

SUPPLY 2008



Travelers Check

Like a lot of our stuff, the motivation for producing a frame suited for travel sprung from our own experiences and desires. We've traveled with our bikes plenty and have wanted something easier to haul around in planes, trains, and automobiles. We dig the folders but wanted a normal bike, something ready for whatever terrain is beneath the wheels.



We chose our Cross Check frame for this platform because of its proven versatility. Already well-known as an excellent do-all frame, friendly with skinny tires or fat, derailleurs or single-speed drive trains, the Cross Check takes just about anything you throw at it and handles it like a champ, on-road or off the beaten path. If you've owned one you know. We changed the name and color to distinguish it from a normal Cross Check, but the Travelers Check is otherwise the same animal. Mostly. Brazed into the top- and downtubes of the Travelers Check, S&S Machine Company's BTCs (bicycle torque couplings) are machined stainless steel pieces that allow the bike to be broken into two halves for transport or storage. S&S calls them BTCs but they're more commonly known as S&S Couplers. Other companies have designed bikes that split in half, but S&S couplers work so well we didn't feel the need to design anything else. With the couplers installed, each tube end fits to the other via precision-machined teeth covered by a threaded sleeve. Properly lubed and tightened, the teeth resist torque forces while the threaded sleeve holds it together securely. This design allows the frame to retain its ride quality and strength without adding a lot of weight. Installed, the full set of couplers adds only about 8 oz (227g) per frame. They look snazzy too.

One of the main reasons to buy a frame like this is that the resulting bike can be fit into a case small enough that airlines won't charge you the normal bicycle rate, which tends to be quite pricey. But this brings some responsibilities on your part. You need to know that in order to fit your bike in a case this size you have to do a fair amount of disassembly, which is easy, but when you get to your destination you have to reassemble it, which is not as easy. You will need the basic tools and know-how to safely remove and reinstall your wheels, your handlebar or stem, your pedals, possibly your fork (especially on larger frames). What we're saying is that there is a minimum level of knowledge required to use a frame like this.

Be sure and visit S&S Machine's website (sandsmachine.com). Their story, their recommendations for care of your S&S Couplers, and their own reasons for why a frame with S&S Couplers is good for you can all be found there.

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	19.9	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

Travelers-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 wheelbase 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 stainless, included

Headset/stem: 1-1/8" threadless

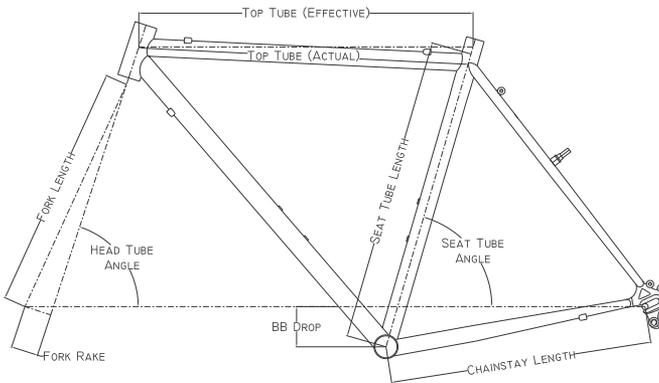
Bottom bracket: 68mm wide, standard English threaded 1.37x24t

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!

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

Color: Deep Water Blue

Weight: N/A **Fork - uncut = 2.19 lbs (.99 kg)**



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

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.

Big Dummy Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-butted. 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 stainless, 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

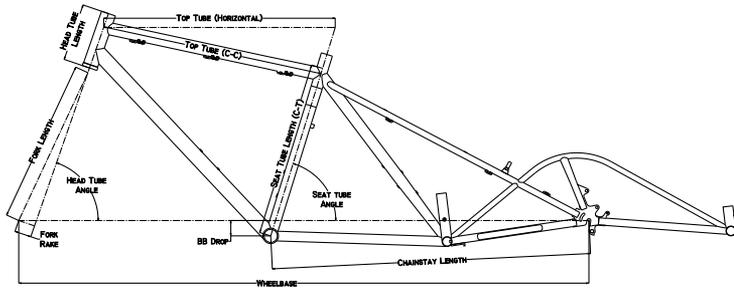
Chaining clearance: No frame limitations. Use whatever you want

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: Military Green

Weight: N/A **Fork - uncut =** N/A

Geometry:



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
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

Size	Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	56.6	1436.5	30.1	764.5	5.3	134.0	16.7	425.0	1.7	43.0
medium	57.5	1459.4	31.4	796.4	5.9	150.0	16.7	425.0	1.7	43.0
large	58.2	1477.6	32.5	826.5	6.5	165.0	16.7	425.0	1.7	43.0
x-large	58.9	1495.6	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 is 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 powder-coated to protect it from abrasion and corrosion. We 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 stainless, 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

