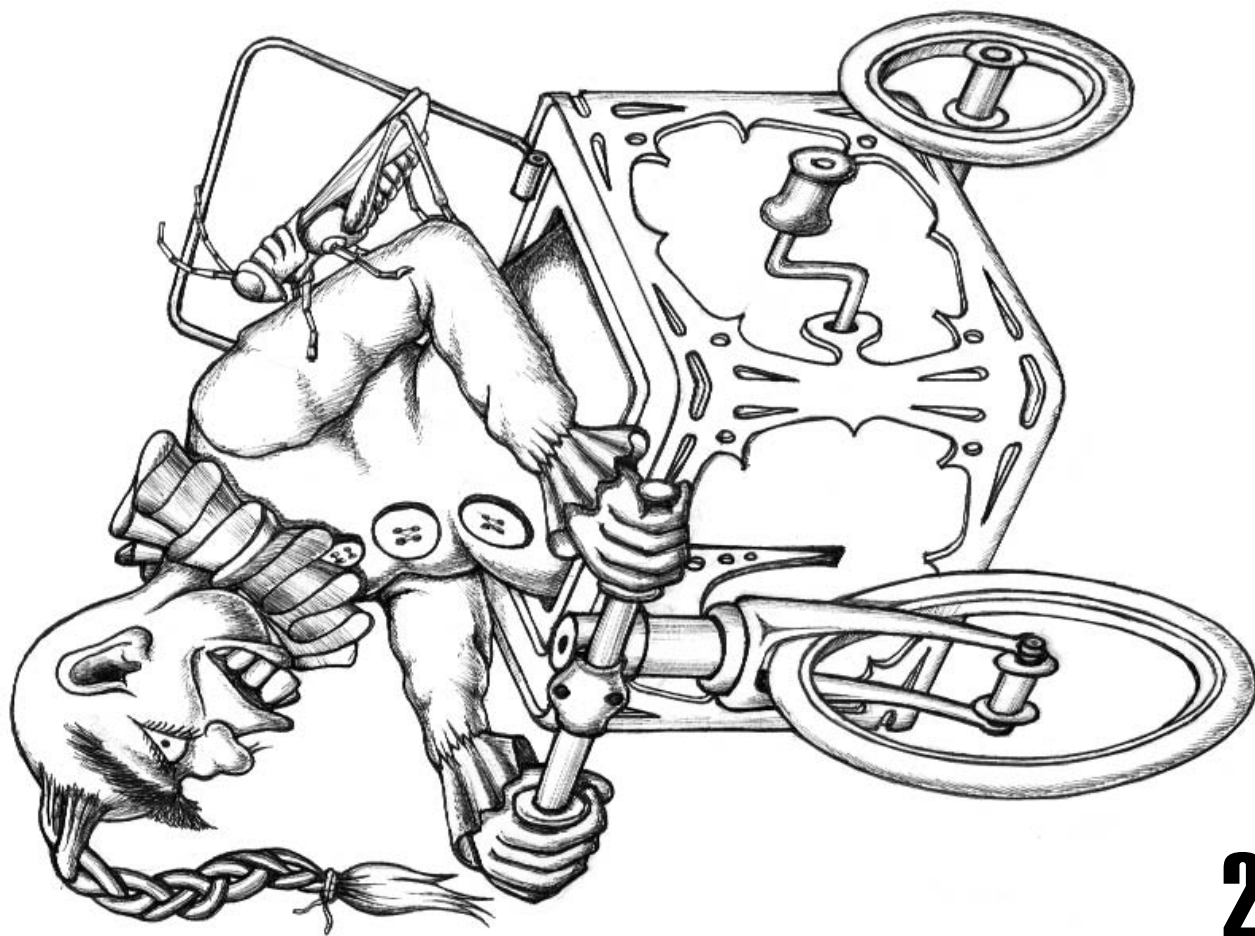


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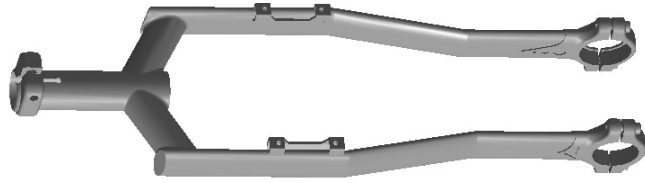
2006

Conundrum™ Uni

NEW

This year, we're throwing a little somethin' different into the mix: The Conundrum. It's our unicycle frame offering 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. And, 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, and 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 28". 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 28" 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 cro-moly steel

Bearing clamps: Investment cast cro-moly, 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™

Brake compatibility: Magura® hydraulic rim brakes

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

Hub bearing spacing: 102-104mm, measured outside to outside

Colors: Silver Pearl or Humor Black

Weight: Not available

Figure 1

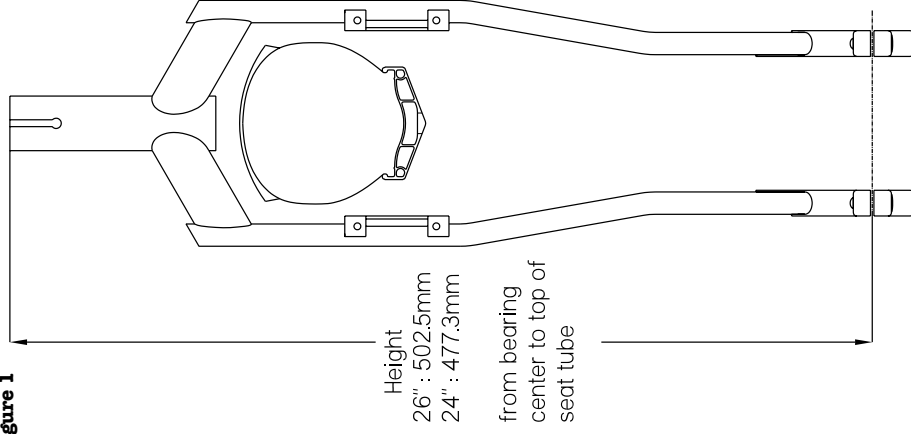
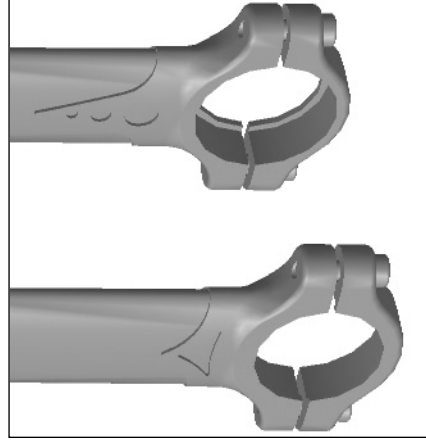


Figure 1 shows the Conundrum Uni with cross-sections of the Large Marge rim and Endomorph 3.7 tire.

Figure 2 is a detailed model of the bearing pockets.

Figure 2



NEW

Pugsley™ Frameset

The premise behind Pugsley's design is based on 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 28" 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 75mm 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-g geared rig if you don't want to use derailleurs.

