



NEW

Karate Monkey™ 29" Frameset

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

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



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

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

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

Want a trail-worthy, high roller that won't put you in the poor house? Check out the Karate Monkey™.

Size	ST (C-T)		TT (C-C)		TT (Effec.)		HT Angle	ST Angle	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	inches	mm	inches	mm
small	16.0	406.4	21.7	552.0	22.7	576.6	71.0	73.0	2.7	68.0	16.8	426.0
medium	18.0	457.2	22.6	574.5	23.6	600.6	71.5	73.0	2.7	68.0	16.8	426.0
large	20.0	508.0	23.4	594.5	24.3	617.5	72.0	73.0	2.7	68.0	16.8	426.0
x-large	22.0	558.8	24.2	614.3	24.9	633.6	72.0	73.0	2.7	68.0	16.8	426.0

Karate Monkey™ Specifications:

Tubing: 100% Surly® 4130 cro-moly steel. Main triangle double-buttet. TIG welded

Rear dropouts: Surly® horizontal dropouts with derailleur hanger. 135mm spaced

Brake compatibility: International Standard disc or cantilever rim-type

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

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30mm. Surly® Constrictor™ included

Headset: 1-1/8" threadless

Front derailleur: 28.6mm clamp diameter

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

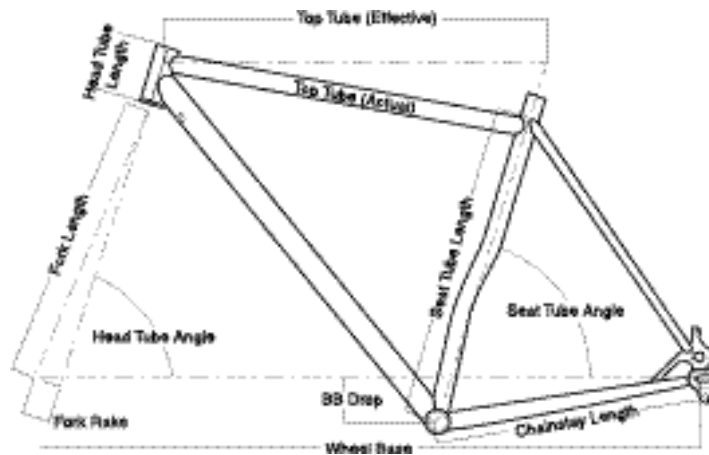
Chainring clearance: 48t max

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

Sizes available: 16", 18", 20", and 22" measured from the center of the bottom bracket to the top of the top tube

Color: Camp Stove Green

Geometry:



Size	Wheel Base		Front-Center		S.O. Height		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	40.9	1039.9	24.5	623.0	—	—	3.1	80.0	18.4	468.0	1.7	43.0
medium	41.7	1059.0	25.3	642.0	—	—	3.5	90.0	18.4	468.0	1.7	43.0
large	42.2	1071.1	25.7	654.0	—	—	3.7	95.0	18.4	468.0	1.7	43.0
x-large	42.2	1073.0	26.4	670.0	—	—	4.1	105.0	18.4	468.0	1.7	43.0

NEW Pacer™ Frameset

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

What makes a bike an all-day bike? Comfort and reliability. Rides like a bike. It's predictable. The Pacer's conservative geometry and tubing spec lend themselves to a full day in the saddle. Of course, it's equally suitable for those short rides to your favorite watering hole. The 4130 TIG-welded frame and brazed fork are designed to take the edge off the bumps and cracks in the road, but remain laterally stiff for those out-of-the-saddle sprints and climbs.



Though vertical compliance is definitely a goal when designing a new frame, tire clearance is just as important. The casings of your tires flex before your frame and fork do, and wide tires generally flex more than narrow ones, giving you a softer ride. Wide tires can be faster than skinnies on a lot of surfaces that you will encounter on your rig. So, the Pacer™ was designed to accept 700x28c tires with fenders or 700x32c tires without...while allowing you to use standard-reach and long-reach road caliper brakes.

The Pacer™ is spec'd with a 1-1/8" threadless fork because of the wide selection of headsets and stems available to accommodate it. Like most 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 long reach brakes, but some short reach fit also.

