chainring clearance: 42/53t double, 38/52/56t triple

Fork: 4130 CroMoly, lugged and brazed, tapered curved blades with lowrider rack eyelets

Color: Utility Blue and Black Cherry Pearl

Weight: 58cm frame = 5.15 lbs (2.34 kg) **Fork** - uncut = 2.25 lbs (1.02 kg)

Geometry:



Size	Wheel Size		Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	26"	700c	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42 cm	x		40.8	1036.6	27.7	703.0	4.4	110.7	14.8	376.0	1.8	45.0
46 cm	x		41.1	1042.7	28.5	723.8	4.6	116.7	14.8	376.0	1.8	45.0
50 cm	x		41.2	1046.8	29.8	756.9	5.7	144.0	14.8	376.0	1.8	45.0
52 cm	x		41.5	1053.1	30.5	775.1	6.4	163.0	14.8	376.0	1.8	45.0
54 cm	x		41.9	1064.0	31.2	793.1	7.2	182.0	14.8	376.0	1.8	45.0
56 cm		x	41.6	1055.7	32.0	812.2	6.0	152.0	15.4	390.0	1.8	45.0
58 cm		x	42.0	1066.7	32.7	830.0	6.7	171.0	15.4	390.0	1.8	45.0
60 cm		x	42.6	1080.9	33.5	849.7	7.4	189.0	15.4	390.0	1.8	45.0
62 cm		x	42.7	1085.3	34.1	867.3	8.3	210.0	15.4	390.0	1.8	45.0

**Standover height for the 26" model is based on a Primo Racer 26 x 1.25" tire that measures 628mm in diameter.
Standover height for the 700c model is based on a Rivendell (Panaracer) Ruffy Tuffy 700 x 28 (actually closer in size to 700 x 32) tire that measures 690mm in diameter

Karate Monkey™ 29" Frameset

The Karate Monkey is our 29" wheeled do-everything mountain bike. Why 29"? Because larger diameter wheels offer more traction and they have the ability to roll up and over obstacles better. The traction is enhanced by having a longer contact patch of rubber on the ground, which helps prevent your rear wheel from slipping on loose terrain and allows you to maintain your speed through corners. 29" wheels also have more air volume, so you can lower the air pressure more than you are accustomed to with an equivalent 26" tire. This enhances both the traction and rollover characteristics. Whether riding through babyhead rocks, braking bumps or tree roots, you'll notice yourself getting through these sections much easier.



We designed the Karate Monkey to ride like a truly agile mountain bike. For one, we use short chainstays for fast cornering. This was accomplished by curving the seat tube away from the rear tire, effectively creating more front derailleur/rear tire clearance and putting the rear wheel under your butt. Toe overlap with the big front wheel was eliminated by some tweaking of the geometry, while still maintaining the ride of a sweet singletrack machine.

The Karate Monkey is not just an off-road specific bike though, it is versatile like all Surly bikes. We use horizontal dropouts with a derailleur hanger so you can ride it single-speed, fixed gear, internally geared or with derailleur multi-gear drivetrains. We also spec it with International Standard disc brake tabs and removable cantilever bosses, so you have all possible brake options. Want a beefy touring/commuting/cyclocross/all-around bike? Just swap the tires for some 700c skinnies and go.

Like all Surly frames and forks, the Karate Monkey frameset is built with Surly 4130 CroMoly steel tubing. The main triangle is butted to shave some weight and offer a silky ride, yet is tough enough to withstand the rigors of everyday thrashing. The tough fork has tapered straight blades that suck up the little bumps and is suspension corrected if you choose to swap it out for a suspension fork. Both frame and fork have enough tire clearance for the largest 29" fatties on the market.

New for 2007, we've increased the downtube clearance for suspension forks that have tall top caps. We've also made the 16" and 18" frames a wee bit lighter with a smaller diameter heat-treated downtube. The size of tires and front derailleur clamps has increased dramatically since we originally designed this in 2002, which has resulted in clearance issues between some front derailleurs and some rear tires. Rather than lengthening the chainstays and permanently changing the geometry for those who don't have clearance issues, we've created new 14mm Monkey Nuts to pull the rear wheel back. These new Monkey Nuts will keep the wheel back 14mm, eliminating all clearance issues. Plus, they will clamp into the dropouts to stay on the frame when you remove the rear wheel.

If you're looking for a rippin' mountain bike or a versatile do-it-all tough bike that won't deflate your wallet, check out the newly improved Karate Monkey.

Karate Monkey Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-buttet. TIG-welded

Rear dropouts: Surly horizontal dropouts with derailleur hanger, 135mm spaced

Brake compatibility: Most International Standard disc or cantilever rim-type

Braze-ons: Cantilever bosses with removable pivots, dual water bottle mounts, downtube shift cable routing, guides for hydraulic hose or solid housing on the seatstay, standard cable housing stops on the top tube

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30mm Surly Constrictor, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

Bottom bracket shell: 73mm wide, 1.37 x 24t

Chainring clearance: 48t max

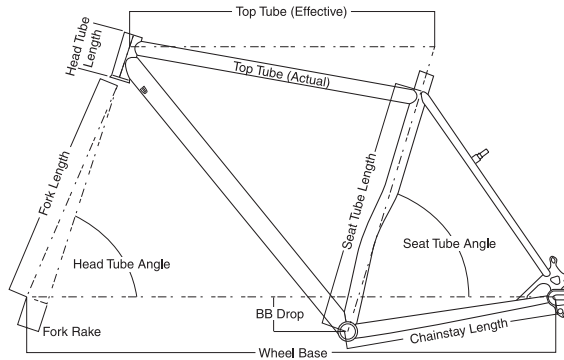
Fork: Suspension-corrected (80mm), tapered straight blade, 4130 CroMoly. International Standard disc mount and removable canti pivots

Color: Skidmark Brown Metallic (Brown to be replaced with a color TBD at time of printing) and Pitch Black

Weight: 20" frame = 5.52 lbs (2.5 kg)

Fork - uncut = 2.59 lbs (1.18 kg)

Geometry:



Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
small	16.0	406.4	21.7	552.0	22.7	576.6	71.0	73.0	2.7	68.0	17.0	431.0
medium	18.0	457.2	22.6	574.5	23.6	600.6	71.5	73.0	2.7	68.0	17.0	431.0
large	20.0	508.0	23.4	594.5	24.3	617.5	72.0	73.0	2.7	68.0	17.0	431.0
x-large	22.0	558.8	24.2	614.3	24.9	633.6	72.0	73.0	2.7	68.0	17.0	431.0

Size	Wheel Base		Front-Center		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	41.1	1044.9	24.5	623.0	30.8	781.6	3.1	80.0	18.4	468.0	1.7	43.0
medium	41.9	1064.0	25.3	642.0	31.9	811.1	3.5	90.0	18.4	468.0	1.7	43.0
large	42.4	1076.1	25.7	654.0	33.0	838.2	3.7	95.0	18.4	468.0	1.7	43.0
x-large	43.0	1092.1	26.4	670.0	34.1	866.8	4.1	105.0	18.4	468.0	1.7	43.0

**Standover height is based on a 29 x 2.1" tire that measured 737mm in diameter

Pacer™ Frameset

Every once in awhile you stumble upon something you didn't go looking for, and never expected to find, but it ends up putting a smile on your face. Like, when you are looking through your record collection and find a copy of William Shatner's classic album "The Transformed Man", that you thought your mother had sold in a garage sale while you were off workin' on your big brain at college. Stuff like that.

A similar experience is in store for you the first time you throw your leg over our Pacer frameset and get it up to speed on the open road. It isn't the fastest or lightest bike you'll ever ride, but then again, it isn't trying to be. This frame was designed as an all-day bike, which means comfort and reliability. The 4130 TIG-welded frame and brazed fork are designed to take the edge off the bumps and cracks in the road, but remain laterally stiff for those out-of-the-saddle sprints and climbs.



The Pacer also isn't trying to be the most fashionable bike on the coffee shop circuit, but our new color and freshly changed graphics add a classic styling to this frame that just might turn a few heads for how un-revolutionary revolutionary it is. The understated beauty of this bike allows you to ride it without worrying what you look like. Lycra full team kit? Sure. Cutoff jeans, sleeveless tee and sandals? Absolutely! GrrAnimals? Whatever. Heck, you could even show up sporting purple tires and not look out of place. Everyone is welcome here.

Though vertical compliance is definitely a goal when designing a frame, tire clearance is just as important. The casings of your tires flex before your frame and fork do, and wide tires generally flex more than narrow ones, giving you a softer ride. Wide tires can be faster than skinnies on a lot of surfaces that you will encounter on your rig. So, the Pacer was designed to accept 700 x 28 tires with fenders or 700 x 32 tires without.

The Pacer is spec'd with a 1-1/8" threadless fork because of the wide selection of headsets and stems available to accommodate it. Like most Surly frames, this one uses commonly available components: 27.2mm seatpost, 68mm bottom bracket, 130mm rear hub... basically, items that you might have lying around, waiting for a chance to be used. We recommend using standard-reach (47-57mm) brakes, but most short reach (40-50mm) fit.

The durability and versatility of the Pacer make it an ideal commuter, day-tripper, and vehicle for exploration. The frame is offered in 9 sizes (42-62cm), so there should be a Pacer that fits you.

Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
42 cm	16.5	420.0	19.4	491.5	19.9	506.0	71.5	75.5	2.8	72.0	16.1	410.0
46 cm	18.1	460.0	19.9	504.2	20.3	515.0	71.5	75.0	2.8	72.0	16.1	410.0
50 cm	19.7	500.0	20.7	526.4	20.9	530.0	72.0	74.5	2.8	72.0	16.1	410.0
52 cm	20.5	520.0	21.3	540.0	21.3	540.0	72.5	74.0	2.8	72.0	16.1	410.0
54 cm	21.3	540.0	21.7	550.0	21.7	550.0	72.5	73.5	2.8	72.0	16.3	415.0
56 cm	22.0	560.0	22.2	565.0	22.2	565.0	73.0	73.0	2.8	72.0	16.3	415.0
58 cm	22.8	580.0	22.8	580.0	22.8	580.0	73.5	73.0	2.8	72.0	16.3	415.0
60 cm	23.6	600.0	23.2	590.0	23.2	590.0	73.5	72.5	2.8	72.0	16.3	415.0
62 cm	24.4	620.0	23.8	605.0	23.8	605.0	74.0	72.5	2.8	72.0	16.3	415.0

Pacer Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-buttet. TIG-welded

Rear dropouts: Vertical Breeze-In dropouts, 130mm spaced

Braze-ons: Single fender eyelets front and rear, dual water bottle mounts, and pump peg (54cm and larger)

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly Constrictor, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

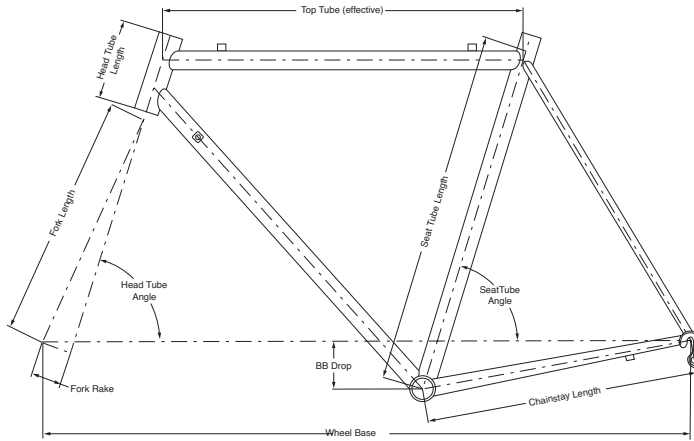
Bottom bracket shell: 68mm wide, threaded English 1.37 x 24t