Note: We've decided to modify some Large Marge rims to give you more disc-side dish and more even spoke tension. Use these special, asymmetrically-drilled (6mm offset) Large Marge rims on the Pugsley. Non-Surly rims, intended for use in Pugsley wheelsets, 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 & 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 threaded 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 cro-moly steel, main triangle double-buttet 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 (when using 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

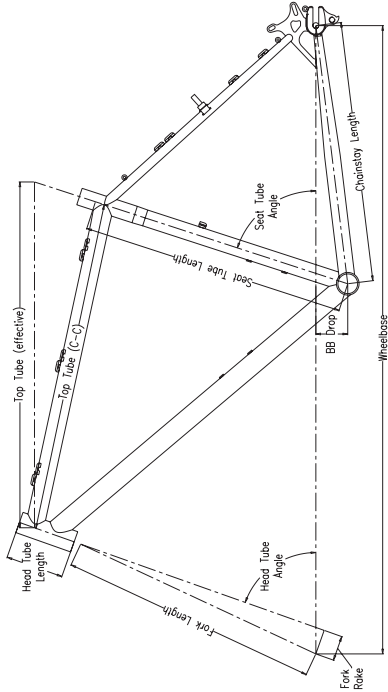
Bottom bracket shell: 100mm wide, 1.37 x 24t

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

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

Color: Barney Blue/Purple Pearl Sizzurple

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



Size	ST (G-G)* inches	mm	TT (H-H)* inches	mm	TT (H-H)* inches	mm	HT Angle degrees	ST Angle degrees	BB Drop inches	mm	CS length inches
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 inches	mm	S.O. Height** inches	mm	HT Length inches	FK Length mm	FK Rate inches			
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

** S.O. 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, & 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?

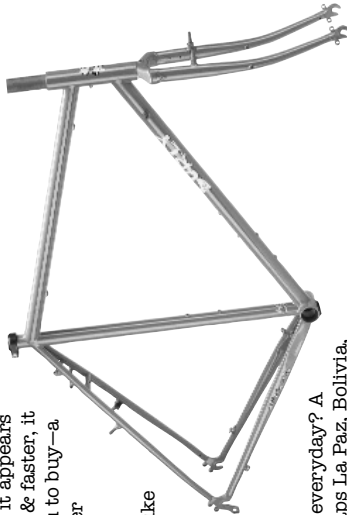
Truth is, there is little as epic as a really long bike ride. It resets your mind. It challenges your body and spirit. It stirs and purges, soothes and recharges. “The daily grind” becomes meaningful. Just you, and everything you need to live, packed up on your bike.

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 cro-moly 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 in the saddle. It’s got 3 sets of water bottle cage bosses. It’s got braze-ons for carrying a couple of extra spokes. It’s got 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. So, they fit without toe overlap or compromised handling.

Like all Surlys, 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?



Long Haul Trucker Specifications:

Tubing: 100% Surly 4130 cro-moly steel, main triangle double-butted TIG-welded

Rear dropouts: Vertical, 135mm spaced

Brake compatibility: Linear-pull or 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 Deraileur Clamp Diameter: 28.6mm

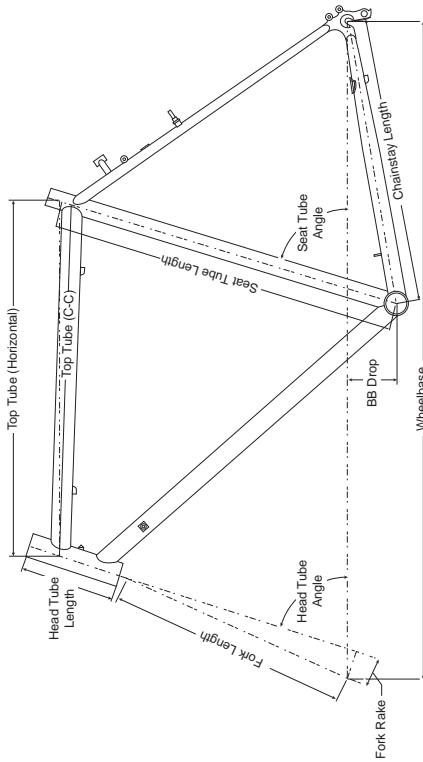
Bottom bracket shell: 68mm wide, 1.37 x 24t

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

Fork: 4130 cro-moly, lugged and brazed, tapered curved blade w/ lowrider rack eyelet

Color: Utility Blue and Black Cherry Pearl

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



Size	ST (C-C) inches mm	TT (C-C) inches mm	TT (Effec.) inches mm	HT Angle degrees	ST Angle degrees	BB Drop inches mm	CS Length 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	23.4 595.8	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

**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 (Palaaracer) Ruffy 700 x 28 (actually closer in size to 700 x 32) are that measures 690mm in diameter.

Size	Wheel Size 26"	Wheel Size 700c	Wheel Base inches mm	S.O. Height** inches mm	HT Length inches mm	FK Length inches mm	FK Rate 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

Karate Monkey™ 29" Frameset

The Karate Monkey is all about big wheels and versatility. Build it up as a 700c mountain bike, cyclocross bike, commuter, or backcountry tourer. Create your ideal Frankenstein.

We decided to produce a 29er because we thought we could make improvements on the current designs from other manufacturers, while offering a unique, quality frameset at a Surly price. Mission accomplished.



Frameset geometry is the key to the handling characteristics of any bike. It doesn't matter how pretty it is, or how many braze-ons it has, if it rides like crap. We want you to use the Karate Monkey on single-track, as well as fire roads and pavement, so we spent time figuring out the best ways to make our rig handle like a mountain bike...not like a tractor. The most obvious frame component of the Karate Monkey is the curved seat tube. This feature allows us to use shorter chainstays without worrying about the rear tire rubbing on the seat tube when the wheel is jammed all the way forward in the dropouts. Shorter chainstays mean quicker handling and better traction at the rear. Toe overlap is another concern with big-wheeled bikes. We tweaked our measurements to eliminate overlap, while maintaining the riding characteristics of a mountain bike.

Options galore. Single-speed? Sure. Like gears? Use some. The Karate Monkey will accommodate a standard or compact mountain triple up front, and a cassette full o'ogs in the 135mm-spaced rear. Our Surly horizontal dropouts are cast with a derailleur hanger, so you have several drivetrain options. Disc brakes or cantilevers? Once again, it's up to you. The Karate Monkey comes with International Standard disc mounts and removable canti pivots. Rigid or suspended front end? We provide a unicrown, tapered straight-blade, suspension-corrected rigid fork. Do as you wish.

Like all Surly frames and forks, the Karate Monkey is built with Surly 4130 cro-moly. The butted tubes are thick enough to withstand a derby circle beating, but thin enough to deliver the fine ride characteristics that steel is known for.

Want a trail-worthy, high roller that won't put you in the poor house?

Check out the Karate Monkey.