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. You won't be disappointed.

Size	ST (C-T)		TT (C-C)		TT (Effec.)		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	20.0	507.0	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

Frame geometry subject to change

Pacer™ Specifications:

Tubing: 100% Surly® 4130 cro-moly steel. Main triangle double-buttet. TIG welded

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

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

Seatpost diameter: 27.2mm

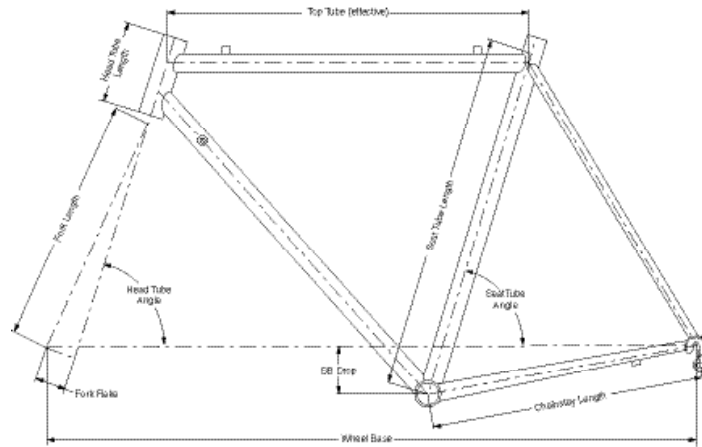
Seatpost clamp diameter: 30.0mm Surly® Constrictor™ included

Headset: 1-1/8" threadless.

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

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

Color: Tuxedo Blue or Black

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	3.3	84.0	14.8	376.0	2.0	50.0
46 cm	38.5	979.0	28.9	735.2	3.9	99.0	14.8	376.0	2.0	50.0
50 cm	38.8	985.6	29.8	756.1	3.9	99.0	14.8	376.0	2.0	50.0
52 cm	38.9	987.2	30.2	767.9	4.1	104.0	14.8	376.0	2.0	50.0
54 cm	39.1	992.8	30.9	785.7	4.7	119.0	14.8	376.0	1.8	45.0
56 cm	39.3	998.8	31.6	803.5	5.4	136.0	14.8	376.0	1.8	45.0
58 cm	39.7	1009.2	32.4	822.7	6.1	154.0	14.8	376.0	1.8	45.0
60 cm	39.9	1013.7	33.1	840.2	6.7	171.0	14.8	376.0	1.8	45.0
62 cm	40.3	1023.4	33.8	859.3	7.4	189.0	14.8	376.0	1.8	45.0

Instigator™ Frame

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



What's so special about the Instigator™?

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

Know anything about vinyl LPs?

Manufactured correctly, they produce a higher-quality analog sound, cost more to produce than CDs, yet typically cost less to buy. Likewise, nowadays, it costs more to make a production bike out of cro-moly steel than it does out of name-brand aluminum. We do it not because we dislike aluminum (or CDs), but because we strongly believe in steel's superior physical and spiritual properties, not to mention the advantages its use lends to this particular design. Technical spew aside, you'll find the Instigator extremely stiff yet comfortable, and of the same extreme strength you'll find in BMX jumping bikes, 99% of which are still made out of steel. Strangely, we're one of the only companies making a bike like this out of the good stuff. And yes, that's a 1.5" diameter double-butted down tube!

Thick CNC-machined 4130 disk-compatible dropouts

Each one of these beauties is hogged out of a giant block of 4130 cro-moly billet. They are very thick, very strong and very flex-free, as any dropout securing a wheel and brake caliper down 11 flights of stairs should be. Should you choose the disk brake option, the cantilever studs can be removed to save 22 grams and give that sexy, finished look.

ICGS (International Chain Guide Standard) mounts

Chainguide toughguys Mr.Dirt™ and MRP™ got their heads together to develop a chainguide mounting standard that is simple, straightforward, and keeps everything in place without weird little set screws or drilling holes in down tubes. How could we not get behind a great idea whose time has come?? It's there if you need it, doesn't interfere with front derailleur positioning (if you go that route) and it works great. Both Mr.Dirt™ and MRP™ have some pretty neat stuff coming out that bolts right up... You're ahead of this game on an Instigator™.