Tire clearance: Room for 700 x 32 or 700 x 28 with fenders

Color: Silver Bullet (check website for new color and graphics)

Weight: 56cm = 4.45 lbs (2.02 kg) **Fork** - uncut = 2.09 lbs (.95 kg)

Geometry:



Size	Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42 cm	38.4	974.4	28.2	715.3	3.5	89.0	14.6	371.0	2.0	50.0
46 cm	38.5	978.8	28.9	735.2	4.1	104.0	14.6	371.0	2.0	50.0
50 cm	38.8	985.6	29.8	756.1	4.1	104.0	14.6	371.0	2.0	50.0
52 cm	38.9	987.2	30.2	767.9	4.3	109.0	14.6	371.0	2.0	50.0
54 cm	39.1	992.8	30.9	785.7	4.9	124.0	14.6	371.0	1.8	45.0
56 cm	39.3	998.7	31.6	803.5	5.6	141.0	14.6	371.0	1.8	45.0
58 cm	39.7	1008.6	32.4	822.7	6.3	159.0	14.6	371.0	1.8	45.0
60 cm	39.9	1013.7	33.1	840.2	6.9	176.0	14.6	371.0	1.8	45.0
62 cm	40.3	1023.4	33.8	859.3	7.6	194.0	14.6	371.0	1.8	45.0

**Standover height is based on a 700 x 25 Michelin Axial Pro tire that measured 680mm in diameter

Instigator™ Frame

The Instigator, a substantial frame built for heavy-duty riding and the abuse dished out by all types of riders; clydesdales, dirt jumpers, urban and dirt hucksters and racers.

It's simple really, but it's the little details that stand out. This frame is strong: the downtube is 1.5" diameter (that's huge) and mated to a reinforced and gusseted headtube which has a reinforcing ring machined into the lower portion. This burly front end lets you run the fork of your choice—up to 150mm travel, or check out the Instigator rigid fork and build yourself a 26" BMX—then go watch "Rad" and get your bicycle ballet on.

The dropouts are seriously thick and I.S. disc-compatible with no detection of flex. There are canti bosses for the rim brake holdouts, but they're removable for you disc brake people. The FFF (Fatties Fit Fine) rear end allows huge tire clearance, 2.7-2.8" depending on the brand, and is snappy and responsive but with

the forgiving feel of steel. If you

ride big or are simply a big rider and break just about every thing you throw a leg over you'll appreciate this level of stoutness. The top-tube slopes out of the way...we call it the Junk Saver for a reason. The cable routing is wisely outta the way also, so throw your bag of tricks over the top without worry. Throw a chain-guide on and bolt it to the ICSG tabs for easy sorting and no more dropped chains. So, all these options let you make the call to build a suitable ride for extending your limits. You will become confident to try lines and things you haven't attempted before, the Instigator is the little devil on your shoulder. Eyeing up that stair transfer? Or maybe that double you always go around? It's taunting you...the Instigator won't disappoint. And it also won't cost you an arm and a leg.



As one online reviewer said, "this bike encourages you to be a hooligan." That sums it up. Now go find your inner hooligan, punk.

Caring For Your Steel Frame

Surly frames and forks are made of CroMoly steel. Steel is the superhero of frame materials in almost every other aspect, but its weakness is moisture. The outside of the frame isn't such a big deal, because exposed metal due to scratched paint will dry before any real damage is done. But unless you live on the sun, water almost certainly will get inside your frame. Even a little water can do damage, so it's a good idea to treat the insides of the tubes with a rust inhibitor. This is best done when the frame is still naked, so before you throw on all your parts, get yourself some JP Weigle Frame Saver, naval jelly, motor fogging oil, or linseed oil. Each is a kind of sticky oil that coats the insides of the tubes and prevents rust from starting. Frame Saver is a bit toxic, as it comes in an aerosol can, but it is the easiest to use. It has a spray nozzle that lets you easily get into the nooks and crannies on your frame and comes with complete instructions. It's a good idea to re-coat every so often, and it can be messy, but if you love your bike...and we know you do...this is probably the most important thing short of not crashing that you can do to really help increase the life of your steel frame.

Instigator Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-butted. TIG-welded

Rear dropouts: Proprietary Surly 4130, 135mm spaced

Brake compatibility: International Standard disc or cantilever rim-type

Braze-ons: Removable cantilever bosses, dual water-bottle mounts, downtube shift cable routing, guides for hydraulic hose or solid housing, ICGS chainguide mount

Seatpost diameter: 29.4mm

Seatpost clamp diameter: 31.8mm (1-1/4") Surly Constrictor, included

Headset: 1-1/8" threadless

Front derailleur size: 31.8mm (1-1/4") bottom-pull

Bottom bracket shell: 73mm wide, threaded English 1.37 x 24t

Tie clearance: 26 x 2.7"

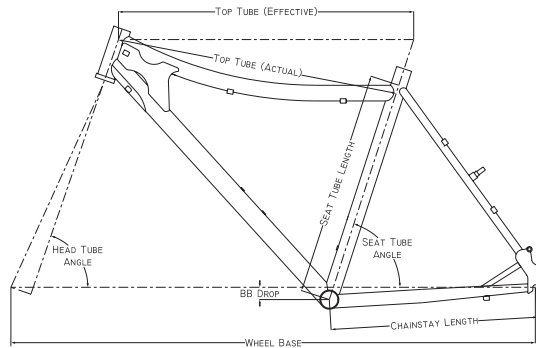
Chainring clearance: 48t max

Fork compatibility: Geometry is designed around a 100mm-130mm suspension fork. Using shorter or longer forks will compromise intended ride characteristics, i.e. less BB clearance, faster or slower handling, etc. Most of you will choose a suspension fork, so we don't include a fork with this frame, but we do make a rigid fork for the Instigator

Color: Red Rocket

Weight: 18" = 6.61 lbs (3.0 kg)

Geometry:



Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
x-small	14.0	355.6	21.0	533.5	22.0	558.8	71.0	72.0	0.9	24.0	16.7	425.0
small	16.0	406.4	21.5	546.6	22.6	573.9	71.0	72.0	1.0	25.0	16.7	425.0
medium	18.0	457.2	22.6	574.4	23.6	599.3	71.0	72.0	1.0	25.0	16.7	425.0
large	20.0	508.0	23.8	604.1	24.6	624.4	71.0	72.0	1.0	25.0	16.7	425.0

	Wheel Base**		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
x-small	41.1	1044.3	28.0	711.9	4.3	110.0	N/A	N/A	N/A	N/A
small	41.2	1045.3	29.0	737.1	4.3	110.0	N/A	N/A	N/A	N/A
medium	41.9	1064.7	30.4	773.0	4.3	110.0	N/A	N/A	N/A	N/A
large	43.1	1096.0	32.0	813.7	5.1	130.0	N/A	N/A	N/A	N/A

*Measurement taken using tire diameter of 676mm (Tioga 2.1 DH), will vary with tire choice

**Measurement taken using Marzocchi Z1 w/ 100mm travel, will vary with fork choice

N/A = Fork sold separately

Cross-Check™ Frameset

The Cross-Check has been good to us. No secret why. It's because it's been good to you. Why do people like it so much? Well, for starters, it's steel. Steel rides like nothing else (when was the last time you saw a spring made of aluminum?), takes a lot of crap, and doesn't cost an arm and a leg. Then we threw down some good ideas, like semi-horizontal dropouts with a derailleur hanger, our FFF stays so you can run big, fat tires (even with fenders), and our Gnot-Rite rear spacing that takes mountain and road hubs. And, to make assembly as easy as possible, this frame features long-popular measurements for things like the front derailleur clamp and seatpost.



What does all this mean to you? Options, kid, that's what. Get yer freak on. Gears? Great. Single-speed? No sweat. Commuter? Touring bike? Grocery getter? Bring it on. Or build it as a bonafide 'cross bike and race it. It likes it.

Best of all, it's actually affordable. You'll need to ask your local shop what they'll charge you, but suffice to say that it is among the most affordable of well-designed, well-built frames around. Whether it's the latest addition to your herd or the only bike you own, the Cross-check will amaze you with its comfort, versatility and affordability.



Size	ST (C-T)		TT (C-G)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
42 cm	16.5	420.0	19.9	505.0	20.6	522.0	72.0	75.0	2.6	66.0	16.5	420.0
46 cm	18.1	460.0	20.3	515.0	20.8	528.8	72.0	74.5	2.6	66.0	16.5	420.0
50 cm	19.7	500.0	21.1	535.0	21.3	541.8	72.0	74.0	2.6	66.0	16.7	425.0
52 cm	20.5	520.0	21.5	545.0	21.5	547.1	72.0	73.5	2.6	66.0	16.7	425.0
54 cm	21.3	540.0	22.0	560.0	22.0	560.0	72.0	73.0	2.6	66.0	16.7	425.0
56 cm	22.0	560.0	22.4	570.0	22.4	570.0	72.0	72.5	2.6	66.0	16.7	425.0
58 cm	22.8	580.0	22.8	580.0	22.8	580.0	72.0	72.5	2.6	66.0	16.7	425.0
60 cm	23.6	600.0	23.6	600.0	23.6	600.0	72.0	72.0	2.6	66.0	16.7	425.0
62 cm	24.4	620.0	24.0	610.0	24.0	610.0	72.0	72.0	2.6	66.0	16.7	425.0

Cross-Check Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-buttet. TIG-welded

Rear dropouts: Semi-horizontal dropouts with adjusters give you single-speed compatibility and wheel base adjustability. Our Gnot-rite spacing (132.5mm) allows you to run 130mm road hubs and 135mm MTB hubs

Braze-ons: Bosses front and rear to take cantilever or linear-pull brakes, eyelets at the dropouts, rear rack bosses, dual water bottle mounts, downtube shifter bosses

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly Constrictor, included

Headset/stem: 1-1/8" threadless

Bottom bracket: 68mm wide, standard English threaded 1.37x24t

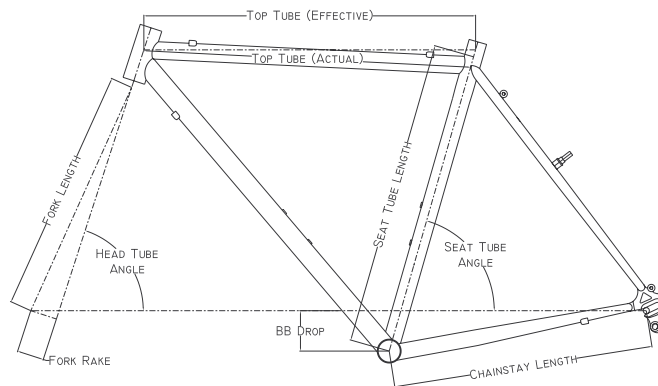
Tire clearance: Fatties Fit Fine (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700 x 45 with mud and fender clearance. For real!