Size	ST (C-T)	ST (C-D)	TT (Effective)	HT Angle	ST Angle	BB Drop	CS Length
	inches	mm	inches	degrees	degrees	inches	inches
small	16.0	406.4	21.7	552.0	71.0	27.7	68.0
medium	18.0	457.2	22.6	574.5	71.5	27.7	68.0
large	20.0	508.0	23.4	594.5	72.0	27.7	68.0
x-large	22.0	558.8	24.2	614.3	72.0	27.7	68.0

Karate Monkey Specifications:

Tubing: 100% Surly 4130 cro-moly steel. Main triangle double-butted. 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, down tube 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

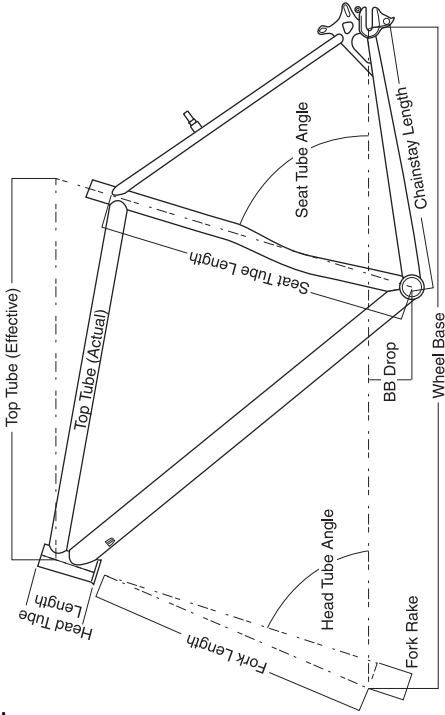
Chaining clearance: 48t max

Fork: Suspension-corrected, tapered straight blade, 4130 cro-moly. International Standard disc mount and removable canti pivots

Color: Skidmark Brown Metallic and Pitch Black

Weight: 20" frame = 5.52 lbs. (2.5 kg) Fork - uncut = 2.59 lbs. (1.18 kg)

Geometry:



Size	Wheel Base	Front-Center	S.O. Height**	HT Length	YK Length	FK Rate
	inches	inches	mm	inches	inches	inches
small	41.1	1044.9	24.5	683.0	30.8	781.6
medium	41.9	1064.0	25.3	642.0	31.9	811.1
large	42.4	1076.1	25.7	654.0	33.0	838.2
x-large	43.0	1092.1	26.4	670.0	34.1	866.8

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

Pacer™ Frameset

We noticed that the availability of affordable steel road bike framesets had diminished substantially over the last few years. So, we decided to do something about it. Meet the Pacer...Sury's all-day road rig.



What makes a bike an all-day bike? Comfort and reliability. Rides like a bike. It's predictable. The Pacer's conservative geometry and tubing spec lend themselves to a full day in the saddle. Of course, it's equally suitable for those short rides to your favorite watering hole. 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.

Though vertical compliance is definitely a goal when designing a new 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 skinnyies on a lot of surfaces that you will encounter on your rig. So, the Pacer was designed to accept 700x28c tires with fenders or 700x32c tires without...while allowing you to use standard-reach or short-reach road caliper brakes.

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 Sury 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 brakes, but most short-reach 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-C) inches mm	TT (C-C) inches mm	TT (Effec.) inches mm	HT Angle degrees	ST Angle degrees	BB Drop inches mm	CS Length 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
54 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
58 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

Frame geometry subject to change

Pacer Specifications:

Tubing: 100% Surly 4130 cro-moly steel. Main triangle double-buttet. TIG-welded
Rear dropouts: Vertical Breeze-In dropouts, 130mm spacing
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

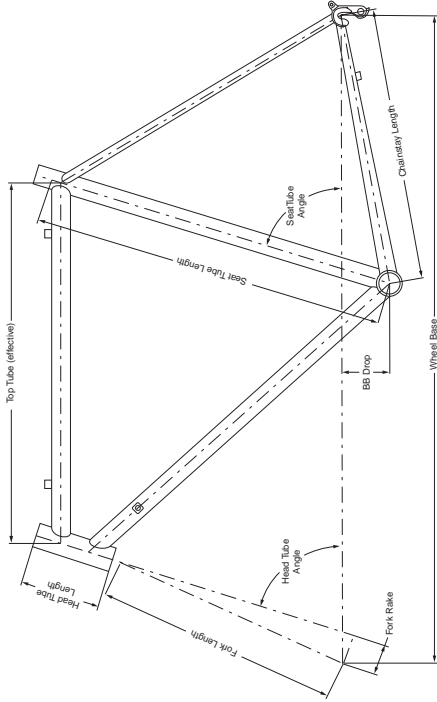
Bottom bracket shell: 68mm wide, threaded English 1.37x24t

Tire clearance: Room for 700x32c or 700x28c with fenders

Color: Midnight Black

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

Geometry:



Size	Wheel Base inches mm	S.O. Height** inches mm	HT Length inches mm	FK Length inches mm	FK Rate 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
54 cm	38.9 987.2	30.2 767.9	4.3 109.0	14.6 371.0	2.0 50.0
56 cm	39.1 992.8	30.9 785.7	4.9 124.0	14.6 371.0	1.8 45.0
58 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 25c Michelin Axial Pro tire that measured 680mm in diameter

Instigator™ Frame

The **Instigator**. While we really don't want to tell you what you can or can't do with the multi-purpose Instigator, consider "urban assault vehicle", "jumper", "freerider", "dual-slammer", or "wall art." We haven't just slapped a bunch of gussets on a mountain bike to achieve the desired aesthetic. We have tried to correct some of the glaring mistakes found in other bikes of this genre, incorporating some standard and unique Surly features at the same time. We're sure the result of our efforts will have you riding "over your head" in no time.



What's so special about the Instigator?

100% Surly 4130 double-butted cro-moly steel construction

Nowadays, it costs more to make a production bike out of cro-moly steel than it does out of name-brand aluminum. We do it not because we dislike aluminum, but because we strongly believe in steel's superior physical and spiritual properties, not to mention the advantages its use lends to this particular design. Technical spew aside, you'll find the Instigator extremely stiff yet comfortable, and of the same extreme strength you'll find in BMX jumping bikes, 99% of which are still made out of steel. And yes, that's a 1.5" diameter double-butted down tube!

Thick Investment Cast 4130 disc-compatible dropouts

Instigator dropouts are very thick, very strong and very flex-free, as any dropout securing a wheel and brake caliper down 11 flights of stairs should be. Should you choose the disc brake option, the cantilever studs can be removed to save 22 grams and give that sexy, finished look.

IGGS (International Chain Guide Standard) mounts

Chainguide toughguys Mr.Dirt® and MRP® got their heads together to develop a chainguide mounting standard that is simple, straightforward, and keeps everything in place without weird little set screws or drilling holes in down tubes. It's there if you need it, doesn't interfere with front deraillieur positioning (if you go that route) and it works great.