Junk Saver™ top tube

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

FFF™ chainstays

It's awfully silly that a rigid bike with big-travel up front wouldn't provide clearance for a big shock-absorbing tire out back. Not everyone wants to run giant tires but the option should always be yours, especially on a bike like the Instigator™. Custom-designed Fatties Fit Fine™ chainstays are standard equipment on all Surly® bikes, and, in this case will fit the enormous 26x2.35" Tioga Factory DH™ with no problem, or even the Intense™ 26x2.7" on a 30mm rim. If you run disk brakes, 24x3.0" tires fit, providing the ultimate moto experience.

Gusseted and reinforced front end

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

We are offering The Instigator™ in four sizes, which should cover most of you.

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

Buy an Instigator™ and put yourself in a precarious riding situation today.

Instigator™ Specifications:

Tubing: 100% Surly® 4130 cro-moly steel. Main triangle double-buttet. TIG welded

Rear dropouts: Proprietary Surly® 4130 billet. Spaced 135mm

Brake compatibility: International Standard disk or Cantilever rim-type

Braze-ons: Removable cantilever bosses, dual water-bottle mounts, Down tube shift cable routing, tube 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

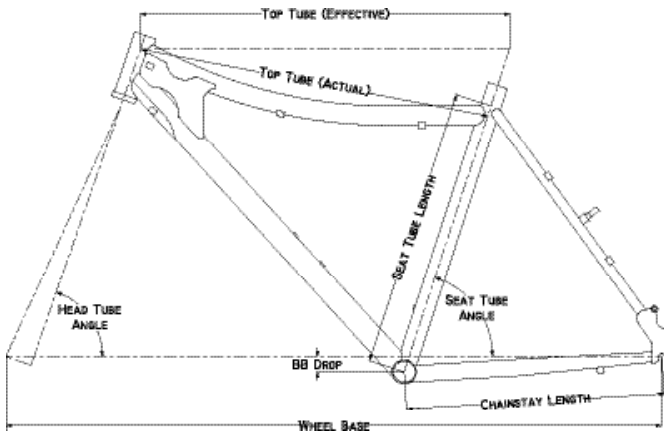
Bottom bracket shell: 73mm wide, threaded English 1.37x24t

Chainring clearance: 48t max

Fork compatibility: Geometry is designed around a 100 or 130mm suspension fork. Using shorter or longer forks will compromise intended ride characteristics, i.e. less BB clearance, faster or slower handling, etc.

Color: Orange or Black

Geometry:



Size	ST (C-T)		TT (C-C)		TT (Effic.)		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	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 676 mm (Tloga 2.1 DH), will vary with tire choice

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

N/A = Frame sold sans fork.

Our
complete bike!

Cross-Check™

A cyclocross bike by category, the Cross-Check™ has proven itself over and over in the real world, on the streets, in the dirt, through muck and sleet, blazing sun and dark of night, over exhilarating trails, through hectic traffic and long stretches of uninterrupted back road boredom. Are we serious? Absolutely. People have written us time and again telling us how they use it as their commuter, their around-towner, their touring bike; and each time, invariably, they compliment its handling, comfort, and durability (so happy, they seem to forget how affordable it was).



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

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

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

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

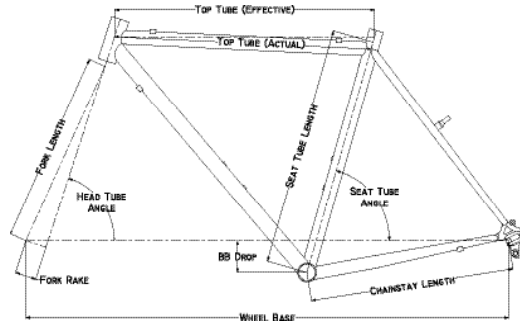
Tubing: 100% Surly® 4130 cro-moly steel. Main triangle double-buttet. TIG welded.

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

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

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

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

Cross-Check™ Geometry:

See next page for a complete Cross-Check™ frame geometry grid.