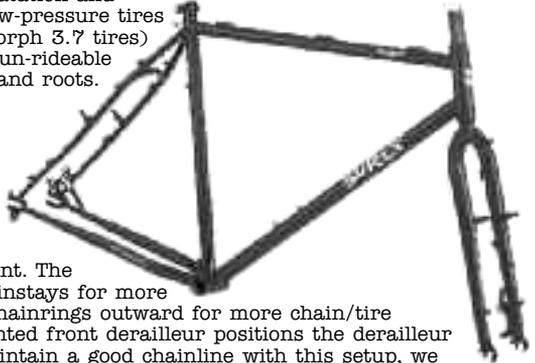
Figure 2



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 stainless, included

Headset: 1-1/8" threadless

Front Derailleur: E-type

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

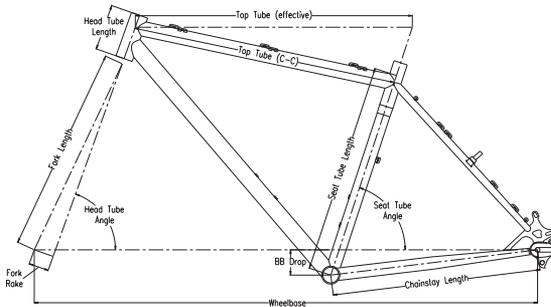
Chaining clearance: Compact triple: 22-32-44t

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** inches	HT Length		FK Length		FK Rake		
	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 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 Surlys, it sports practical, standard sizing for things like seatpost, front derailleur, and stem. It’s even got 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-butted. 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 stainless, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

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

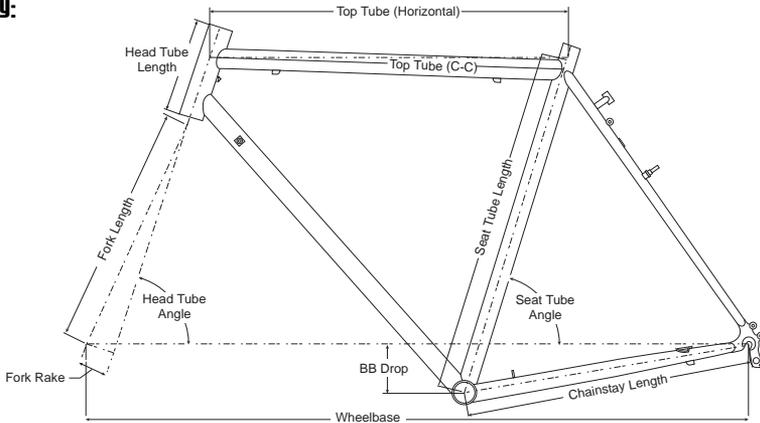
Chaining clearance: 42/53t double, 38/52/56t triple (max. tooth size)

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

Color: Utility Blue and Olive Green

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

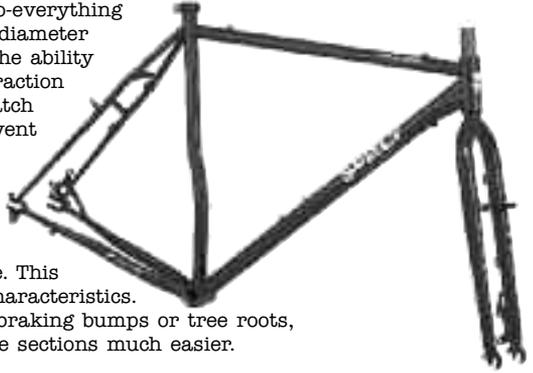
**Standover height for the 26" model is based on a Primo Racer 26 x 1.25" tire that measures 628mm in diameter.

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 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 baby-head 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.

In 2007 we increased the downtube clearance for suspension forks that have tall top caps. We also made the 16" and 18" frames a wee bit lighter with a smaller diameter heat-treated downtube. The sizes of tires and front derailleur clamps have 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-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, 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 stainless, 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

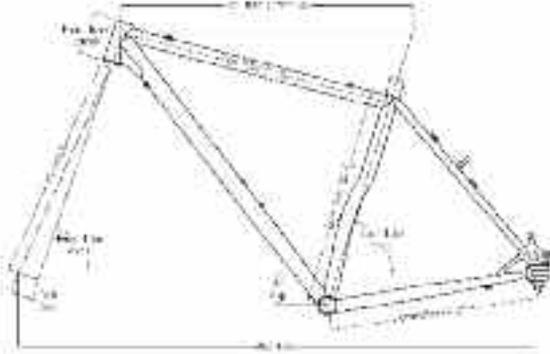
Fork: Suspension-corrected (80mm), tapered straight blade, 4130 CroMoly. International Standard disc mount and removable canti pivots

Color: Hüsker Blü and Pitch Black

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

Fork - uncut = 2.59 lbs (1.18 kg)

Geometry:



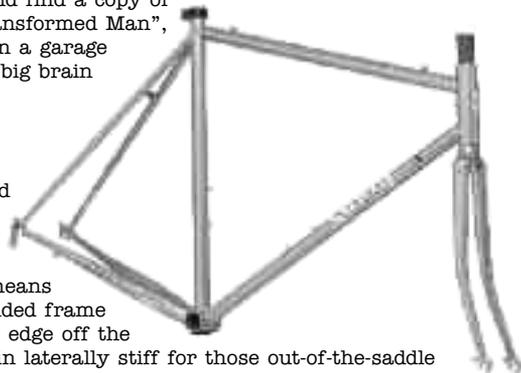
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
small	16.0	406.4	21.7	552.0	22.7	576.6	71.0	73.0	2.7	68.0	17.0	431.0
medium	18.0	457.2	22.6	574.5	23.6	600.6	71.5	73.0	2.7	68.0	17.0	431.0
large	20.0	508.0	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 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-butted. 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 stainless, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

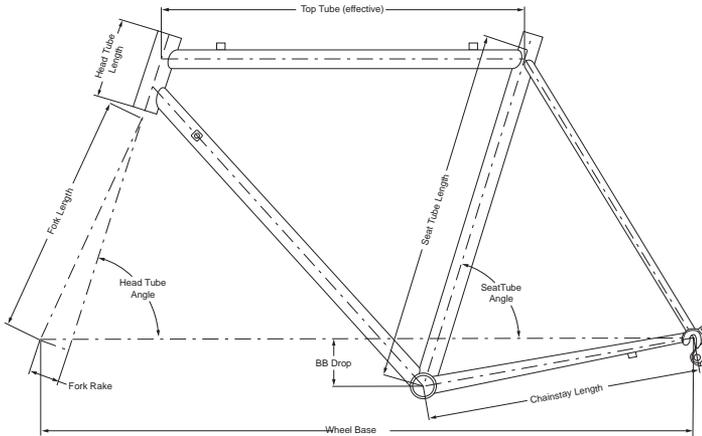
Bottom bracket shell: 68mm wide, threaded English 1.37 x 24t

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

Color: Silver Bullet

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 is 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 is made for 100-130mm travel forks, but if you're more into big drops and swooping downhill, 150mm forks work well too, 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, up to 2.7" depending on the brand. 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 chainguide on and bolt it to the ICSG tabs for easy sorting and no more dropped chains. All these options let you make the call to build a suitable ride for you.



The frame 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. You will become confident to try lines and things you haven't attempted before. 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, 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"

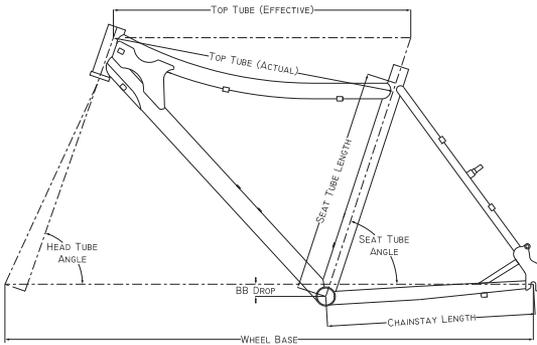
Chainring clearance: 48t max

Fork compatibility: 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). The Instigator's 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: 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 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? Light 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-butted. TIG-welded

Rear dropouts: Semi-horizontal dropouts with adjusters give you single-speed compatibility and wheelbase 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 stainless, included

Headset/stem: 1-1/8" threadless

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

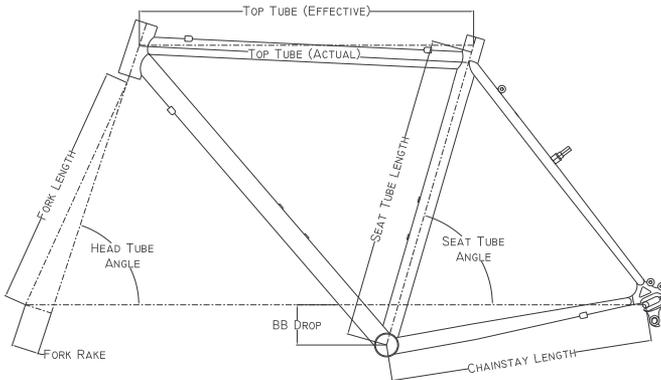
Tire clearance: Fatties Fit Fine (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700 x 45 with mud and fender clearance. For real!