Junk Saver™ top tube

If you simply adjust conventional rigid mountain bike geometry to ride well with 100-130mm suspension forks, the front end of the bike is raised so high that when you get a size that fits you, you have little or no standover clearance. We like as much clearance as possible on a bike like this, but not at the expense of proper fit. With the Instigator's Junk Saver top tube design, you get the best of all worlds - the travel, the right fit, and the clearance you need to clean tricky maneuvers and keep those "important packages" safe.

FFF™ chainstays

It's awfully silly that a rigid bike with big travel up front wouldn't provide clearance for a big shock-absorbing tire out back. Not everyone wants to run giant tires. But, the option should always be yours, especially on a bike like the Instigator. Custom-designed Fatties Fit Fine chainstays are standard equipment on all Surly bikes, and, in this case will fit the Intense® 26x2.7" on a 30mm rim. If you run disk brakes, 24x3.0" tires fit, providing the ultimate moto experience.

Gusseted and reinforced front end

Ahh, the ubiquitous gusseted front end. Ya gotta have it, and it looks cool. Ours features an extra-thick headtube with machined-in reinforcing ring, a downtube gusset, and two beefy side plates to get the job done right. A 5" travel suspension fork is a pretty long lever.

It goes without saying that the Instigator frame isn't light - 6.4lbs. for the 16" and 6.6lbs for the 18" size - but not bad for a bike like this. Expect complete bikes to weigh 27-40 lbs. depending on your component selection and particular need of beefiness.

Instigator Specifications:

Tubing: 100% Surly 4130 cro-moly steel. Main triangle double-butted. TTG-welded

Rear dropouts: Proprietary Surly 4130. Spaced 135mm

Brake compatibility: International Standard disc or Cantilever rim-type

Braze-ons: Removable cantilever bosses, dual water-bottle mounts, Down tube 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 deraillieur size: 31.8mm (1-1/4") bottom pull

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

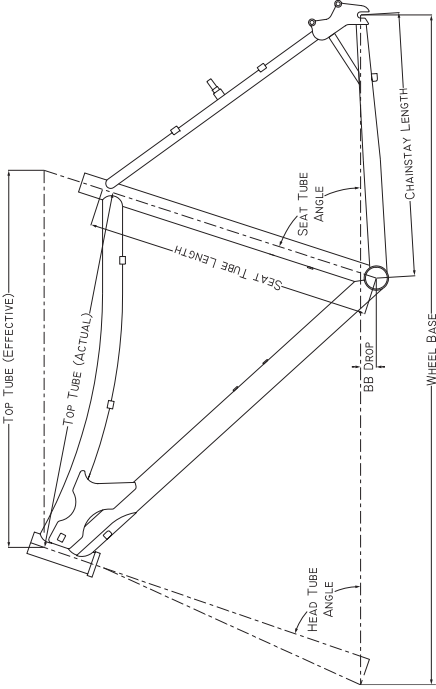
Chainring clearance: 48t max

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.

Color: Jet Black

Weight: 18" = 6.61 lbs. (3.0 kg)

Geometry:



Size	ST (C*) inches	ST (C*) mm	TT (C*) inches	TT (C*) mm	TT (Effec.) inches	TT (Effec.) mm	ST Angle degrees	ST Angle degrees	BB Drop inches	BB Drop mm	CS Length inches	CS Length 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** inches	S.O. Height* inches	HT Length inches	FK Length mm	FK Angle inches	FK Rate mm
x-small	41.1 1044.3	28.0 711.9	4.3 110.0	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
medium	41.9 1064.7	30.4 773.0	4.3 110.0	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

* Measurement taken using tire diameter of 676 mm (Toga 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.

OUR
complete Bike!

Cross-Check™



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. Are we serious? Absolutely. People have written us time and again telling us how they use it as their commuter, their around-townner, their touring bike; and each time, invariably, they compliment its handling, comfort, and durability (so happy they seem to forget how affordable it was).

Out of the box, it's a study in value. We carefully selected components that were light enough to make riding it enjoyable, but not stupid-light. Sometimes, with other bikes, durability overshadows comfort and ease of use. Not the Cross-Check. Wide bar, bar-end shifters, a comfy saddle, enough gears to handle any terrain, and, of course, the 4130 cro-moly frame and fork that simply beg to be ridden. And ride you will. You'll be knocked out by its handling, the way it carves a corner and sucks up road static. It's responsive when you turn the bar or stomp on the pedals, but it's predictable, not whippy.

The way we set it up, you may never change a thing about it. But if you're like us, you'll start to tinker, and this is the bike for that. We began with common sizing for things like seatpost, front derailleur clamp, stem, and headset. We gave it eyelets so you can add a rack or fenders. Then we added some smooov Surly touches. Our Gnot-rite™ rear spacing accepts road or mountain hubs. The brake pivots come sporting traditional cantilevers, but it takes linear-pull brakes just as easily. The rear dropouts are semi-horizontal with long slots, so you can rock it out as a single speed. Big rings? Fat tires? Add our Fixxer™ and run it as a fixed gear? Yes, yes, oh lord, yes. What won't it do? Drain your wallet of every last penny, that's what.

Think of the Cross-Check like an army jeep: tough as nails and used for everything. Perhaps, because of its utilitarian qualities, it has a special kind of kung fu... a balance of value and versatility we think you'll appreciate. It isn't the result of market research, nor did we just stumble onto something. We ride bikes. We love bikes. This is a work of devotion.

It is deliberate. A machine which animates personal freedom. And we think that's beautiful.

Tubing: 100% Surly 4130 cro-moly steel. Main triangle double-butted. TTG-welded.

Rear dropouts: Long horizontal dropouts with adjusters feature single-speed compatibility and wheelbase adjustability. Our exclusive Gnot-rite™ 132.5mm spacing accommodates 130mm road or 135mm MTB hubs, should you want to switch wheels between bikes and whatnot.

Chainring clearance: Though we haven't tried a '56', we manipulated the chainstays heavily so you can fit whatever size rings you want. So, go for it!

Downtube cable routing: Simply put, toptube-routed shifter cables aren't any better, and they look crummy. Our downtube-routed cables look clean and don't promote water dribblin' down the rear derailleur cable.

Colors: Dark Green Metallic or Gloss Black

We could go on and on, but we'll get to the point: The Cross-Check is a sweet bike that is affordable, fun to ride, and built to last a long time. Once a competent, independent bicycle dealer assembles and preps your bike, you'll be trail bound and unable to wipe the grin off your face.

Let us know how it goes...

Cross-Check Geometry:

Component Sizing:

Size	Stem Length inches mm	Stem Angle ** degrees	Rear Width mm	Crank Length inches mm
42 cm	2.0 50.0	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	4.1 105.0	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.