Chainring clearance: Manipulated stays so you can fit the size rings you want. Go nuts

Color: Misty Mountain Grey or Gloss Black

Weight: 56cm = 4.88 lbs (2.2 kg) **Fork - uncut = 2.19 lbs (.99 kg)**

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42 cm	39.0	989.9	28.8	731.9	3.6	91.0	15.7	400.0	1.7	44.0
46 cm	39.1	991.9	29.6	750.7	3.6	91.0	15.7	400.0	1.7	44.0
50 cm	39.6	1005.3	30.3	769.4	3.6	91.0	15.7	400.0	1.7	44.0
52 cm	39.6	1006.0	30.6	778.4	3.6	91.0	15.7	400.0	1.7	44.0
54 cm	39.9	1014.4	31.2	793.0	4.0	102.0	15.7	400.0	1.7	44.0
56 cm	40.1	1019.8	31.9	810.7	4.8	121.0	15.7	400.0	1.7	44.0
58 cm	40.6	1030.0	32.7	829.9	5.6	141.0	15.7	400.0	1.7	44.0
60 cm	41.1	1044.8	33.4	847.4	6.3	160.0	15.7	400.0	1.7	44.0
62 cm	41.5	1054.7	34.1	866.2	7.1	180.0	15.7	400.0	1.7	44.0

*Measurements use tire with 685mm outer diameter (Ritchey 700c x 30 SpeedMax), and taken from middle of toptube to level ground

Steamroller™ Frameset

Listen to veteran fixed gear riders long enough and they'll start to wax philosophic about fixies, how the bike is an extension of one's body, how the simplicity and the silence are pleasing to the senses, how riding one is at first unnerving and later addictive. As we have said since we introduced the Steamroller frameset, we won't try to convince you that riding 'fixed' is better or special or why you should try it. You'll have to determine that for yourself. But whether you're old school or new hat, you'd be hard pressed to find a better canvas to build your ideal street machine.



It's made from Surly 4130 CroMoly steel because steel is durable and responsive, features we like and we're pretty sure you do too. Its geometry is tight compared to road frames and relaxed compared to twitchy track frames. It takes big tires because big tires make sense - tire casings flex before the frame. It's got almost no 'features', no pump peg, no housing stops, no cell phone or GPS mount. Just a set of water bottle braze-ons. Well, it does also have a nice brazed fork crown we think looks pretty snazzy. If you're like us, you may consider less tangible elements (such as ride quality) to be features, and it's got these in spades. This is a frame meant for riding. Everyday. It was designed by cyclists for cyclists. It's most at home on the street, but it's also track legal and does a pretty fair job on trails too. It's a fixed gear frame in the tradition of fixed gears, before there were freewheels or handbrakes (effective ones, anyway), harkening back to a time when big tires weren't a design feature but a necessity, when a ride was an adventure.

But hey, don't let us convince you. Try one out. It may just become your favorite bike.

Straight ratio: ratio comparison of number of chain ring teeth and number of cog teeth. For example, 32:16. 32 divided by 16 equals 2:1 ratio. Good starting point for figuring how easy or hard a gear combo is.

Gear inches: More comprehensive than straight ratio, because it takes wheel size into account. Especially useful if, for example, you want to match gearing from your 26" MTB to your new 29'er. Here's the equation:

$$\text{Gear inch} = \frac{(\text{Diameter of drive wheel in inches}) \times (\# \text{ of chain ring teeth})}{\# \text{ of cog teeth}}$$

Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
49 cm	19.3	490.0	20.7	526.5	20.8	529.5	72.5	74.5	2.8	70.0	15.7	398.0
53 cm	20.9	530.0	21.5	547.0	21.5	547.0	73.0	74.0	2.8	70.0	15.7	398.0
56 cm	22.0	560.0	22.4	568.0	22.4	568.0	73.5	73.5	2.8	70.0	15.7	398.0
59 cm	23.2	590.0	23.1	587.0	23.1	587.0	74.0	73.0	2.8	70.0	15.7	398.0
62 cm	24.4	620.0	23.9	608.0	23.9	608.0	74.0	73.0	2.8	70.0	15.7	398.0

Steamroller Specifications:

Tubing: 100% CroMoly steel. Main triangle is double-buttet. TIG-welded

Rear dropouts: Investment cast Surly track dropouts, 120mm spaced

Braze-ons: None, baby. Pure. OK, we put one set of water-bottle mounts on the seat tube 'cause we're not camels

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly Constrictor, included

Headset: 1-1/8" threadless

Bottom bracket shell: 68mm wide, threaded English 1.37x24t

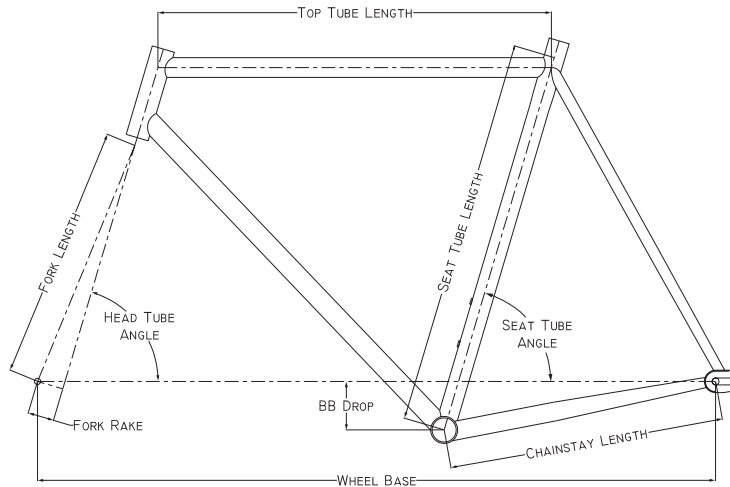
Tire clearance: Fatties Fit Fine (FFF) chainstays and our custom fork give room for tires up to 700 x 38 with fender clearance left over (P.S. - use clip-on fenders!!)

Chainring clearance: Heavy manipulation of the FFF stays gives room for a 50t ring while maintaining chainline. Track crank-compatible

Color: Maroon

Weight: 56cm = 4.5 lbs (2.0 kg) **Fork - uncut = 1.87 lbs (.85 kg)**

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
49 cm	38.0	965.7	29.5	748.5	3.3	83.0	14.8	375.0	1.5	38.0
53 cm	38.1	966.6	30.7	780.5	4.3	109.0	14.8	375.0	1.5	38.0
56 cm	38.5	978.6	31.8	807.9	5.4	136.0	14.8	375.0	1.5	38.0
59 cm	38.9	987.6	32.9	835.2	6.4	163.0	14.8	375.0	1.5	38.0
62 cm	39.7	1009.1	34.1	865.3	7.7	196.0	14.8	375.0	1.5	38.0

*Measurements use tire with outer diameter of 682mm (700c x 28), and taken from middle of toptube to level ground

1x1™ Frameset

The world has changed a lot since we first introduced the 1x1. For one thing, single-speeding went from new kid on the block to quarterback of the varsity squad. Coincidence? We don't think so. And yet the 1x1 itself has changed very little. Sure, we added I.S. disc tabs because disc brakes work good, and we gave it heat-treated chain stays and butted the fork blades to make it even stronger, but overall the 1x1 is the same kick-ass dedicated single-speed frame it's always been. That's because it does what it does very well.



The frame and fork are Surly 4130 CroMoly. It's suspension corrected to accept a (now) short-travel suspension fork (80mm). The fork and stays are wide and curvy and offer lots of space for fat shoes—26 x 2.7" knobbies will fit with room to spare. By the way, even after all these years, this is still more clearance than almost any other bike of its type. Fat tires offer the best traction and comfort, plus wide stays give you the option of running fat or skinny tires, and we like versatility. The geometry is comprised of tried-and-true, rides-like-a-bike numbers, but spec charts can't do justice to the ride, which is, in a word, sublime. Or if you want a few more words, our pal Muga from Kyoto wrote not too long ago and said, "I hope I am not self-indulgent. If so, that is caused by my love of Surly. And you are the one to blame because you have created 1x1 that makes me crazy." We feel the same way.

The 1x1 Speed Gear Chart

1x1	24	26	28	29	30	31	32	34	36
16	1.50	1.63	1.75	1.81	1.88	1.94	2.00	2.13	2.25
17	1.41	1.53	1.65	1.71	1.76	1.82	1.88	2.00	2.12
18	1.34	1.45	1.56	1.61	1.66	1.72	1.78	1.89	2.00
20	1.20	1.30	1.40	1.45	1.50	1.55	1.60	1.70	1.80
22	1.09	1.18	1.27	1.32	1.36	1.41	1.45	1.55	1.64

Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle	ST Angle	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	inches	mm	inches	mm
x-small	14.0	355.6	20.5	521.2	21.5	545.0	71.0	73.0	1.7	42.5	16.5	419.0
small	16.0	406.4	21.3	541.6	22.2	565.0	71.0	73.0	1.7	42.5	16.5	419.0
medium	18.0	457.2	22.3	565.8	23.0	585.0	71.0	73.0	1.7	42.5	16.5	419.0
large	20.0	508.0	23.1	586.5	23.6	600.0	71.0	73.0	1.7	42.5	16.5	419.0
x-large	22.0	558.8	23.9	603.3	24.2	615.0	71.0	73.0	1.7	42.5	16.5	419.0

Key Specifications:

Tubing: 100% CroMoly steel. Main triangle double-butted. TIG-welded

Rear dropouts: Investment cast Surly track dropouts, 135mm spaced

Braze-ons: I.S. disc tabs and removable cantilever bosses front and rear, fender eyelets front and rear, and dual water-bottle mounts

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly Constrictor, included

Headset: 1-1/8" threadless

Bottom bracket shell: 73mm wide, threaded English 1.37x24t

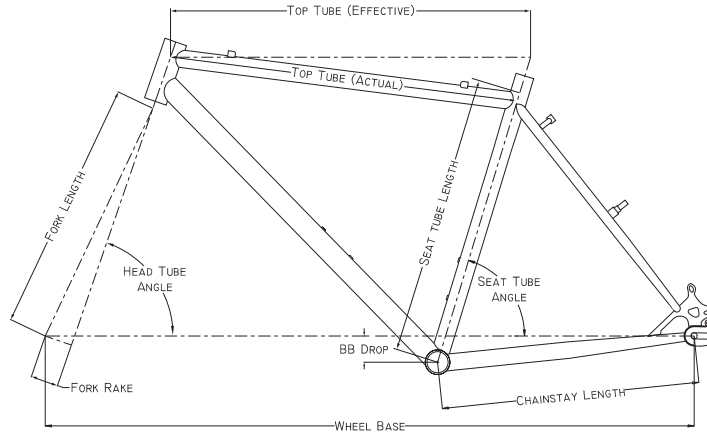
Tire clearance: Fatties Fit Fine (FFF) chainstays and our custom fork give room for tires up to 2.7" with plenty of mud and fender clearance left over. Seriously!

Fork: Suspension corrected for 80mm travel suspension fork. 100% CroMoly

Colors: Lemon Lime Pearl or Cash Black

Weight: 18" = 5.0 lbs. (2.3 kg) **Fork** - uncut = 2.34 lbs. (1.1 kg)

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
x-small	39.9	1013.5	28.1	714.9	3.5	89.0	16.3	413.0	1.8	45.0
small	40.7	1034.0	29.2	742.9	4.0	102.0	16.3	413.0	1.8	45.0
medium	41.5	1054.3	30.5	773.8	4.5	114.0	16.3	413.0	1.8	45.0
large	42.1	1070.1	31.8	806.9	5.3	134.0	16.3	413.0	1.8	45.0
x-large	42.7	1085.8	33.1	841.6	6.3	159.0	16.3	413.0	1.8	45.0

*Measurements use tire with diameter of 676mm (Tioga 2.1 DH), and taken from middle of toptube to level ground

Complete Bikes

In the beginning, Surly made frames, and they were good. Then we made parts. Those were good too. One day we offered a complete bike built around our Cross Check frame. It was good and lots of people bought one and rode it and told others. Surly grew strong like ox! One day we said "Hey Vern! What if we did us a nuther complete bike er two! Guh-huh!" And so we did. And here they are.