Chaining 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:

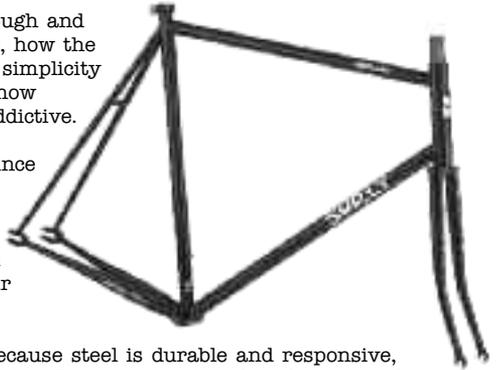


Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42 cm	39.0	989.9	28.8	731.9	3.6	91.0	15.7	400.0	1.7	44.0
46 cm	39.1	991.9	29.6	750.7	3.6	91.0	15.7	400.0	1.7	44.0
50 cm	39.6	1005.3	30.3	769.4	3.6	91.0	15.7	400.0	1.7	44.0
52 cm	39.6	1006.0	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 fixie street machine.



It's made from Surly 4130 CroMoly steel because steel is durable and responsive, things we like and we're pretty sure you do too. Its geometry is relaxed compared to twitchy track frames, more like a road bike. It takes big tires because big tires make sense; tire casings flex before the frame. It's got almost no bells-and-whistles type '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. But 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-budded. 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 stainless, 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!!)

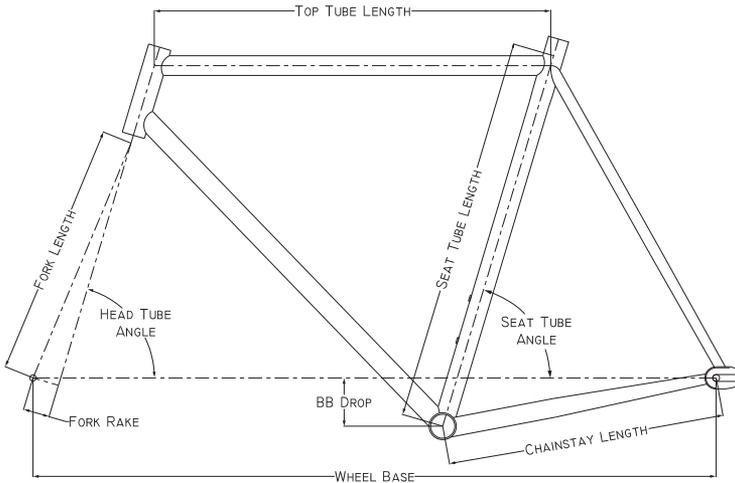
Chaining clearance: Heavy manipulation of the FFF stays gives room for a 50t ring while maintaining chainline. Track crank-compatible

Color: Maroon

Weight: 56cm = 4.5 lbs (2.0 kg)

Fork - uncut = 1.87 lbs (.85 kg)

Geometry:

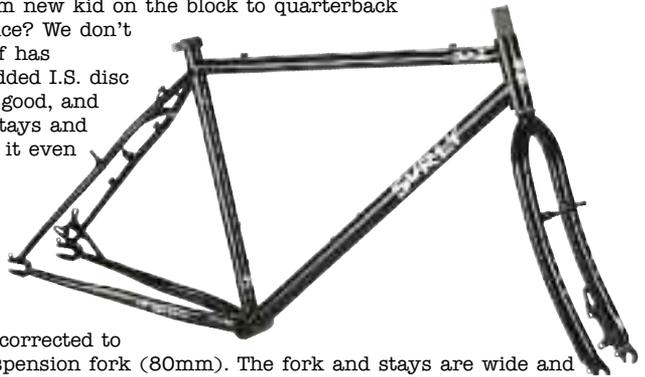


Size	Wheel Base inches mm	S.O. Height* inches mm	HT Length inches mm	FK Length inches mm	FK Rake inches mm
49 cm	38.0 965.7	29.5 748.5	3.3 83.0	14.8 375.0	1.5 38.0
53 cm	38.1 966.6	30.7 780.5	4.3 109.0	14.8 375.0	1.5 38.0
56 cm	38.5 978.6	31.8 807.9	5.4 136.0	14.8 375.0	1.5 38.0
59 cm	38.9 987.6	32.9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

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	608.3	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-buttet. 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 stainless, included

Headset: 1-1/8" threadless

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

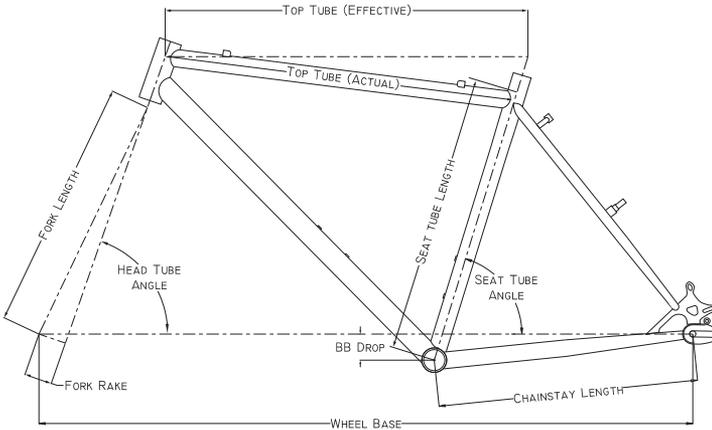
Tire clearance: Fatties Fit Fine (FFF) chainstays and our custom fork give room for tires up to 2.7" with plenty of mud and fender clearance left over.