See next page for a complete Cross-Check frame geometry grid.
Weight: 54cm - 24.6 lbs (11.18kg)

Bike Specifications:

Component	Type	Description
Frame	Surly Cross-Check	100% Surly 4130 cro-moly steel. Main triangle double-butted. TTG welded. Rear rack bosses. Dark Green Metallic or Gloss Black.
Fork	Surly Cross-Check	100% cro-moly, lugged + brazed crown. 1-1/8" threadless steerer.
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black.
Stem	Tahoma	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-4400 Double.
Rear Derailleur	Shimano Tiagra	#RD-4400-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-UN53 68x113mm.
Seatpost	Kalloy Uno	27.2x2850mm. 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	Stainless Steel	DT Swiss Straight-gauge 14 w/ brass nipples.
Rims	Alex	#AL-DV15. 32 hole x 700c. Silver.
Tires	Ritchey SpeedMax Cross	700x32c. Black wall.
Tubes	Cheng Shin	Standard presta valve 700x32c.

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

Gross-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 crazy-good ideas, like semi-horizontal dropouts with a derailleur hanger, our FFF™ stays so you can run big, fat tires (even with fenders), long-popular measurements for things like front derailleur clamp and seatpost, and our Gnot-Rite rear spacing that takes mountain and road hubs.



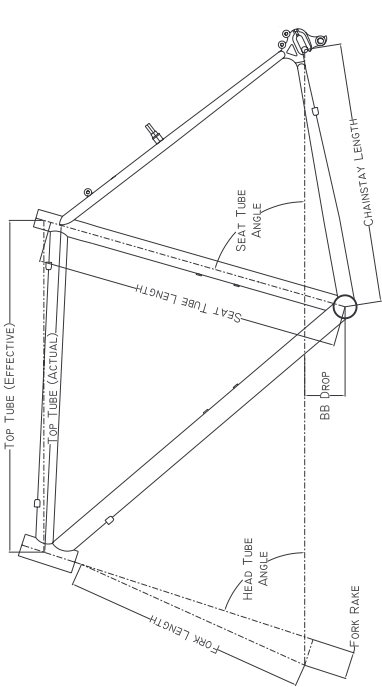
What does all this mean to you? Options, kid, that's what. Get yer freak on. Gears? Great. Single speed? No sweat. Commuter? Touring bike? Grocery getter? Bring it on. Or, build it as a bonafide 'cross bike and race it. It likes it.

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 Crosscheck will amaze you with its comfort, versatility and affordability.

Cross-Check Specifications:

- Tubing:** 100% Surly 4130 cro-moly steel. TTG-welded. Double-buttet main triangle
- 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 and dual water bottle mounts, downtube shifter bosses
- Seatpost diameter:** 27.2mm
- Seatpost clamp diameter:** 30.0mm (we include our Constrictor clamp with our framesets)
- 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 700x45 with mud and fender clearance. For real!
- Chainring clearance:** Manipulated so you can fit the size rings you want. Go nuts.
- Color:** Dark Green Metallic or Gloss Black
- Weight:** 56cm = 4.88 lbs. (2.2 kg) Fork - uncut = 2.19 lbs. (.99 kg)

Geometry:



Size	Wheel Base inches	S.O. Height* inches	HT Length inches	FK Length inches	FK Rate 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	29.6 760.7	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	32.7 839.9	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 685 mm outer diameter (Ritchey™ 700c x 30 SpeedMax™), and taken from middle of toptube to level ground.

Steamroller™ Frameset

A steamroller has the ability to flatten anything in its path, which is exactly how you'll feel the first time you take our Surly Steamroller fixed-gear for a twirl. Unstoppable. Euphoric. Happy. If you haven't ridden 'fixed' before, you might even feel a little bit scared.



It was designed specifically to give you the ideal foundation for a pure and unadulterated fixed-gear bicycle. Some will see the Steamroller and think "messenger", while others will automatically think "track". We hope you'll think about those two, plus "coffee shop", "watering hole", "commuter", "urban assault", "double century" and whatever else. What you do with it is up to you. We can only hope you won't let your preconceived notions about fixed-gear bikes impair your ability to realize the possibilities of the Steamroller frame. The only thing it wasn't designed to do is coast. Although, if you decide to strap a coaster brake out back, we won't spoil your plans. Do what you like, because as with all Surly products, this frameset is merely another platform to expand your horizons and bring your rides to a new or different level of enjoyment.

Since reliable freewheeling technology evolved decades ago, folks have ridden fixed gears by choice, not out of necessity. 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. Gee, the Steamroller just might change your life (if this happens please call us)!

The Steamroller geometry, tubing choices and features (or lack thereof) are deliberate in our quest to bring you a balance of pure aesthetics and a ride that is aggressive enough to be quick, exciting and purposeful, yet just mellow enough to be ridden all day long in comfort. We gotta point out the nice fork crown. It's even drilled for a standard-reach safety brake, should you opt for one. The seatstay bridge is drilled for a standard-reach brake, as well... though there are no housing stops.

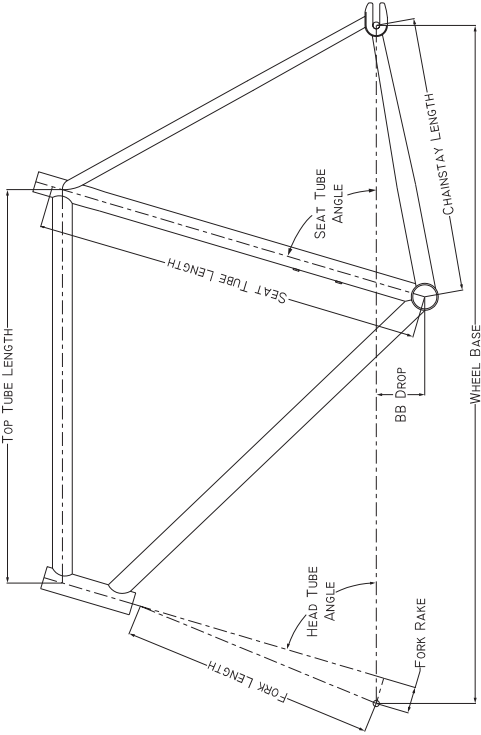
The Steamroller is available in 5 sizes to fit a spectrum of riders, and was designed by fixed-gear riders for fixed-gear riders.

Size	ST (C-F) inches mm	TT (C-F) inches mm	TT (Effec.) inches mm	HT Angle degrees	ST Angle degrees	BB Drop inches mm	GS Length 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% cro-moly steel. Main triangle is double-buttet. TIG-welded
- Rear dropouts:** Investment cast Surly track dropouts, spaced 120mm apart
- 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:** FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 700c x 38 with fender clearance left over (F.S. - use clip-on fenders!!)
- Chainring clearance:** Heavy manipulation of the FFF™ stay gives room for a 50t ring while maintaining chainline. Track crank-compatible.
- Color:** Charcoal Metallic
- Weight:** 56cm = 4.5 lbs. (2.0 kg) Fork - uncut = 1.87 lbs. (.85 kg)

Geometry:



Size	Wheel Base inches mm	S.O. Height* inches mm	HT Length inches mm	FK Length inches mm	FK Rake 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 682 (700c x 28), and taken from middle of top tube to level ground.