Like the Cross-Check before them, the Steamroller and Long Haul Trucker complete bikes are built with components chosen for their balance of durability and quality. Not Tour de France light, but not heavy either. This stuff works good, lasts a good long time, and doesn't cost a ton.

The **Steamroller** is designed as a fixed gear street bike that's track legal. We offer it up as a fixie with a Surly cog and lockring, but the rear hub is our fix/free, with fixed gear/lockring threads on one side and single speed freewheel threads on the other. There are no housing stops for a rear brake, which you'll probably want if you decide to run it with a freewheel, but we include a front brake and lever regardless because fixie-pure or not, a brake helps keep you safe so you can spend your time on the bike instead of in the hospital.

It's tough, the handling is snappy, the acceleration zippy, and it'll take even bigger tires than we spec'd because big tires flex before the frame so they're more comfortable and stay connected to the ground better than high pressure skinnies.

Whether you're a neophyte looking to try 'fixed,' a seasoned messenger, a hipster, wonk, geek, freak, neo-zoom dweebie, or just want a simple, practical, long lasting, general-use single-speed, the Steamroller answers the call.

The **Long Haul Trucker** is built, as you might expect, as a touring bike. But it does a lot of other stuff good too, like commuting, day trips, double centuries, and of course beer runs. We set it up with a triple crank, a reasonably wide-range rear gear cluster, and large-ish, comfy tires. Add racks and you're ready to haul. We mean it. The frame is designed to be stable and supple fully loaded with gear. Other bikes, 'converted' touring bikes you might call them, simply don't handle big loads as well. The Long Haul Trucker, like all our frames, is steel, because steel rides way better than aluminum or carbon fiber, and for less money. It's got rack and fender mounts front and rear, three bottle mounts, even a spare spoke holder. Read more about it on the Long Haul Trucker Frame page.

And finally our ace in the hole, the **Cross-Check**. We said it before and we'll say it again: A cyclocross bike by category, the Cross-Check has proven itself over and over in the real world, on the streets, in the dirt, through muck and sleet, blazing sun and dark of night, over exhilarating trails, through hectic traffic and long stretches of uninterrupted back road boredom. Think of the Cross-Check like an army jeep: tough as nails and used for everything. It's been changed very little over the years because it works great as it is.

All our complete bikes come mostly assembled but still need to be finished and adjusted by a competent professional bicycle mechanic, dig?

How To Buy Surly Stuff

Looking to buy some Surly stuff? Good for you, and thanks. But don't bother looking for prices on our website or in our catalog, and don't ask us to ship stuff to you because we don't do that. Bike shops are where you can get our stuff because most shops have the knowledge, experience, and tools to make sure your bike is dialed the first time you throw a leg over it. We also don't have dealer territories like many bike companies do, so there is no such thing as an "Authorized Surly Dealer". Selling this way gives the shop flexibility to order on demand, rather than have a lot of money tied up with bikes sitting in boxes and leftover inventory at the end of the year. And it means most shops can get our stuff even if they don't stock it. So call your local shop, or better yet go visit them. And if they give you any trouble, tell 'em Surly sent ya.

Cross-Check™ Complete



See page 16 for a complete Cross-Check frame geometry grid.
Weight: 54cm = 24.6 lbs (11.16 kg)
Color: Misty Mountain Grey or Gloss Black

Component Sizing:

Size	Stem Length		Stem Angle** degrees	Hbar Width		Crank Length	
	inches	mm		inches	mm	inches	mm
42 cm	2.5	65.0	84.0	15.7	400.0	6.7	170.0
46 cm	3.1	80.0	84.0	15.7	400.0	6.7	170.0
50 cm	3.1	80.0	84.0	16.5	420.0	6.7	170.0
52 cm	4.1	105.0	96.0	16.5	420.0	6.7	170.0
54 cm	4.0	100.0	96.0	17.3	440.0	6.9	175.0
56 cm	4.1	105.0	96.0	17.3	440.0	6.9	175.0
58 cm	4.7	120.0	96.0	17.3	440.0	6.9	175.0
60 cm	4.7	120.0	96.0	18.1	460.0	6.9	175.0

**Stems can be flip-flopped to customize angle.

Bike Specifications:

Component	Type	Description
Frame	Surly Cross-Check	100% Surly 4130 CroMoly steel. Main triangle double-buttied. TIG-welded. Rear rack bosses
Fork	Surly Cross-Check	100% CroMoly, lugged + brazed crown. 1-1/8" threadless steerer
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black
Stem	Kalloy	1-1/8" threadless. Forged. Black
Handlebars	Salsa Moto Ace Bell-Lap	26.0mm clamp diameter. Black
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black
Brake Levers	Shimano	#BL-R400 aero
Brakes	Tektro Cantilevers	#862A. Silver
Cable Hanger, front	Tektro	#1271A. Includes routing noodle. Black
Cable Hanger, rear	Dia-Compe	#1266. Silver
Shift Levers	Shimano Bar-end type	#SL-BS77. 9-speed
Front Derailleur	Shimano Tiagra	#FD-4500 Double
Rear Derailleur	Shimano Tiagra	#RD-4500-GS Mid-cage
Crankarms	Cyclone	110mm BCD. Silver
Chainrings	Andel	36 x 48t, ramped and pinned. Black
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Shimano Deore LX	#BB-UN54 68x113mm
Seatpost	Kalloy Uno	27.2x250mm. Black
Seatpost Clamp	Surly Constrictor	Black
Saddle	Velo Endzone	Steel rails, vinyl cover. Black
Cassette	Shimano Tiagra	#HG-50 9-speed 12-13-14-15-17-19-21-23-25t
Chain	Shimano HG-72	9-speed compatible
Hubs	Shimano Deore	#HU-M510. 32 hole, 100mm O.L.D. front, 135mm O.L.D. rear. Black
Spokes	DT Swiss	Stainless Steel, straight-gauge (14) w/ brass nipples
Rims	Alex	#AL-DA16. 32 hole x 700c. Black
Tires	Ritchey SpeedMax Cross	700x32 Wire bead. Black wall
Tubes	Cheng Shin	Standard Presta valve 700x32

Extras: Clear chainstay protector. Die-extruded cables with anti-rattle donuts. Full CPSC reflector kit. Generic owner's manual

Long Haul Trucker™ Complete



See page 8 for a complete LHT frame geometry grid.
Color: Utility Blue
Component sizing and spec not finalized at time of printing! Check the website for updates.

Component Sizing:

Size	Stem Length		Stem Angle** degrees	Hbar Width		Crank Length	
	inches	mm		inches	mm	inches	mm
42 cm	2.75	70.0	84.0	15.3	390.0	6.7	170.0
46 cm	3.1	80.0	84.0	15.3	390.0	6.7	170.0
50 cm	3.1	80.0	84.0	16.1	410.0	6.7	170.0
52 cm	3.5	90.0	96.0	16.1	410.0	6.7	170.0
54 cm	3.9	100.0	96.0	16.5	420.0	6.9	175.0
56 cm	3.9	100.0	96.0	16.5	420.0	6.9	175.0
58 cm	4.3	110.0	96.0	16.9	430.0	6.9	175.0
60 cm	4.7	120.0	96.0	16.9	430.0	6.9	175.0
62 cm	4.7	120.0	96.0	17.7	450.0	6.9	175.0

**Stems can be flip-flopped to customize angle

Bike Specifications:

Component	Type	Description
Frame	Surly Long Haul Trucker	100% Surly 4130 CroMoly steel. Main triangle double butted. TIG-welded
Fork	Surly Long Haul Trucker	100% CroMoly, lugged and brazed. 1-1/8" threadless steer tube
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black
Stem	Kalloy	1-1/8" threadless. Forged. 25.4mm clamp. Silver
Handlebars	Zoom	25.4mm clamp area. Aluminum. Silver
Handlebar Wrap	Co-Union Cork Mix	Black
Brake Levers	Tektro	#R200A. Black hood/silver lever
Brakes	Tektro Oryx cantilever	#992. Silver
Cable Hanger, front	Tektro	#1271A with noodle. Silver
Cable Hanger, rear	N/A	
Shift Levers	Shimano bar end	SL-BS77 9-speed
Front Derailleur	Shimano Tiagra	FD-4403 triple
Rear Derailleur	Shimano XT	RD-M760 SGS long cage
Crankarms	Sugino XD600	48-36-26t, silver
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Shimano	UN53. 68x118mm
Seatpost	Kalloy SP-342	27.2 x 300mm. Silver
Seatpost Clamp	Surly Constrictor	Black
Saddle	Velo Endzone	Steel rails. Black
Cassette	Shimano Deore	CS-HG50. 9-speed. 11-13-15-17-20-23-26-30-34t
Chain	SRAM	PC971 9-speed
Hubs	Shimano XT	M760. 36h. Black
Spokes	DT Swiss	14g stainless. Silver
Rims	Alex Adventurer	36h. Black
Tires	WTB Slickasaurus	700 x 35 or 26 x 1.5" (frame size determined). Black wall
Tubes	Cheng Shin	700 x 35 or 26 x 1.5"

Extras: Clear chainstay protector. Die-extruded cables with anti-rattle donuts. Full CPSC reflector kit. Generic owner's manual

Steamroller™ Complete



Component Sizing:

Size	Stem Length		Stem Angle** degrees	Hbar Width		Crank Length	
	inches	mm		inches	mm	inches	mm
49 cm	3.1	80.0	84.0	15.3	390.0	6.4	165.0
53 cm	3.5	90.0	84.0	16.1	410.0	6.4	165.0
56 cm	3.9	100.0	84.0	16.5	420.0	6.4	165.0
59 cm	4.3	110.0	96.0	16.9	430.0	6.7	170.0
62 cm	4.7	120.0	96.0	17.7	450.0	6.9	170.0

**Stems can be flip-flopped to customize angle

See page 18 for a complete Steamroller frame geometry grid.

Color: Maroon

Component sizing and spec not finalized at time of printing! Check the website for updates.

Bike Specifications:

Component	Type	Description
Frame	Surly Steamroller	100% Surly 4130 CroMoly steel. Main triangle double butted. TIG-welded
Fork	Surly Steamroller	100% CroMoly, lugged and brazed. 1-1/8" threadless steer tube
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black
Stem	Kalloy	1-1/8" threadless. Forged. 25.4mm clamp. Silver
Handlebars	Zoom	25.4mm clamp area. Aluminum. Silver
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black
Brake Lever	Tektro RL570	Front 'cross lever. Black
Brake	Tektro R356	Front caliper. Black
Cable Hanger, front	N/A	N/A
Cable Hanger, rear	N/A	N/A
Shift Levers	N/A	N/A
Front Derailleur	N/A	N/A
Rear Derailleur	N/A	N/A
Crankarms	Sugino RD	Silver w/ 48t ring
Chainrings	N/A	
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Sugino	68x103mm
Seatpost	Kalloy - SP-248D	Silver. 27.2mm
Seatpost Clamp	Surly Constrictor	Black
Saddle	Velo Endzone	Steel rails. Black
Cassette	Surly fixed gear	3/32" 17tooth, Surly lockring included (f/w not included)
Chain	SRAM	PC-48
Hubs	Surly	Silver 32hole, 120mm O.L.D. fixed/free
Spokes	DT Swiss	14g stainless. Silver
Rims	Alex DA-22	Silver. 700c, 32 hole
Tires	Maxxis Detonator	700 x 25. Tanwall
Tubes	Cheng Shin	700 x 25

Extras: Generic owner's manual

Forks



Karate Monkey

The Karate Monkey rigid fork replaces 80mm suspension forks designed for use on 29"-wheeled bikes. It features International Standard disc mounts, removable canti pivots, 1-1/8" threadless steerer, tapered straight blades, and a black powdercoat finish. 468mm axle to crown.