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

Colors: Pumpkin Orange 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 well 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?

Cross-Check™ Complete



See page 19 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**	Rbar Width		Crank Length
	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	100.0	96.0	16.5	420.0	6.7 170.0
54 cm	4.1	100.0	96.0	17.3	440.0	6.9 175.0
56 cm	4.1	100.0	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
62 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-butted. 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 (+ 10mm clamp-on hanger = 25mm stack total). Black
Stem	Kalloy	1-1/8" threadless. Forged. Black
Handlebar	Salsa Moto Ace Bell-Lap	26.0mm clamp diameter. Black
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black
Brake Levers	Tektro	#R200A standard levers on 52-62cm sizes, R100A small hand levers on 42-50cm
Brakes	Tektro Oryx Cantilever	#992, Black
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 Stainless	Natural Silver
Saddle	Velo Endzone	Steel rails, vinyl cover. Black
Cassette	Shimano Tiagra	#HG-53 9-speed 12-13-14-15-17-19-21-23-25t
Chain	Shimano HG-73	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	700 x 32 Wire bead. Black wall
Tubes	Cheng Shin	Standard Presta valve 700 x 32

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

Long Haul Trucker™ Complete



Component Sizing:

Size	Stem Length		Stem Angle** degrees	Hbar Width		Crank Length	
	inches	mm		inches	mm	inches	mm
42 cm	2.95	75.0	125.0	15.3	390.0	6.5	165.0
46 cm	2.95	75.0	125.0	15.3	390.0	6.5	165.0
50 cm	2.95	75.0	125.0	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	16.9	430.0	6.7	170.0
56 cm	3.9	100.0	96.0	16.9	430.0	6.9	175.0
58 cm	4.3	110.0	96.0	17.7	450.0	6.9	175.0
60 cm	4.7	120.0	96.0	17.7	450.0	6.9	175.0
62 cm	4.7	120.0	96.0	17.7	450.0	6.9	175.0

See page 11 for a complete LHT frame geometry grid.

Color: Utility Blue or Olive Green

Component sizing and spec may vary.

**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, uncut
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 40mm spacers. Black
Stem	Kalloy	1-1/8" threadless. Forged. 25.4mm clamp. Silver
Handlebar	Zoom	25.4mm clamp area. Aluminum. Silver
Handlebar Wrap	Co-Union Cork Mix	Black
Brake Levers	Tektro	R200A standard levers on 52-62cm sizes, R100A small hand levers on 42-50cm
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-M761 SGS long cage
Crankarms	Sugino XD600	48-36-26t, silver
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Shimano	UN53. 68x110mm
Seatpost	Kalloy SP-342	27.2 x 300mm. Silver
Seatpost Clamp	Surly Stainless	Natural Silver
Saddle	Velo Endzone	Steel rails. Black
Cassette	Shimano Deore	CS-HG53. 9-speed. 11-13-15-17-20-23-26-30-34t
Chain	SRAM	PC971 9-speed
Hubs	Shimano XT	M770. 36h. Silver
Spokes	DT Swiss	14g stainless. Silver
Rims	Alex Adventurer	36h. Black w/ eyelets
Tires	WTB Slickasaurus	26x1.5", black wall. On 42-54cm frames
	Continental Contact	700c x 35mm, black wall. 56-62cm frame
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	16.1	410.0	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	16.9	430.0	6.4	165.0
59 cm	4.3	110.0	96.0	17.7	450.0	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 21 for a complete Steamroller frame geometry grid.

Color: Maroon

Component sizing and spec may vary.

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/ 30mm 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 Stainless	Natural Silver
Saddle	Velo Endzone	Steel rails. Black
Cassette	Surly fixed gear	3/32" 19 tooth, 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-13	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-buttet 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

We offer two versions of the Pugsley fork. Both are cro-moly and allow ample clearance to fit a whopping 4" tire. The first version is just like the stock fork that comes with the Pugsley frame. It's spaced 135mm between the dropouts and utilizes a rear I.S. disc tab to allow front and rear wheel interchangeability. The other one is spaced for a standard front 100mm hub and uses an I.S. front disc caliper or adapter; you will experience more difficulty installing and removing a wheel with a Large Marge rim and Endomorph 3.7" tire with this fork, but some people prefer stock hub sets over interchangeability, so there you go. Both also have removable canti studs spaced 120mm apart (again for use with our 65mm Large Marge rim) just in case you dig on the cantilevers. They have fender eyelets, cable housing guides, 1-1/8" threadless steerer, and are powder-coated black. 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 canti 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: 43mm

Steerer: 260mm

Weight: N/A

Mr. Whirly Crank



Rather than restricting our stuff—and you—to the limits of category, we design multiple possibilities into our stuff as much as we can. Our Mr. Whirly crank illustrates this nicely. It is the crank designed to meet your needs, even as those needs change. Run it as a single, double, or triple. Swap it between bikes. Mountain bike with it. Tour with it. Commute with it. Go nuts.