1x1™ Frameset

Nobody wants to spend a bunch of cash on a single-speed...and why should they? To do so is contrary to the whole spirit of the single-speed experience. So, we offer the 1x1.

The 1x1 features a beefy, double-buttressed 100% cro-moly suspension-corrected frame and 1-1/8" hard fork with a high quality powdercoat and cool white decals.

The motivations to purchase a 1x1 are endless. Maybe you need a derby-rated steed. Maybe your financial sensibilities have kicked into overdrive at the sight of thick 4130 steel for a price you can justify. Perhaps the wide, curvy stays tempt you to try stuffing in some flat-trackin' skins. Maybe you can't stomach the extra twelve cents per gallon for premium, or maybe you just wanna try something new. Whatever the reason, we're sure you will appreciate the form, function, and value of the 1x1 as much as we do.

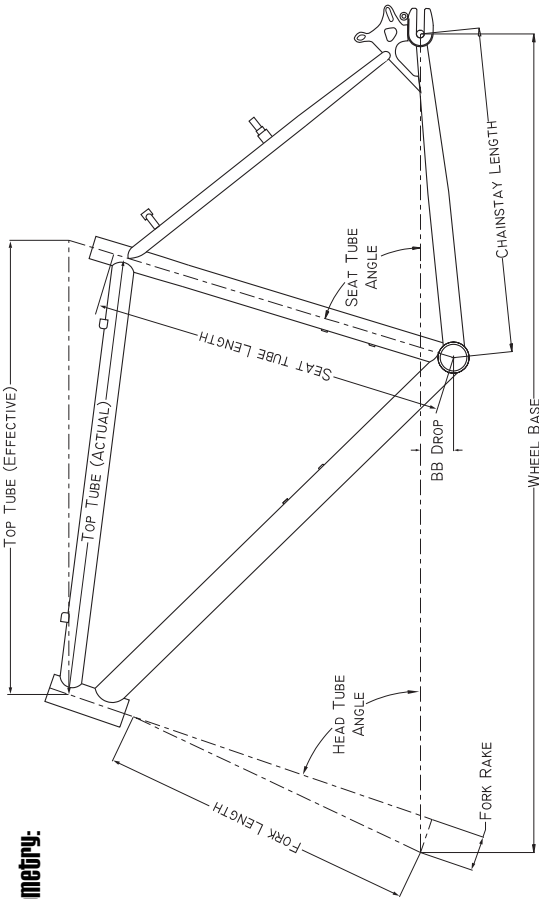
How does it ride? Take a look at our detailed geometry chart and you'll see our design is, well, regular. Take the 1x1 for a spin and you'll find that it merely "rides like a bike" - leaving you right at home to forget about the machine and enjoy the ride.



1x1 Specifications:

- Tubing:** 100% cro-moly steel. Main triangle is double-buttressed. TIG-welded
- Rear dropouts:** Investment cast Surly track dropouts, spaced 135mm apart
- 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:** Proprietary FFF (Fatties Fit Fine) 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 3" travel sus fork. 100% cro-moly
- 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	ST (C-T)	TT (C-C)	TT (Effec.)	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	23.9 608.3	24.2 615.0	71.0	73.0	1.7 42.5	16.5 419.0

Size	Wheel Base	S.O. Height*	HT Length	FK Length	FK Rate
	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 676 mm (Tioga™ 2.1 DH), and taken from middle of toptube to level ground.

Forks

Karate Monkey

The Karate Monkey rigid fork replaces 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)



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-butt 4130 cro-moly, 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 fannies 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.

Rake: 43mm
Steerer: 260mm
Weight: 3.13 lbs. (1.42 kg)



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 cro-moly tubing, 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)
 Non-disc = 2.27 lbs. (1.03 kg)



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)
 700c = 2.25 lbs. (1.02 kg)



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 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)



Steamroller

Our Steamroller fork, designed around our fixed-gear frame, is brazed with a flat crown that is drilled to accept a standard-reach 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" steerer = 1.87 lbs. (.85 kg)
 1-1/8" steerer = 2.15 lbs (.98 kg)



Surly Profile: Master of Ceremonies

Sure, I had bikes as a kid. My first was a red Vista cruiser with 20" wheels and a removable top tube...so my sisters could use it as a "girl's bike" after I moved on to my next ride. In the late '70's, my parents bought me a horribly heavy orange Sears Free Spirit 10-speed that saw lots of miles until it was replaced by a slightly less dense Raleigh Record 12-speed. The Raleigh started to collect dust after I bought my first car, a '65 Chevy Chevelle Super Sport, at the age of 15. The acquisition of that fine ride soon festered to a state of auto glutony that lasted into my early twenties. At one point, I had 11 cars and trucks parked on my parents' property. I started selling them off when common sense prevailed and my priorities changed; I realized that I'd have to get rid of my collection to pay for college tuition and art supplies.

Cycling came back into my life when the cars were gone. I purchased a sweet Suntour XC-Pro-equipped Columbus-tubed Cinelli mountain bike (made by Gary Fisher) and got hooked on bikes. I explored hiking trails, biking trails, pavement, deer paths, snowmobile trails...whatever seemed rideable, at the time. I rode year 'round, and I figured out how to dress for all weather conditions. I learned how to repair my bike using books, magazines, trial and error. Having only one bike, I quickly wore out and broke components. That gave me the opportunity to upgrade and modify my ride. A summer of fantastic off-road riding, while living in Maine, made me focus on making a career of the cycling industry.

In 1994, I started working as a wrench and salesperson at a small bike shop in a northern suburb of Minneapolis. After 4 years of retail, I couldn't deal with it anymore; I was tired of working nights and weekends while barely paying my bills. I made the move to a Mon-Fri job at Quality Bicycle Products (Surly's US distributor and parent company) to pack boxes and pick parts from the warehouse shelves. I soon migrated to the customer service side of QBP and then into a position with Surly under the guidance of the original Surly MC, Wakeman Massie. When Wakeman moved back to Colorado several years ago, I took over to steer the Surly ship.

I'm still working in this industry, because I love cycling. I love the physical, mental, and spiritual benefits it provides me on a daily basis. I love the fact that human-powered vehicles have so much potential to do good things for mankind. I love the opportunity to be an integral part of the design and development of cycling components that I ultimately want to use. And, I'm proud to be part of a company and an industry that is made up of so many like-minded, fun-loving folks who share my passion for pedaling. I'm done when it stops being fun.

Dave Gray



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 chromoly 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)

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



NEW Pugsley

Our chromoly 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 175mm, to allow wheel interchangeability with the Pugsley frame. Rear international standard disc mounts and removable 120mm-spaced cantilever pivots give you brake options. The Pugsley fork comes with fender eyelets, cable housing guides, 1-1/8" threadless steerer, and black powdercoat. 447mm axle to crown.

Rake: 43mm

Steerer: 260mm

Weight: 2.52 lbs (1.14 kg)

NEW 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.