Rake: 43mm

Steerer: 260mm

Weight: 2.59 lbs (1.18 kg) uncut



Instigator

The Instigator rigid fork replaces 100mm travel suspension forks. We designed it around the geometry of the Surly Instigator, of course, but it should work just fine for frames with similar geometries. It is constructed of thick-walled, single-buttetted 4130 CroMoly, so it will hold up under pressure. It's even approved for tandem use. The fork features International Standard disc mounts, removable canti pivots, 1-1/8" threadless steerer, and a black powdercoat finish. If you want to run fatties in this fork, go ahead. You can easily wedge a 2.7" tire between those straight, tapered (31.8mm to 28.6mm) blades. 447mm axle to crown. Tandem and dirt jump rated. How many other forks can say that? One or the other, of course. Not meant for dirt jumping on tandems

Rake: 43mm

Steerer: 260mm

Weight: 3.13 lbs (1.42 kg) uncut



1x1

We have two 1x1 forks to offer. Our 1x1 disc fork comes with International Standard mounts and removable canti pivots. Otherwise, it's the same fork as our tried-and-true original 1x1 fork...which means you can stuff 2.7" tires between the blades and have room to spare. Both forks are built with 4130 CroMoly tubing, 80mm suspension-corrected geometry, 1-1/8" threadless steerers, and black powdercoat. 413mm axle to crown.

Rake: 45mm

Steerer: 260mm

Weight: Disc = 2.34 lbs (1.06 kg) uncut

Non-disc = 2.27 lbs (1.03 kg) uncut



Long Haul Trucker

Designed for the front end of our Long Haul Trucker touring frame, this fork sports a beautiful investment cast sloping crown and dropouts brazed to curved blades, dual eyelets at the dropouts for fenders and a rack, threaded bosses brazed into the fork blades for mounting a lowrider rack, and cantilever studs which work with canti or linear-pull brakes. It has a 1-1/8" threadless steerer, and you have the option of choosing from 2 sizes: 700c (390mm axle to crown) or 26" wheel (376mm axle to crown). Black powdercoat finish.

Rake: 45mm

Steerer: 26" = 300mm
700c = 320mm

Weight: 26" = 2.11 lbs (.96 kg) uncut
700c = 2.25 lbs (1.02 kg) uncut



Pacer

This is the same lugged and brazed fork that we provide with our Pacer road frameset. It will allow you to run 28mm tires with fenders or 32mm tires without. Many short-reach caliper brakes will work, but we can't guarantee 100% compatibility. Standard-reach (47-57mm) calipers are recommended. This fork comes with single-eyelet dropouts, 1-1/8" threadless steerer, and a black powdercoat finish. 372mm axle to crown.

Rake: 45mm

Steerer: 300mm

Weight: 2.17 lbs (.98 kg) uncut



Steamroller

Our Steamroller fork, designed around our fixed-gear frame, is brazed with a flat crown that is drilled to accept a standard-reach (47-57mm) caliper brake. It has clearance for 700c x 38mm tires. There are no eyelets at the dropouts. Available with 1" or 1-1/8" threadless steerer. 1" measures 368mm axle to crown. 1-1/8" measures 375mm axle to crown. Black powdercoat finish.

Rake: 38mm

Steerer: 300mm

Weight: 1" = 1.87 lbs (.85 kg) uncut
1-1/8" = 2.15 lbs (.98 kg) uncut



Cross-Check

Our lugged and brazed Cross-Check fork has room for 700c x 45mm tires and fenders. We offer it with 1" and 1-1/8" threadless steerers. It features 4130 CroMoly construction, single-eyelet dropouts, cantilever brake pivots, and a black powdercoat finish. 400mm axle to crown.

Rake: 44mm

Steerer: 300mm

Weight: 1" = 2.11 lbs (.97 kg) uncut

1-1/8" = 2.26 lbs (1.03 kg) uncut



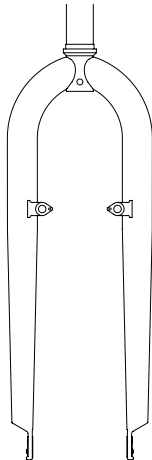
Pugsley

Our CroMoly Pugsley fork is a tapered straight-blade unit, spaced at 135mm (between the dropouts) to accommodate a rear hub, and wide enough to allow a 4" tire to fit with ease. It's offset 17.5mm, to allow wheel interchangeability with the Pugsley frame. Rear International Standard disc mounts and removable 120mm-spaced cantilever (rim brakes compatible with Large Marge rims only) pivots give you brake options. The Pugsley fork comes with fender eyelets, cable housing guides, 1-1/8" threadless steerer, and black powdercoat. Suspension-corrected 100mm forks. 447mm axle to crown.

Rake: 43mm

Steerer: 260mm

Weight: 2.52 lbs (1.14 kg) uncut



Big Dummy

We designed the Big Dummy fork to handle the rigors of hauling you and your precious cargo. Its tapered 4130 CroMoly straight blades provide the durability needed for a cargo bike without delivering a jackhammer ride. The Big Dummy fork features International Standard disc mounts, removable cantilever pivots, 1-1/8" threadless steerer, disc brake line/housing guides, single dropout eyelets, 80mm suspension-corrected and a black powdercoat finish. 425mm axle to crown.

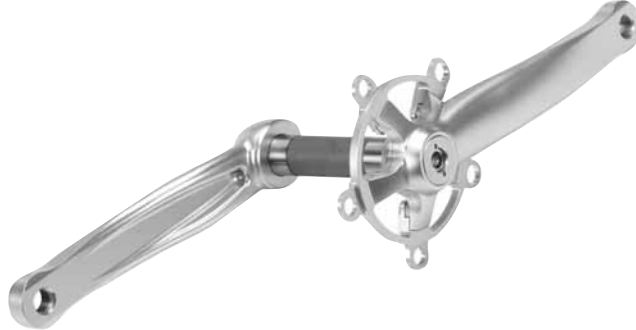
Rake: TBD (check our website for geometry updates)

Steerer: 260mm

Weight: N/A

29

Mr. Whirly Crank



Yeah, there are a lot of cranks out there already. We decided to design one anyway because we felt we had something to offer. And that crank turned out to be Mr. Whirly.

Mr. Whirly is the crank you build to suit your needs. Offered in black or silver, you pick your arm length, the spider you want, and the spindle length. Supply your own rings, chain-ring bolts, and Shimano-type outboard bottom bracket bearings and you're ready to rock. Forged from 7075 aluminum, it's burly enough to use on your Karate Monkey and smooth enough to look good on your Long Haul Trucker.

The arms are available in 170, 175, and 180mm lengths. The spiders are available in 94, 104, and 110mm bolt circle diameters (BCD). Use it as a single, double, or triple crank (all use a 58mm BCD granny ring, and the spider bolts directly to this set of holes). There are two spindle options, each with our own spline pattern. One is short to work with 68 and 73mm BB shells, and one is long to work with 100mm BB shells, such as you find on our Pugsley frame and many DH frames. This crank is solid, versatile, and looks smooth.

And the name? It's the name of a Replacements song, and the Replacements, a kick-ass proto-punk band from back in the day, are from Minneapolis just like us. What can we tell you? It just seemed to fit.

Armsets: 170, 175, 180mm. Silver or black. Includes spider mounting bolts

Spiders: 58/94mm, 58/104mm, 58/110mm BCD. Silver or black

Spindles: Short for 68/73mm BB shell or long for 100mm BB shell

Pick your parts:

Step 1: Armset (choose from silver or black):

170mm
175mm
180mm

Step 2: Spider (silver or black):

94mm BCD
104mm BCD
110mm BCD

Step 3: Spindle

Standard to fit 68 and 73mm bottom bracket shells
Long to fit 100mm BB shells, such as our Pugsley frame

Supply your own:

1. Outboard-style bearings (Shimano Mtn, Race Face X Type, and FSA Mega.EXO)
2. Chainrings (for double and triple set-ups, use 9-speed rings)
3. Chainring bolts: We include 8mm spider fixing bolts with the arms. You supply single (6mm) or double (8mm) bolt sets to mount rings to the spider. To add a granny ring, replace the spider mounting bolts with 16mm bolts (thus mounting the spider and granny ring in one shot)

www.surlybikes.com

SURLY

1-877-743-3191

Stainless Steel Chainrings

On a drivetrain with a steel chain and steel cogs, why wouldn't you want to use a steel chainring? Most chainrings on the market are made from aluminum, which is 35% softer than stainless steel. A softer metal means a shorter lifespan. Enter the Surly Stainless Steel chainring, made from 304 grade stainless. You can now have an all-steel drivetrain that will love you long time. Stainless, as its name implies, is a rust and corrosion-resistant alloy steel that is known for its toughness. Like all things mechanical, it will eventually wear out. When it does, simply flip the chainring around and you'll get another lifespan out of it. Our chainring is ideal for single-speed, fixed gear or tandem timing chain applications. It is not ramped or pinned for shifting assistance, so shifting will be a bit slower if using these with a front derailleur. Check out all the sizes we carry:

Sizes: 94mm BCD x 30t, 31t, 32t, 33t, 34t, 35t and

36t (works with 6-8-speed chains)

104mm BCD x 32t, 33t, 34t, 35t and 36t
(works with 6-8-speed chains)

110mm BCD x 34t, 35t, 36t, 38t (works with 6-8-speed chains)

110mm BCD x 40t, 42t, 44t, 46t, 47t, 48t, 49t and 50t
(works with 6-9-speed chains)

130mm BCD x 38t, 39t, 40t, 42t, 44t, 46t, 47t, 48t, 49t
and 50t (works with 6-9-speed chains)



Cassette Cogs

Our cassette-type cogs are designed to fit on standard Shimano-compatible freehub bodies. These cogs have a tall tooth profile that is essential for preventing chain skip from the extra torque a single-speed drivetrain encounters. In addition to being a stellar SS cog, the cog base width (where it contacts the freehub body) is 4.35mm, so you can stack a few of them up and use a 9-speed shifter for a simplified multi-speed drivetrain. This width also prevents it from ruining the freehub body as a result of digging grooves into it like skinny stamped cogs have a tendency to do. Surly cogs are machined from SCM415 CroMoly steel, then heat-treated for toughness and chrome-plated for surface hardening and enhanced chain lubricity. Our cogs will work with 6-9-speed 3/32" chains, although we recommend the inherently updated quality of an 8 or 9 speed chain. They are also available in every increment from 13-22t, so you can select that perfect gear.

Track Cogs

Our track cogs are designed to spin onto standard ISO-threaded (1.375" x 24tpi) hubs, so they will work with most English, Italian and Japanese hubs, including the Surly New track hubs. The thread base is 7.4mm wide for maximum thread engagement while maintaining enough room for a track lockring to thread on. Like our cassette-splined cogs, these are made from machined, heat-treated and chrome plated SCM415 CroMoly steel, so they are tough and long lasting. Track cogs are available in either 3/32" or 1/8" tooth thicknesses and in every size from 13-22t.