Here's how it works. Mr. Whirly spiders are available in 3 common bolt circle diameters (94mm, 104mm, & 110mm) and are interchangeable, as they all connect via the 58mm BCD granny ring holes of the drive side arm. The spindles are CroMoly and are available in two lengths. One is for 68 and 73mm BB shells and the other is for 100mm shells, such as on our Pugsley. The arms and spiders are forged from 7075-T6 aluminum. The whole thing spins on outboard-style bearings. You can get Mr. Whirly as an armset or as a complete crank.

Complete cranks are offered in single-speed and mountain triple configurations. They come mostly assembled and include bearings, cup spacers, and a spindle. Triples are geared 22-32-44t, are available in 170 and 175mm lengths, and are available with either the shorter spindle or with the longer version.

Single-speed cranks come with a 33t Surly stainless steel ring installed and the shorter spindle only.

Single-speed cranks are offered in 175mm and 180mm lengths. All our complete cranks are offered in black only.

Armsets are available in silver or black and come with all basic assembly hardware.

If you buy an armset you'll still need a Mr. Whirly spider, bearing set, Mr. Whirly spindle, chainring(s), and hardware to mount the ring(s) to the spider.

The Stuff:

Mountain Triple Crankset: 22/32/44t rings (aluminum) on 58/94mm BCD spider. Available with shorter spindle (68/73mm BB shells) or longer spindle (100mm/Pugsely BB shells). 170 and 175mm lengths. Black.

Single-speed Crankset: 33t Surly stainless steel ring on 58/94mm BCD spider. Includes spindle for 68/73 shells. 175mm or 180mm. Black.

Armsets: 165, 170, 175, 180, & 185mm. Silver or Black. (165mm in Silver only). Forged 7075-T6 aluminum.

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

Spindles: Short to fit 68 and 73mm BB shells or long to fit 100mm BB shells. CroMoly.

Bearing Sets: Outboard-style cups and bearings. Includes three 2.5mm spacers. Black or Silver.

Hardware: All small bits are available in case you lose something. Hardened steel or aluminum, depending on application.

The Tech:

Ring Spacing: 9 speed

Chainline: 42.7mm inner, 50mm center, 57.3 outer

Stainless Steel Chainrings

Most chainrings on the market are made from aluminum, which wear about 35% faster 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 chainrings are ideal for single-speed, fixed gear or tandem timing chain applications. They are not ramped or pinned for shifting assistance, so shifting will be a bit slower if using these with a front derailleur.

Sizes: 94mm BCD x 30t, 31t, 32t, 33t, 34t, 35t and 36t

(works with **6-8-speed** chains)

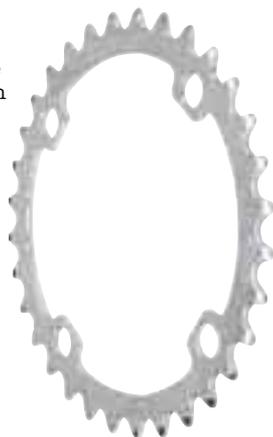
104mm BCD x 32t, 33t, 34t, 35t and 36t

(works with **6-8-speed** chains)

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

110mm BCD x 38t, 39t, 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 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 locking 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, not machined 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) and 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, quick-release
- 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 threads one side, single-speed freewheel threads the other
- Black, 32h, solid, fix/free

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
- Silver, 32h, solid, fix/free
- Black, 32h, quick-release, free/free
- Silver, 36h, solid, free/free

Rear Disc (135mm spacing only):

- Silver, 32h, solid axle
- Black, 32h, solid
- Black, 32h, quick-release
- 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 is a combo of '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 (1.375" x 24tpi) 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 (1.29" x 24tpi) to work on almost all track hubs available today except Campagnolo (1.32" x 24t 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 an ISO threaded 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. We wanted 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 1300 grams, our 60 tpi tire weighs 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 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 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) 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.

Color: Black

Width: 94mm (3.7") on 65mm rim.