NEW Stainless Steel Chainrings

Why the heck would we produce chainrings when there are already so many chainrings on the market? Because stainless chainrings are tougher than aluminum chainrings. For single-speed and tandem timing chain applications, where the wear isn't shared between 2 or 3 chainrings, our rings will outlast and outperform aluminum. You can certainly use them for multi-chainring applications, but they aren't ramped or pinned, so shifting up to our ring (used as a middle or outer ring) might be a bit slower than what you are used to. Our rings are compatible with 6-speed to 9-speed chains. 10-speed chains may fit tightly on our rings until they've been used for a while.

Sizes: 94mm BCD x 30t, 31t, 32t, 33t, 34t, 35t, & 36t.
104mm BCD x 32t, 33t, 34t, 35t, & 36t
110mm BCD x 34t, 35t, 36t, & 38t

NEW Cassette Cogs

Our cassette cogs are machined from SCM 415 cromoly steel. Then, they are hardened and chrome-plated to provide good looks and durability.

Match one of our stainless steel chainrings to one of our cogs, and you've got a drivetrain built to last. They are designed to fit Shimano freehub bodies, because the Shimano freehub spline is the most common design out there.

You're likely using this cog to convert your current wheel to single-speed. The tooth shape and height are ideal for single-speed drivetrains. The footprint of the cogs (where they fit onto the FH) is wider than most SS cogs, so they don't dig into the FH and get sloppy. This is especially important if your FH body is aluminum. The wide footprint serves 2 purposes: Anti-dig, as mentioned. And they're 9-speed drivetrain spaced, so you can stack them up to give yourself several gears (orient them the same direction on the FH body for this purpose).

Because they're designed as single-speed cogs first, they'll shift a bit slower than a regular cluster. But, we've had good results running several cogs together. Like a single but want a bailout or catch up gear? Here's your answer. Compatible with all 6, 7, 8 and 9-speed chains. Available in all sizes from 13T-28T.

Track Cogs NEW & Improved!

Like our cassette cogs, Surly fixed gear cogs are machined from SCM 415 cromoly. Then they're hardened and plated to resist wear. We've redesigned and improved them recently by widening the footprint and adding more threads. Our cogs are ISO-threaded (1.375" x 24tpi), so they'll fit most English, Italian and Japanese hubs...including our own New fixie hubs and Fixxer hub converter. Surly cogs are available in 3/32" and 1/8" widths, in 13-28t sizes; no gap in the size range.

Track Lockrings NEW & Improved!

CNC-machined of premium stainless steel...no flaking chrome or rusting. We've changed the design to increase thread contact. Fits English lockring threads (1.29" x 24tpi LH) and will work on almost all track hubs available today except Campagnolo (1.32" x 24t LH) and French (33 x 1mm LH).

NEW & Improved! 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. We've made some improvements over our original Singleator, too: 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 imposters; the Singleator is the granddaddy and outperforms all others.

Colors: Black or Silver

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

1x1 Torsion Bar™

Made for us by NITTO®, these wide, flat, 4130 cro-moly 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

New™ Hubs

Your basic hubs. Sorta like Chuck Taylor high tops for your bike. All are forged aluminum, high flange, and spin on high load, well-sealed, adjustable cartridge bearings over solid or QR axles (9x1mm front, 10x1mm rear). It's easy to find replacement bearings and axles should the need arise. Fronts are spaced 100mm to fit most forks. Fixed-gear rears are spaced 120mm and are ISO threaded on both sides for fixed gear cogs (1.37"x24tpi) and lockrings (1.29"x24tpi LH). 135mm-spaced rears are available as dual freewheel, with threading on both sides for single speed freewheels (1.37"x24tpi), and as fixed/free, with freewheel threading on one side and fixed-gear/locking threading on the other. We now offer this fixed/free hub in 120mm and 130mm-spaced versions, as well. Drilled for 32 or 36 spokes, laser etched with the Surly logo.

Color: Black or Silver

New™ Disc Hubs

Single-speed disc hubs for people like you. Much like our regular New hubs, but with a 6-bolt rotor mount. Fronts spaced 100mm, rears 135mm. Rear is single-speed freewheel threaded 1.37"x24tpi. They use the same internals as the other hubs we offer. Black available with hollow QR axle.

Color: Black or Silver



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 locking 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, and can even be used with a freewheel if a free-wheeling single-speed conversion is desired.

Color: Silver



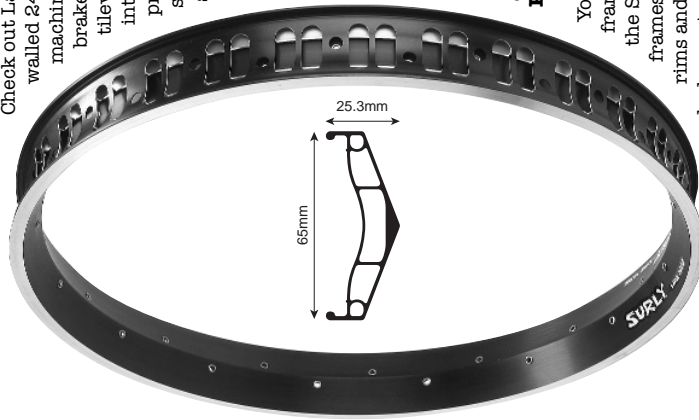
www.surlybikes.com

SURLY

1-877-745-3191

Large Marge™ Rim NEW

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.



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

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.

Single-Speed Spacer Kit NEW

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 complement your road, track, or mountain crankset. Our large-diameter stainless steel cassette locking 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 locking is machined to utilize a common Shimano cassette locking 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.



www.surlybikes.com

SURLY

1-877-745-3191

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 and 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 our lightest model weighs 300-400 grams less than lower-volume 3"-wide DH tires. The blackwall (60 tpi casing) version weighs 1260 grams, and the skinwall 30 tpi tire weighs 1350 grams. Most 3" DH tires hover around 1600 grams.

The center portion of the Endomorph's medium-durometer (60a) tread is comprised of widely-spaced chevrons 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 complement your riding style and trail (or lack thereof) conditions.

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

Embrace the fat. Ride more. Walk less.

Large Marge Rim Strip NEW

We had some wide rim tape manufactured specifically for Large Marge rims. These 48mm-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.

Surly Profile: FNG-The Goon

I'm from Iowa. For most that's fuel for an insult or two. Fine. But for me, it's a badge I wear proudly. Being raised on a farm has all kinds of perks - like the ability to hold band practice in the barn at top volume. Man, Ozzy covers never sounded so good.

What the farm wasn't good for was riding a bike. We lived on a busy two-lane highway and that meant any riding with friends required convincing one of the parents to haul me (and my Mongoose) into the Northbrook subdivision. There I could act like an actual city kid and interact with other humans - at least ones with different last names than my own.

By the time I was 15 though, I'd let the Mongoose sit ignored for some time. The hassle of begging rides had worn me down. But, Dad, ever the horse trader, had plans. With great ceremony on my birthday that year, he pulled back the living room curtains to reveal MY NEW BIKE!! He'd taken it upon himself to trade in my yellow Mongoose (with blue anno bars and rims thank you very much) for something new... something weird... something god-awful.