1x1 Singleator™

Midwest single-speed legend Pete Geigle developed the 1x1 Singleator so you single-speed virgins could taste the pure mountain biking experience without spending too much cash.

Installing horizontal dropouts on your frame can be difficult and/or expensive, particularly if your steed is of the aluminum variety. The Singleator mounts right up to your derailleur hanger and provides a simple, effective, and adjustable means of tensioning the excess chain slack found in vertical dropout single-speed drivetrains.

The Singleator features a triple-sealed spring, large cog capacity, chain guides, fully-adjustable chain line, floating pulley, and a stainless steel pivot bushing. The main body is forged, so it's strong. We've gone with an 11-tooth pulley for smooth, quiet operation. And, it now works with both 1/8" (BMX) and 3/32" (geared bikes) chains. Beware impostors; the Singleator is the granddaddy and outperforms all others.

Colors: Black or Silver



Singleator Tool

The production of our stainless steel chainrings generates a lot of scrap material, so we decided to use some of it to make the Singleator Tool. This polished and laser-etched tool sports an 18mm open-end wrench on one end...for adjusting the tension on a Singleator, and a bottle opener on the other end. It's compact (because you don't need to put a lot of tension on a Singleator spring), so it easily fits in a tool kit, in a pocket, or on a keychain.



Single-Speed Spacer Kit

Got a rear wheel from a geared bike collecting dust in your garage? Maybe, it's time you gave it some new life as a single-speed wheel. We now offer a single-speed spacer kit that allows you to use single-speed cassette cogs on the freehub body of your multi-speed Shimano cassette-compatible hub.

With the supplied selection of anodized aluminum spacers, you can attain a perfect chainline to compliment your road, track, or mountain crankset. Our large-diameter stainless steel cassette lockring holds everything together and perfectly matches the outside diameter of the spacers. Plus, it matches the machined shoulder of our single-speed cassette cogs (not included). The lockring is machined to utilize a common Shimano cassette lockring tool for installation and removal. This isn't just a mix of off-the-shelf parts; we went the extra distance to give you a kit that will provide maximum functionality, durability, and aesthetic value.



New™ Hubs

Oh, we've got hubs all right. All are forged aluminum with medium height flanges, and spin on high load, well sealed, adjustable cartridge bearings over standard sized axles (9x1mm front, 10x1mm rear). This is a common size so it's easy to find replacements should the need arise or to swap axles if, for instance, you have a QR axle and want to go solid. And did you notice we said the bearings are adjustable? This is so you can adjust play as the bearings wear so you don't have to replace bearings as often.

Fronts are spaced 100mm to fit most forks. Rears come in 3 widths: 120, 130, and 135mm. Some are disc with single-speed freewheel threading on the drive side, others have freewheel threading on both sides (English 1.37x24tpi), and still others have FW threads on one side and fixed gear/lockring threads on the other (1.37x24tpi and 1.29x24tpi LH respectively). Some are silver, some are black. Some have 32-holes, some 36.

You get the idea. They work good, and look good. 'Nuff said. Here are all the options:

Front Disc & Non Disc (100mm spacing):

- Silver, 32h, solid axle
- Black, 32h, solid
- Black, 32h, QR
- Silver, 36h, solid

Rear, 120mm (track spacing). No disc option:

- Silver, 32h, solid, fixed gear/lockring both sides
- Black, 32, solid, fix/fix
- Silver, 36h, solid, fix/fix
- Silver, 32h, solid, fixed gear/lockring one side, single-speed freewheel threads the other

Rear, 130mm (road spacing). No disc option:

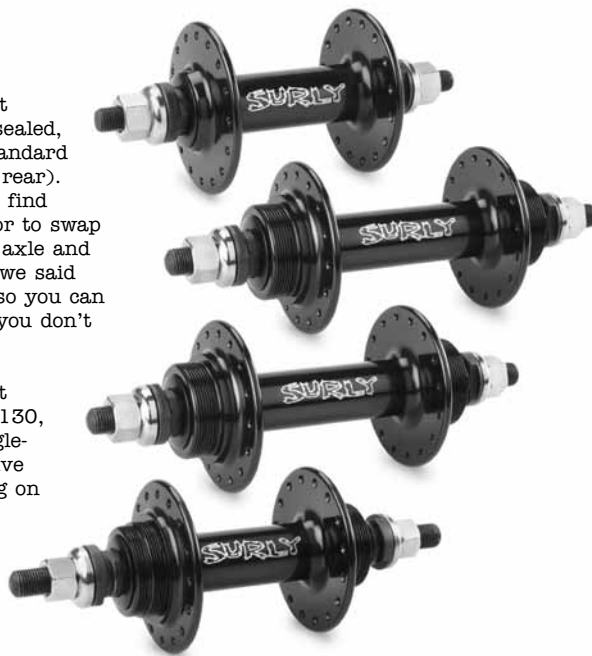
- Black, 32h, solid, fix/free
- Silver, 32h, solid, fix/free

Rear Non Disc, 135mm (MTB spacing):

- Silver, 32h, solid, free/free
- Black, 32h, solid, free/free
- Black, 32h, solid, fix/free
- Black, 32h, QR, free/free
- Silver, 36h, solid, free/free

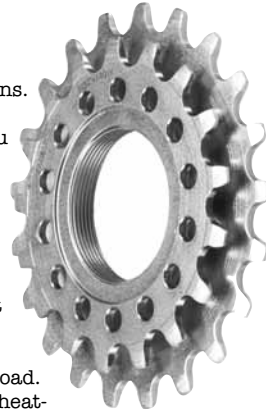
Rear Disc (135mm spacing only):

- Silver, 32h, solid axle
- Black, 32h, solid
- Black, 32h, QR
- Silver, 36h, solid



Dingle Cogs

Dingle Cogs are part of a different concept for fixed-gear drivetrains. Having two cogs on the back means you have more options for gear changes when the conditions demand it. For instance, say you want to ride your off-road fixie from your house to the trailhead, but your gear combo is either too high for the dirt or too low for the road. With a 17/19t Dingle on the back, pick two chainrings that are 2 teeth apart, like a 44t and a 42t. When you change from the outer (44:17t) gear combo to the inner (42:19t), you'll have a much better off-road gear and your wheel position will not change. This maintains effective chainstay length so you won't have to worry about having too much or too little chain length to accommodate the gear change. The Dingle (the word derives from from dual and single) works great in hilly terrain both on or off-road. Like our cassette and track cogs, these are made from machined, heat-treated and chrome plated SCM415 CroMoly steel, so they are tough and long lasting. They're available in 3/32" (narrow chain) tooth width 17/19t, 17/20t or 17/21t combinations. We recommend using 9-speed chains only. You can thread it onto any standard ISO threaded (1.375x24tpi) fixed gear hub and it takes up the same 7.4mm threads as a standard fixie cog. We recommend using a wider lockring (like our improved track lockring) to assure you can get a lockring tool onto it.



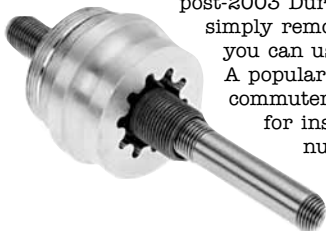
Track Lockrings

CNC-machined from premium stainless steel...no flaking chrome or rusting. We've improved the design to increase thread contact. It's now a full 5mm thick, plus a lip (.65mm extra) to maximize thread contact on all compatible hubs. Fits English lockring threads (1.29x24tpi) to work on almost all track hubs available today except Campagnolo (1.32x24t LH) and French (33x1mm LH).



Fixxer™ Hub Converter

Even if it ain't broke, you can still "fix" it with our Surly Fixxer hub converter. The Fixxer allows you to cheaply and easily convert any Shimano cassette hub (except Silent Clutch, post-2003 Dura Ace or pre-1997 Dura Ace) into a true fixed-gear. By simply removing the cassette body and replacing it with our adapter, you can use a fixed track cog and lockring for safe coast-free riding. A popular conversion for track racers, springtime trainers, fixed-gear commuters and messengers, the Fixxer includes all parts necessary for installation, including axle, bearing, cones, spacers, and axle nuts. Most converted hubs can be spaced 120, 126, 130 or 135mm.



Color: Silver

Endomorph™ Tire



It was inevitable that Pugsley was going to need a new pair of shoes. To this point, the current offerings of high-volume, large-footprint bicycle rubber has consisted of downhill-specific, or homemade, or scarce out-of-production tires designed for specific out-of-production rims. Though downhill tires are readily available, they are heavier than we need. We ultimately desire a tire that fits the following criteria: 1. The ability to crawl over and through a wide array of soft and loose surfaces and materials without packing up. 2. A size that will fit within the confines of the Pugsley frame and fork. 3. A weight less than 26 x 3.0" downhill tires. 4. Full compatibility with 26" Large Marge rims and other wide bicycle specific rims. Our only option was to design our own tire.

The Endomorph 3.7 is the product of our effort. It's 94mm wide (3.7") x 740mm tall (29") on our rims. It's the highest-volume production bicycle tire on the market at this point. And, at 1260 grams, our 60 tpi tire weighs 300-400 grams less than lower-volume 3"-wide DH tires. Most 3" DH tires hover around 1600 grams.

The center portion of the Endomorph's medium-durometer (60a) tread is comprised of widely-spaced chevron's made up of small, low-profile knobs. Higher-profile knobs, at the outer edges of the tread, provide cornering traction and lateral stability in the loose stuff. No tread pattern is going to be perfect in every condition, but the Endomorph's tread tends to perform quite well on a variety of surfaces. Truthfully, the casing volume has as much to do

with our tire's performance as the tread pattern does. High volume allows the use of low pressure without much risk of pinch flats. The use of low pressure allows the tire casing to spread out on the ground, providing greater traction and floatation due to the increased footprint. We've run our tires as low as 5 psi in deep snow, but 8-10 psi is generally low enough for most snow and sand riding. Want to ride on harder surfaces? Pump 'em up to 15 psi, if the surface is hard, but rough...up to 28 psi, if you're riding pavement or smooth, hard dirt. Of course, this is just a guideline. Trial and error/success is the best way to determine what pressure will best compliment your riding style, trail (or lack thereof) conditions and your weight.

In conjunction with wide rims (we suggest Large Marge units) and an accommodating frameset (Pugsley is a fine choice), Surly tires can make the difference between walking with your bike and riding it when conditions are soft and slick.

Embrace the fat. Ride more. Walk less.

Surly Tube

Designed for use with Endomorph tires, our 26 x 3.0-4.0" XC tubes are 0.9mm thick. High-volume DH-specific tubes are thicker and heavier than we need or desire. Surly tubes are spec'd with a Presta valve to work with Large Marge rims. **380g**

Large Marge™ Rim



Check out Large Marge. These black anodized, eyeleted, double-walled 24" and 26" hoops are 65mm wide. They feature machined sidewalls for those of you who may want to use rim brakes...Magura hydraulic rim brakes, traditional cantilevers, and linear-pull with 2.2-2.4" tires (larger tires may interfere with the cross-over wire). The cross-sectional profile gives our rim incredible strength, while shedding snow and sand to keep the rotational mass as low as possible. We offer Large Marge in a number of configurations: 32-hole and 36-hole downhill rims are available in 24" and 26" sizes, and a 32-hole cruiser/cross country version is available in the 26" size. What's the difference between the cross-country and DH rims? The cross-country rim is machined, at its outer wall, to shave some grams. What's the weight? The 26" DH rim...1150 grams, the 26" XC rim...1050 grams, and the 24" DH rims...1050 grams. All are drilled for Presta (French) valves, but any bike shop can drill them out for use with Schrader (American) valves.