Weight: 1350g

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. Butyl rubber. **380g**

Large Marge™ Rim

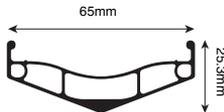


Check out Large Marge. These black anodized, eyeleted, double-walled 24" and 26" hoops are 65mm wide. They feature machined sidewalls for those of you who may want to use rim brakes...Magura hydraulic rim brakes, traditional cantilevers, and linear-pull with 2.2-2.4" tires (larger tires may interfere 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. The 26" DH rim weighs about 1000 grams, the 26" XC rim about 950 grams, and the 24" weigh in at about 1050g for the DH and 1034g for the XC. All are drilled for Presta (French) valves, but any bike shop can drill them out for use with Schrader (American) valves. The 26" is offered in 2 profiles. One is symmetrical to fit standard frames, and is asymmetrical to fit offset frames, specifically the Pugsley. Each is available in DH or XC version.

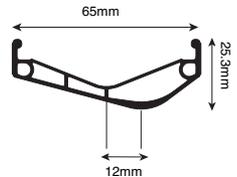
For maximum traction and floatation, combine Large Marge Rims with Endomorph 3.7" tires on a Pugsley frameset, all designed with one another in mind.

Regardless, you're going to need a fat-tire cruiser frameset, a DH-style frame and fork, or a non-standard XC frame and fork to use Large Marge rims. Most stock XC frames and forks simply don't have the clearance for wide rims and fat rubber. But we should warn you: once you go fat, you won't want to go back.

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.

Nice Racks are powder-coated 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.

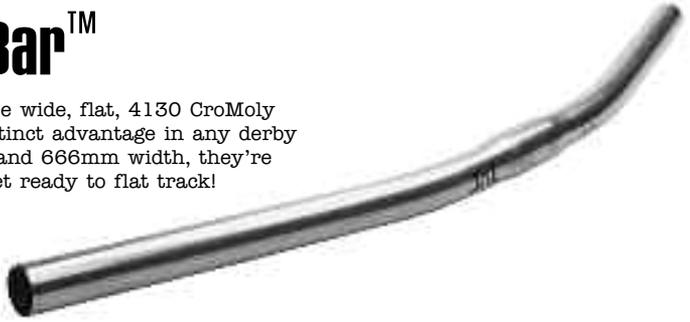


Rear

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.

Stainless Steel Seatpost Clamps

Rated fully KICKASS by the U. S. Department of Wicked Shit, our cast and polished stainless steel clamps won't rust or chip paint because they can't. They're shiny! They look good! And most importantly, they deliver the clampability seatposts crave. 30.0mm & 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

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.

Stainless steel. 6oz. (177ml)

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. The 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 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.

Stainless Steel Cable Hanger

We couldn't find a cable hanger we liked which also fit our Constrictor seat post clamp's oversized bolt. So we made one. Long enough to eliminate kinked rear brake cables, large enough to fit over thick post clamp bolts, versatile enough to work with most other post clamps, and it's even got an adjusting barrel. Stainless steel.



Instigator Dropouts

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



Horizontal 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.

Patches

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

Frame Decals

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

Stickers

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



Cycling Caps

Ubiquitous fashion accoutrement to make sure others know you're a cyclist or useful equipment like gloves and stiff-soled shoes? Probably a little of both.

Our caps are made of 100% wool fabric because wool works well for moisture, temperature, and odor control. They come in two sizes to fit a wide range of melons and the colors and pattern change regularly to keep it interesting. They work good and look good too.

- Sizes: S/M or L/XL



Baseball Cap

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



Wool Jerseys

We've made some in changes to our merino wool jerseys. First, we added a new color (finally!). You can still get the all black version, but now we've got one in green with black collar and cuffs. Second, we changed the pocket design. Now the jerseys sport a hidden zippered pocket big enough for necessities but not so big you can overstuff it. They still come on long sleeve or short, in mens' and in womens', and they still work like wool works: comfy, soft, cool in the hot and warm in the cold, even wet, and being naturally antimicrobial, they don't build up stink like synthetics. And that's good for everybody.

- 100% Merino wool
- Available in short or long-sleeve—Men's & Women's
- 11" zipper
- Zippered rear pocket
- Embroidered logos
- Black or Green with black cuffs and collar
- Size: S-XL



Karate Monkey Tee

- Black
- Sizes: M-XXL



Girly Tee

- Black
- Sizes: S-XL



Logo Tee

- Available in long and short sleeve
- Black
- Sizes: M-XXL



Midnight Flowers Tee

- Assorted colors
- Standard adult sizes: S-XL
- Ladies' cut in sizes: S-L (they run a bit big)
- Youth sizes: S-L



Logo Socks

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



Big Dummy Tee

- Standard adult sizes S-XL
- Color: Dark blue with gold inkiness
- May induce laughter, disgust or loss of employment



Thanks for Visiting 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 bikes, frame, and parts 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. What else can do so much and is fun nearly every time you use it? Your car? Your Ipad? 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 goderer bike stuff for people like you.



Peter Redin

Peter, with his shiny coat and healthy teeth, has a curio case for collectibles on his desk. Seriously. We're not sure why. He's Surly's general manager, which sounds a lot better than it really is.