There on the patio sat a slate gray Schwinn Sierra. Dad told me it was a new thing - a "mountain bike." I just thought it was creepy ugly. The wheels looked too small and the weird flat handlebars screamed "geek bike." I whispered as much to my mom. She glared at me.

Then I rode it. Holy crap, raging up hills was a totally new vibe. "This thing is kind of stout," I thought. Pretty soon I'd be building ramps and getting sweet air with it - sweet air over piles of cow shit. "We got it so you could ride into town on the gravel shoulder of the highway," said my dad.

Freedom, man!

That Schwinn helped me escape what I had considered to be a lonely and sequestered life on the farm. It gave me true solo transportation and liberty when a kid needs it most. (Though, truth be told, I would have dug a moped just as much then) Still, that ugly-ass Sierra was my third bike (after the Mongoose and its predecessor, the red Sting-Ray) and it meant I could go anywhere and do anything - as long as I was back by 11.

Now bikes have become something I do for a living. That's pretty rad. And the best part is that sensation of freedom hasn't faded away. It's still there. I just come home later now.

Eric Sovern

Nice Rack™

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

We chose to make them out of cro-moly (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.

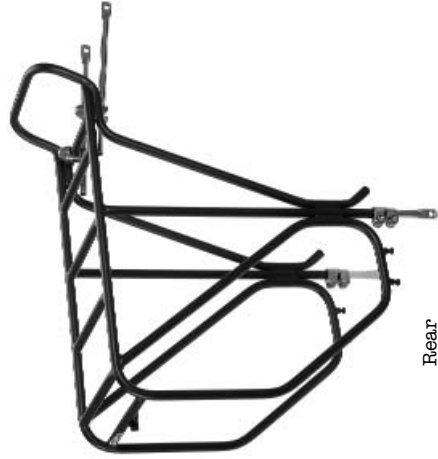
Our height-adjustable front rack is a lowrider/highrider design. Panniers mounted in the lowrider position provide a more stable ride, but can be a burden when riding rocky or rutted roads and trails. The upper rails on the rack provide an alternate pannier mounting position for these types of conditions. 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.

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.

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.



Front



Rear



Instigator Dropouts

Our heavy-duty Instigator dropouts are investment cast cro-moly and include international standard disc mounts. They can be TIG'd or brazed.

Frame Dropouts

Our investment cast cro-moly 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.



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

Disc Housing Guides



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.



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)

Holds your precious liquids, and is derby approved. You wouldn't want to fall on a glass bottle would ya?

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.

Surly Profile: Stooze



An inspirational point in my life came in junior high during a Twisted Sister music video. The dad shouts, "Whatta you gonna do with your life?". Son replies, "I Wanna Rock!". That was me, because I wanted to rock so bad. I tried having Robert Plant hair in 9th grade and even bought a harmonica so I could bust out "When The Levee Breaks" around the campfire. My Levi jeans were littered with heavy metal bands poorly written in ink, I had the 12 albums for 1 penny deal going and Deep Purple was still putting out good music.

What I slooowwwly came to realize, was that the musician gene skipped my side of the family. I sang like a rooster, never really dug the harmonica, and when I tried to keep a beat on the kitchen table, my parents just told me to quit trying to play Neil Peart riffs and eat my chow mein.

So there I was looking for a profession, looking for my calling. Being a cyclist wasn't an optional career, because it was just something every kid did. What did I want to do with my life?

I left the extremely gratifying industry of food preparation at age 19 to work in a bike shop. Bikes were always cool, so why not do something I liked? The learning curve was steep, but I eventually learned the difference between a hammer and vise grips. I was well on my way to adjusting front derailleurs with BioPace rings.

At one point, I led a dual life of bike shop employee by day and bike shop employee by night. Working at two different shops simultaneously didn't seem to bother the shop owners, so plugging in 60-70 hours/week with bikes just got me closer to my real goal of working in a bike shop, forever.

A brief stint in Colorado made me realize I wasn't the next John Tomac, so I returned to work on the wholesale side of the bike industry back here in Minnesota. Then a little devil on my shoulder convinced me to go to engineering school in Oregon. I was a glutton for scholastic punishment for 3 years, until I realized there was more to life than moments of inertia, like homebrewing, riding my bike and trolling for companionship.

Then along came Surly to sweep me off my feet. A place where riding alot is a prerequisite. A place where I can use my school textbooks to find out the properties of an aluminum can shim. A place where we can go from conversations about frame geometry and fork rake to chort reports and saddle sores. What more could one want in a job?

Bikes have gotten me everywhere I've needed to go in life. Get lost on a bike and find yourself.

Nick Sande

Tee shirts



Karate Monkey Tee

- Black
- Sizes: M-XXL



Long Sleeve Logo Tee

- Black
- Sizes: M-XXL



Girlie Tee

- Black
- Sizes: S-XL



Logo Tee

- Black
- Sizes: S-XXL

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



Socks

- 50% Merino wool, 50% Polypropylene
- Black
- Sizes: S/M, L/XL, and XXL Sasquatch
- 2 cuff heights: 3" Racer Geek, and 5" Nerdlinger
- 2 new styles available (not shown) check www.surlybikes.com for details



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.

Surly Profile: Ghost in the Machine

I interviewed myself:

Name?

Andrew Craig Corson.

Middle name after my dad.

I didn't ask you anything about your dad.

I'll do the asking around here.

Gotcha.

Nicknames?

None that stick.

Hobbies?

No one cares about my hobbies.

Shut up. Hobbies?

Bikes, music, reading, camping, writing, generally being a hack.

What do you do for Surly?

I oversee the brand. Not the overall operations, but how the brand is presented. Customer service, product testing, media intermediary, event destroyer, etc.

So you do nothing.

Now you're just being snippy.

True. So what frog did you have to kiss to

get this sweet gig?

I was handpicked from a large pool of candidates on Monster.com. I did best in the swim-

Now who's being snippy?

Yeah...

O.K., for real now. Who did you have to kill to get this job?

I've worked in the bike biz for the majority of my life and knew the Surly folks. My knowledge and personality aligned my value adds and core competencies to Surly's thing.

What does that mean?

I have no idea.

Oh great. Let's move on.

OK

Look, don't say anything unless I ask you a question.

OK

Seriously, if I want any crap out of you I'll squeeze your head. Try to keep your mouth shut and pay attention. Now where are you from?

Originally from Iowa! Vive la Corn!

Oh boy. What's your favorite Surly?

Steamroller. Hands down. It makes me feel all fuzzy. Wait, no, maybe the 1x1. That thing is an amazing ride. Of course, there's a lot to be said for the Karate Monkey. And I do like the Pacer quite a bit now that I think about it.

I give up.

Andy Corson

Patches

- Sizes:
6.5" wide
10" wide



Stickers

- Sizes:
1.75 x 6.4"
1.8 x 2.75"
24 x 5.46"



Frame Decal Sets

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



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