You're going to need a fat-tire cruiser frameset, a DH-style frame and fork, or a non-standard XC frame and fork...like the Surly Pugsley...to use Large Marge rims. Most stock XC frames and forks simply don't have the clearance for wide rims and fat rubber. Other options: Some custom builders will be happy to build a frame and fork for you. Or, you could chop the cantilever bosses from a 1x1 frame and fork or from an Instigator frame and fork, allowing the wide rim/tire combo to fit into the frame without brake boss interference. Depending on the make and model of tire, and the position of the wheel in the rear dropouts, 2.7-3.0" tires will fit in the 1x1 frame. The Instigator can handle 2.6-2.7" tires. But the best is Large Marge with Endomorphs on a Pugsley, all designed with one another in mind. Meaty beaty big and bouncy.

Standard Marge

Pugsley Marge

Note: We offer special Large Marge rims that are offset-drilled to give more dish to the disc side of Pugsley wheels.

Large Marge Rim Strip

We had some wide rim tape manufactured by ROX specifically for Large Marge rims. These 50mm-wide synthetic cloth strips are adhesive-backed, so they'll stay in place. They won't tear or puncture, and they won't absorb moisture. One size fits all...just cut off a few centimeters when you're using them on the 24" Large Marge.

11 grams

Nice Rack™

We thought our Long Haul Trucker touring frameset deserved some durable, expedition-worthy racks to compliment it. So we designed the front and rear Nice Racks.

We chose to make them out of CroMoly (surprised?) due to its durability and ease of repair compared to aluminum. Repairability should be a consideration for any product that will be used in every extreme. In the rare instance that the rack breaks, you should be able to find, even in the most remote regions of planet Earth, somebody to TIG, MIG, stick weld, braze or solder a Nice Rack back together. An aluminum rack won't afford you the same luxury.

Our height-adjustable front rack is a lowrider/highrider design. Panniers mounted in the lowrider position provide a more stable ride, but can be a burden when riding rocky or rutted roads and trails. The upper rails on the rack provide an alternate pannier mounting position for these types of conditions. The rack platform above the wheel increases your cargo capacity. It's a great place to carry a light sleeping bag or small tent if you don't have room elsewhere. Our front Nice Rack mounts directly to forks equipped with a mid-blade eyelet, located approximately 165mm from the dropout eyelet. This is a standard eyelet location found on many touring-specific forks, including our Long Haul Trucker fork. We do, however, provide hardware to securely mount a Nice Rack on forks that do not have a mid-blade eyelet. For example, you can mount a Nice Rack on an Instigator fork, a 1x1 fork, or a Karate Monkey fork using the supplied mid-blade adapters...which means you can mount it on almost any rigid fork.



Front

The rear rack is also height-adjustable, so you can get your center of gravity as low as possible to provide a stable ride. The hardware included with our rear rack allows it to work with all sizes of our Long Haul Trucker touring frames (42cm - 62cm), so it should easily mount to your frame, as well. Its wide platform has plenty of room for rack trunks, sleeping bags, tents, boxes of lima beans, or small cages full of hamsters.



Rear

Nice Racks are powdercoated black or silver for corrosion resistance and good looks. The stainless steel hardware we provide will enable you to fit them to most rigid 26" and 700c frames, and to forks equipped with drum, caliper, or cantilever brakes. Disc brakes and suspension are generally not compatible with our racks.

1x1 Torsion Bar™

Made for us by NITTO, these wide, flat, 4130 CroMoly bruisers will give you a distinct advantage in any derby situation. With a 15° bend, and 666mm width, they're also mighty comfortable. Get ready to flat track!

Color: Silver



Constrictor™ Seatpost Clamp



The Constrictor was designed specifically to end slipping seat posts. The extra-thick clamp utilizes an 8mm stainless bolt and accommodates a rear cantilever brake hanger, if you decide to go that route. The Constrictor is machined out of aluminum billet and black anodized. It's available in 30.0mm and 31.8mm sizes.

Tuggnut™ Chain Tensioner

Ever stomp on the pedals just to have your rear wheel slide forward in the dropouts and throw your chain? We have...using all kinds of hubs in all kinds of frames. There are lots of BMX-style tensioners out there, but few of them fit in our dropouts without some serious grinding. So, we decided to design a chain tensioner that will keep that rear wheel static in our dropouts...and most other kinds of rear-facing horizontal dropouts. Plus, ours will open up a bottle o' brew. The body of the Tuggnut is investment cast in stainless steel for durability. It features a winged bolt for tool-free adjustments, and 2 axle holes for a wide range of fore/aft wheel positions. The Tuggnut comes with an aluminum adapter that reduces the axle hole from 10mm to 6mm, so you can use it with quick-release axles, in addition to nutted axles.

We sell it as a single, because you really only need one...on the drive side. But, if you absolutely need one on the non-drive side of your rig to achieve balance in your life, you are in luck...the bottle opener works either way.





Surly Hip Flask

Stainless steel. 6oz. (177ml)

Hey mang! I'm Flasky! You know, where ever I go people are always saying to me "Flasky, you're a good friend. You keep me warm when I'm cold, loose when I'm tight, and twirling when I should be sleeping." Hey, I try! But I want people to know how tough I am! Not even a dog can hurt me! Well maybe a dog could, I don't know, like if it was maybe a pit-bull or something. Especially an alcoholic pit-bull who hadn't had a drink in a while. But still, I'm pretty tough cuz I'm stainless steel. I don't rust and I don't trap flavors like plastic. That way your gin don't taste like your juice. I'm a good size too; more than enough but never too much, except sometimes. So yeah, that's me. Let's go for a ride. Right now. C'mon, don't be stuck up.

Jethro Tule™

Surly's Jethro Tule pocket tool is crafted from stainless steel, then polished to a high luster. It combines an offset box wrench on one end with a leverage-enhanced bottle opener on the other.



The double-sided 15mm box wrench works with most bolt-off hubs on the market. And, it fits quite nicely inside recessed dropouts, including those found on our Surly 1x1 frame. Quit carting around the Vice-grips; our smooth, spoon-shaped handle provides ergonomic pleasure for your palm under the most rigorous wheel-removing operations, at a fraction of the weight and bulk. And, it snaps open the fizzy reliably before, during, and after the ride. The Jethro Tule hangs nicely on a key chain and is light enough to carry comfortably anywhere. But, being "Thick as a Brick", it is built to last and to resist bouncing out of your pocket during a rough singletrack ride, or crosstown jaunt.

Patches

- Sizes:
4" wide
6.5" wide
10" wide



Stickers

- Sizes:
6.4 x 1.75"
12 x 2.73"
24 x 5.46"



Frame Decals

- Complete decal sets are available for each frame we sell
- Decals are dry transfer style
- Each decal set includes a headbadge





Instigator Dropouts

Our heavy-duty Instigator dropouts are investment cast CroMoly and include International Standard disc mounts. They can be TIG-welded or brazed.

Frame Dropouts

Our investment cast CroMoly horizontal dropouts (also called track ends) come in two versions: with or without derailleur tab. These are the same dropouts that we use on our 1x1, Steamroller, and Karate Monkey frames. They can be TIG-welded or fillet brazed.



Disc Housing Guides

Investment cast CroMoly. TIG-weld or fillet braze them on. Plenty o' room for zip ties.



Cross-Check Fork Crown

We offer our Cross-Check fork crown to you builders who are looking for a wide, lugged 'cross-worthy crown that will accommodate a 45mm-wide tire. Our investment cast crown was designed to accommodate a 1-1/8" steerer tube and 28mm x 20mm fork blades.



Baseball Cap

- Embroidered logo
- Flex-Fit
- Black
- Sizes: S/M or L/XL



Wool Jerseys

Men's

- 100% Merino wool
- Available in short or long-sleeve
- 11" zipper
- Rear pockets
- Embroidered logos
- Black
- Sizes: S-XL



Women's

- 100% Merino wool
- Available in short or long-sleeve
- 11" zipper
- Rear pockets
- Embroidered logos
- Black
- Sizes: S-XL



Why Wool?

Our wool clothes are made from Merino, a very fine, soft, itch-free wool which feels much like cashmere next to the skin. Like all wool, it has wicking characteristics superior to any synthetic. This means it keeps moisture off your skin and insulates to help you maintain a comfortable operating temperature even when the material itself is pretty well soaked (cotton, for example, simply gets wet and makes you feel clammy, so your body uses valuable energy trying to keep you warm). Wool is warm in cool and cold weather (it's the perfect base layer), and yet remains surprisingly comfy when the weather is warm. And because wool fibers can actually absorb moisture, rather than simply pulling it away from your skin, the bacteria that cause synthetics to stink don't build up. In fact, you don't want to wash our wool jerseys and socks every time you wear them. But when it is time to wash them, you can toss them in the machine on the gentle cycle (cold water!) and then air dry them. Back in the day, cyclists all wore wool, and this is better than anything they had back then. Find out why.

Tee Shirts



Karate Monkey Tee

- Black
- Sizes: M-XXL



Girly Tee

- Black
- Sizes: S-XL



Long Sleeve Logo Tee

- Black
- Sizes: M-XXL



Logo Tee

- Black
- Sizes: S-XXL

Socks

- 50% Merino wool, 50% Polypropylene
- Sizes: S/M, L/XL, and XXL Sasquatch
- 2 cuff heights (logo sock) 3" Racer Geek, and 5" Nerdlinger
- 2 new styles available: Dub-L (black), and Racing Stripe (brown) 5" Nerdlinger height only



Welcome To Surlyville

Hey there. Thanks for taking time to check us out. Seriously, we appreciate it. If this is your first time meeting us, you may wonder who we are and what we're about. We are people who like to ride bikes, and we design and produce smart, great riding, durable, and affordable frames, parts, and clothes for people who also like to ride bikes. Our stuff isn't flashy, but it's beautiful the way all useful things are beautiful. We like bikes because they don't emit toxic fumes (although the rider may), they reduce traffic congestion, they're easy to park, they're easy to maintain, they're good exercise for people young and old, and they're just plain fun to ride. That last one is real important. Bikes make doing almost anything more fun, whether it's hitting some swooping singletrack, meeting some people for a couple of beers, getting to work, or school or moving a refrigerator (you think we're kidding?). What else can do so much and is fun nearly every time you use it? Your car? Your Ipod? Your business casual coordinated separates? Look, we believe that bikes, with their simple beauty, efficiency, ease of use, and mind-blowing sense of freedom not only can improve the world, but do improve it. Right now. And so, to that end, we design stuff you can actually afford and that you will enjoy using every single day. More gooder bike stuff for people like you.