Nick Sande

Beer maker, bike parts designer, and all around Renaissance man, Nick has one of the best laughs you'll ever hear. He rides like a bat out of hell when he wants to but never leaves anyone behind if they're struggling. He designs stuff, handles quality control and is also our warranty guy.



Eric Sovern

Sometimes mistaken for Eleanor Roosevelt, Sov doesn't always change his clothes right away when he's ridden to work, so our office is now permanently awash in smells like baked fig and cherry-infused walnut, with an oaky nose and a finish reminiscent of burnt chocolate wrapped in diaper. He's in charge of Surly's domestic sales.



Andy Corson

Long a bike shop refugee, Andy was once asked in a job interview if he would classify himself as a road or mountain cyclist. Annoyed by such an inane question, he answered, "Whichever isn't broken," and got the job. True story. He does something for Surly but no one is quite sure what. He often smells like meat.



Dave Gray

A variable speed cordless electric drill trapped in the body of a man, Dave continues to be a vanguard of high fashion with his keen eye and unusual use of refuse material, such as clear plastic headwear. He designs stuff for Surly and rides more than you.



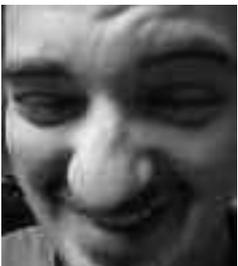
Emily Richard

Hailing from Cincinnati, Ohio, Emily answers phone calls and emails for Surly. Like most of us, she has a degree in something almost completely unrelated to the work she does and was once yelled at by a homeless guy who found her sexy.



Jim Claussen

Easily the quietest person in the Surly family, Jim is an expert at Excel spreadsheets and lead-times. In fact, he makes the job of purchasing look easy. It isn't. We're not sure how (or why) he puts up with us, but he does, and we're grateful.

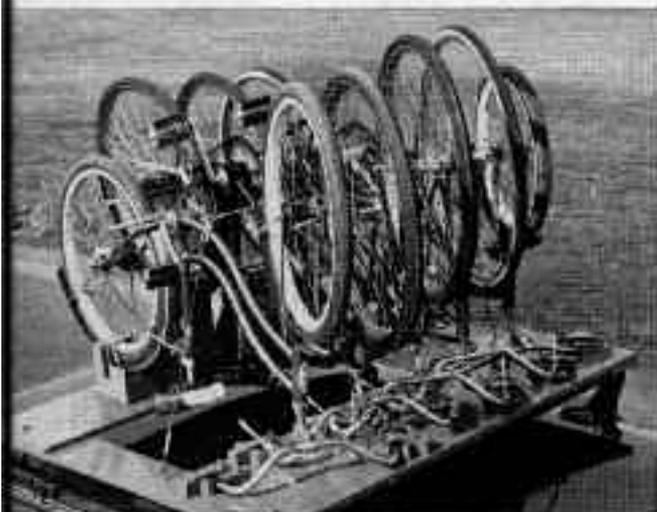


Aaron Pieplow

Aaron answers emails and phone calls and is our frontline warranty claim inspector. He knows a lot about how stuff breaks, garnered in part through years of spectacularly funny crashes we did not get to see because we didn't yet know him. He seems to know a lot of Simpsons quotes too. Aaron dreams of someday attending a Surly company dinner at the Steak & Ale by the highway.

Wow. Look what we found.

Can't exactly recommend you try it but hey, it's your bike.



Bicycles for two adults and three children are mounted without disassembly on carrier. Wire passing through eyelets attached to bike frames gives extra security. Unit is fastened to luggage rack with wingnuts, can be installed by one person, comes apart for convenient storage.

Cartop carrier transports bikes for the whole family

by Homer G. Wolfe

Transporting the family's bicycles to a distant starting point can be a chore. It usually means either partially dismantling the bikes or fussing with a tangle of tie-down straps. With a carrier like this, you and the family will have more time for bike riding since loading and unloading can be done in no time at all.

The clamps, consisting of garage-door haaps and turnable spring-loaded eyes, hold each bike firmly by its handlebars and rear wheel. I made the plywood carrier in one weekend for about \$29; it is mounted on an inexpensive removable luggage rack.

These clamps are used to hold each bike. To locate them, place the bikes upside down on the carrier in the desired positions.



Handgrip clamps are located and screwed down first. Then the height and location of each rear-wheel clamp is determined by blocking up the back fender until the bike seat is about even with the carrier platform. Distance from platform to fender minus $\frac{1}{4}$ in. gives dimension A in drawing on opposite page. Dimension B is calculated by measuring distance from outside of bicycle fender to inside of wheel rim, then adding $\frac{3}{8}$ in. allowance for compressed sponge rubber. Since all clamps are custom fitted to individual bikes, they should be fastened to the carrier with screws only—you may later replace a bike. Spacers shown in the drawing are not structural; they're designed to prevent wind noise. ★★



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