Surly Profile: Snackey P

It's funny how you can look back on your life and single out moments or events that single-handedly changed you, or transformed your life into who you are now. For me, the moment that changed my life was when I uprooted myself from living in Minneapolis in the 1980's and moved to Japan to be an English teacher. I spent a total of nine years there, learned the language, married a Japanese woman, and became deeply ensconced in the culture. While being there was fascinating virtually every day for me, I also felt a sense of isolation that one can only feel as a result of living abroad in a totally foreign world. My refuge came in the form of rediscovering cycling after a 10-year hiatus when I bought my first mountain bike from a Chiba bicycle shop. I rode the bike nearly every day, as I had lots of free time in mornings and afternoons before I went to teach. I rode many kilometers, often getting lost, but always finding my way back. I'd ride every stretch of dirt I could find, from gravel roads between rice paddies, to single-track trails connecting farmer's fields, to dirt trails leading to temples and shrines. Simply put, I became a total dirt freak, to the point of making almost daily trips back to the shop where I bought my bike to visit with the owner, buy new parts, and study up on the bicycle market. These experiences planted a seed in me that would lead me back to the States and help me to land a job in the bike industry.



I've ridden many disciplines of bicycles over the years, from rigid mountain bikes, front suspension to full-suspension, carbon to titanium, downhill to freeride, single-speed to fixie, and I've enjoyed every one of them. I'm really lucky to be working full-time for Surly now, because it gives me the opportunity to continue on my quest to discover new types of bikes, meet lots of cool people, and learn more and more about bicycles, and maybe, just maybe, converting a few folks to a cycling lifestyle along the way.

These days the wifey and I have two kids, so finding time to ride has become a challenge, but somehow I am able to find a few hours per week to get on the bike, and frankly it helps keep me sane. Staying sane and killing the inner fascist is at least 50% of this game, ain't it?

Peter Redin

Surly Profile: Brother David Sunshine

My long path to Surly started in my dad's messy garage. I was given free reign of the tools at an early age. I learned to build things with found objects and basic raw materials. For fun, I took apart appliances and small engines to see how they worked, and then I put them back together again. Bikes didn't really hold much interest for me at the time; I don't really know why. In my early teens, I started wrenching on cars and motorcycles as a hobby and kept that up for 10 years. In the early 90's, while still in college pursuing an industrial design degree, I got the bug to buy a nicely equipped mountain bike...my first good bike. At the same time, my belief systems and interests, regarding the environment and the state of our gluttonous car-driven American culture, started to mature. The freedom and exhilaration I felt while riding my bike, along with the passion I had for wrenching on it, led me toward a job in a small bike shop north of Minneapolis, where I could get paid, albeit very little, for doing what I loved...talking about bikes, wrenching on bikes, and learning about bikes. After 4 years in the shop, I moved on to QBP, our US distributor, to pack boxes, pick and fondle shiny high-end parts, and immerse myself in a great beehive of Twin Cities cycling culture. Packing boxes led to answering phones. Then, when Surly (originally called 1x1) was started in 1998 within QBP by Wakeman, I was hired, along with Hurl, to be part of the Surly machine.



I work for Surly because I get to design and develop products that I want to use. I'm selfish in that regard. Luckily, there are other people who want the same things that I do. This gig has never been about producing things just to make money. The money part is necessary for long-term sustainability, but it isn't the ultimate goal. Nor should it ever be.

Surly doesn't cater to any particular genre of cycling, because we like all types of bikes. I'm not a "roadie" or a "mountain biker"...I'm a cyclist. I ride bikes and unicycles, because it's fun. I ride many types of bikes on many types of terrain. I ride when it's -28C degrees; I ride when it's 37C degrees. I pull things around on trailers, racks, and cargo bikes, because it makes sense and it makes me feel good. I don't know what my resting or max heart rate is. I don't know if I can kick your ass in a race, and I don't really care. I prefer wool, cotton, and hemp clothing to the synthetic, stinky, logo'd-to-Hell, sausage-pack, cycling-specific crap that I see too often on people who don't go fast enough to utilize the aerodynamic assets of the garment. I'm not necessarily a Luddite, but I don't chase the latest and greatest placebos that are marketed to me as the next big thing. I'm always willing to try sensible new gear, but I often go back to the tried and true...the trusted and familiar. I've put on enough miles over the years to know what I like. So, that's how I roll.

My inspiration for developing Surly products comes from putting on miles and thinking about the shortcomings of existing products and the potential for products that are yet to be. I enjoy building things and modifying existing components to my liking. I like metalworking most of all...brazing, soldering, milling, turning, drilling, grinding, filing, sanding, and polishing. I enjoy the feel of a sharp file cutting into brass, the sight of aluminum chips flying from an end mill, and the sound of a lathe turning steel. I treat product design and the craft of creation as I do cycling...embracing and enjoying the journey instead of focusing only on the destination.

Dave Gray

www.surlybikes.com

SURLY

1-877-743-3191

Surly Profile: Swervy

Code Name: Swervy

Real Name: Nick Sande

Hometown: Minneapolis

Job: Designer of Stuff/Controller of Quality/Overlord of Warranty

Years in a row with more miles on my bike than in a car: 2

Average bakery stops weekly: 3

Average gallons of beer brewed at home annually: 140

Current Side Projects: Building a bicycle sound system, perfecting the homemade pale ale, hauling bigger loads on my bike and growing my own food.

Motivations: Consuming less crap, making less of an impact on the earth, striving towards self-sufficiency and making sure the people in my life are doing the same.

My Two Cents: Writing about an incredible bike ride is like trying to describe the taste of your favorite beer to somebody who prefers hard lemonade. So I'll spare you the long story and just tell you why I ride. I ride because I've always ridden, at least since I got a fixed gear with training wheels at age 2 1/2?. It was a toy that moved me across the house and around the neighborhood. A toy that was fast, simple and fun. A toy that sparked a lifestyle free from gym memberships, obesity, polluting and bumper-to-bumper traffic. Although society has told me otherwise, I have a legitimate form of transportation and I'm going to take up my space on the road; smiling, breathing, sweating, jumping, crashing, rubbing tires, laying skids, going the wrong way down a one-way, bleeding, drinking, and getting to my destination the best way that I know how to. I can only hope that what works for me also works for you because there is strength in numbers and I'd like to think we can collectively rule the universe.



Pictured here is my latest project. What started out as my crap hauling Instigator with Xtracycle attachment has become a mobile 30-watt soundsystem; complete with 2 amps, 4 speakers and neon lighting ground effects. Sure, it weighs 90 pounds, but can a stupid light carbon road frame start a party? Didn't think so.

Surly Profile: Skip Bernet

Have you ever wished key parts of your life had been caught on video? I do.

I'm not talking about the totally humiliating parts either. I don't want video of me playing Little League. Although, those two painful years in right field could be mercifully condensed down to just a few seconds of action and it would be over. I still don't really understand baseball - too much nuance, not enough advantage for being especially lanky.

I don't want film evidence of getting dropped from every road race I ever entered. Man, who invented that shit? And more importantly, what was I doing there?

I also wouldn't want video of myself in Show Choir when I was a sophomore in high school. Do I need to elaborate on why? Let's just say I don't think anyone was noticing the quality of my jazz hands during a time in my life when I was 90% leg and 10% upper body.

There are some moments, however, that I would want to watch over and over:

Once, when Spring had finally come and melted the ice off of the driveway, I ran to get my red Sting-Ray out for the season's maiden voyage. Doing hot laps around the pump house of our semi-rural Iowa farmstead I noticed something. Some of the snow piles Dad had plowed off of the asphalt surface had hardened into ice. They looked a bit like... ramps.

Like any red blooded American boy would, I topped out my speed and hit the jump without any scouting the landing or calculating trajectories.

Film of the event would show the takeoff (or rather, me being thrown over the bars as my front wheel stopped dead), the glorious arcing flight, and the snowy landing on my face. It's at this point that you the viewer of said video would know something that I then didn't. You'd see the 30lb Schwinn following roughly my path through the air. You'd notice (especially if we had super slo-mo) that the bike was about to land square on me.

I'm sure there's some sort of life lesson to be learned here, some sort of "look before you leap" or maybe "a well executed plan, blah blah blah." Well, I'm not here to teach you anything. I may be a walking cautionary tale, but you're just going to have to infer your own meanings from the dumb shit I may do.

I just wish I had it on tape. I'd watch the shit out of that.

Eric Sovern



Surly Profile: O.G. Kenny Bloggins



I was born in a crossfire hurricane, but it's all right now. In fact, it's a gas. Shortly after, I was given a tricycle. I used it a lot. One day, I decided to run away from home. I have no idea what set me off, but I was mad as hell and I wasn't going to take it anymore. I packed a banana, mounted my trusty tricycle and, with a vengeful glance back toward the house, pedaled down the gravel road bound for...somewhere. Anywhere. I made it as far as the neighbors' house a half mile away, where I stopped to let the neighbor lady know I'd be

leaving and to say goodbye. She advised me that a banana would not hold me for such a journey. I needed a full meal, or at least cookies and milk. So she sat me down at the kitchen table and I ate chocolate chip cookies, while she quietly called my folks. When my parents arrived a few minutes later, I was engorged on cookies and milk and had already forgotten why I had run away in the first place. But I didn't forget the feeling of freedom my trike lent me.

When I was 8 my parents bought the bike shop in our town. Despite this I continued to ride the second-hand Rollfast 20" which my grandmother had given me a year before. My dad knew I would probably crush anything I rode, and at any rate I'd soon enough outgrow whatever they bought me. I have no regrets. That thing taught me a lot about how much you can do on (and to) a bike. I rode the living shit out of that thing. All us kids on the block had bikes. My first biker gang. Standard protocol included block-long drag races on hot summer days. Power slide contests in the alley. Launching over excited, trembling neighbor kids lying in the dirt, squeezing shut their wild eyes as soon as we approached the rickety home-made ramp at warp speed. Exploring trails. Riding through town, then out of town over washboard gravel next to vast corn and bean fields. Riding to school every single day. Carving the hidden, swooping, banked dirt track in the grove between the John Deere dealership and the railroad tracks. Curbs, hedges, and pedestrians, all obstacles we mastered in short order. All are experiences that shot me through with an addiction to bikes I have yet to shake.

Now I'm O.G. I have seen clipless pedals and TIG-welding take over, Hite-rites and Skid Lids wither and die, and I've sported Oakley Blades with a mullet. I can still lay it sideways and come up spinning. I breathe bikes and bleed rock and roll. I still roll with a crew who, decades later, likes ramps, trails, and long rides. Damn, it feels good to be a gangster.

Andy Corson

“Help Us Help You” Corner

We may be the ones steering this ship day in and day out, but we sure couldn't do it without help. We thought it was high time to recognize a few of the people, places and things that motivate us, kick-start us, and keep us on track. There are others, but we wouldn't be the same without the following:

Colin “CoFlo” Floyd, Surly’s media slut: He puts it all together and makes us look as if we have entered the digital age. He cracks the whip and produces our ads, catalogs, and website. CoFlo rides an Instigator like it was meant to be ridden and knows how to use a magnifying glass the right way.

Josh “Yafro” Yablon, and Wakeman Massie, design engineers: Sometimes even Dave and Nick can't keep up. Josh and Wake have been part of Surly since its inception, though neither does it full time (anymore). When there's a long way to go and a short time to get there, these cats are east bound and down. Surly 4 Life.

Donuts: Like the iced and crème-filled nipples of some divine being, donuts give us the power to get up and get more donuts.

Beer: If you don't understand we can't explain it to you.

Tequila: Yes, please. Patron Silver if you have it.

Minneapolis, MN: Sure, we've got some aggros in overcompensationmobiles, but they're everywhere as far as we can tell. Some of us have even moved away and come back. It's that great. Global-level music, theatre, food, and bike culture.

Cover Photo Credit: Jakub Postrzygacz, from his 2000km solo ride of the CSR Trail in Australia's Outback.
<http://www.wildworks.co.nz/csr/>

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