Component Sizing:

Size	Stem Length		Stem Angle**	Hbar Width		Crank Length	
	inches	mm	degrees	inches	mm	inches	mm
42 cm	2.0	50.0	84.0	15.7	400.0	6.7	170.0
46 cm	3.1	80.0	84.0	15.7	400.0	6.7	170.0
50 cm	3.1	80.0	84.0	16.5	420.0	6.7	170.0
52 cm	4.1	105.0	96.0	16.5	420.0	6.7	170.0
54 cm	4.1	105.0	96.0	17.3	440.0	6.9	175.0
56 cm	4.1	105.0	96.0	17.3	440.0	6.9	175.0
58 cm	4.7	120.0	96.0	17.3	440.0	6.9	175.0
60 cm	4.7	120.0	96.0	18.1	460.0	6.9	175.0

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

Bike Specifications:

Component	Type	Description
Frame	Surly® Cross-Check™	100% Surly® 4130 cro-moly steel. Main triangle double-buttet. TIG welded. Blood Red or Black.
Fork	Surly® Cross-Check™	100% cro-moly, lugged + brazed crown. 1-1/8" threadless steerer. Blood Red or Black.
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black.
Stem	Tahoma	1-1/8" threadless. Forged. Black.
Handlebars	Salsa Moto Ace Bell-Lap	26.0mm clamp diameter. Black.
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black.
Brake Levers	Shimano	#BLR-400 aero.
Brakes	Tektro Cantilevers	#862A. Silver.
Cable Hanger, front	Tektro	#1271A. Includes routing noodle. Black.
Cable Hanger, rear	Dia-Compe	#1266. Silver.
Shift Levers	Shimano Bar-end type	#SL-BS77. 9-speed.
Shift Cable Adjusters	Jagwire	#CC-233 Microadjuster.
Front Deraillieur	Shimano Tiagra	#FD-4403 Triple.
Rear Deraillieur	Shimano Tiagra	#RD-4400-GS Mid-cage.
Crankarms	Cyclone	110mm BCD. Silver.
Chainrings	QBP Engagement Rings	36 x 48t.
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Shimano Deore LX	#BB-UN52 68x113mm.
Seatpost	Kalloy Uno	27.2x250mm. Black.
Seatpost Clamp	Surly® Constrictor™	Black.
Saddle	Velo Endzone	Steel rails, vinyl cover. Black.
Cassette	Shimano Tiagra	#HG-50 9-speed 12-13-14-15-17-19-21-23-25T.
Chain	Shimano HG-72	9-speed compatible.
Hubs	Shimano Deore	#HU-M510. 32 hole. 100mm O.L.D. front, 135mm O.L.D. rear. Black.
Spokes	Stainless Steel	Straight-gauge 14 w/ brass nipples.
Rims	Alex	#AL-DV15. 32 hole x 700c. Silver.
Tires	Ritchey SpeedMax Cross	700x32c. Wire bead. Black wall.
Tubes	Cheng Shin	Standard presta valve 700x35c.

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

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



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

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

Size	ST (C-T)		TT (C-C)		TT (Effec.)		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	16.5	420.0
52 cm	20.5	520.0	21.5	545.0	21.5	547.1	72.0	73.5	2.6	66.0	16.5	420.0
54 cm	21.3	540.0	22.0	560.0	22.0	560.0	72.0	73.0	2.6	66.0	16.5	420.0
56 cm	22.0	560.0	22.4	570.0	22.4	570.0	72.0	72.5	2.6	66.0	16.5	420.0
58 cm	22.8	580.0	22.8	580.0	22.8	580.0	72.0	72.5	2.6	66.0	16.5	420.0
60 cm	23.6	600.0	23.6	600.0	23.6	600.0	72.0	72.0	2.6	66.0	16.5	420.0

Cross-Check™ Specifications:

Tubing: 100% Surly® proprietary 4130 cro-moly tubing. TIG welded. Double butted main triangle

Rear dropouts: Semi-horizontal dropouts with adjusters give you single speed compatibility, wheel base adjustability, and 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, and dual water bottle mounts. Oh yeah, it sports downtube housing stops also

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm (we include our Constrictor™ clamp with our framesets)

Headset/stem: 1-1/8" threadless

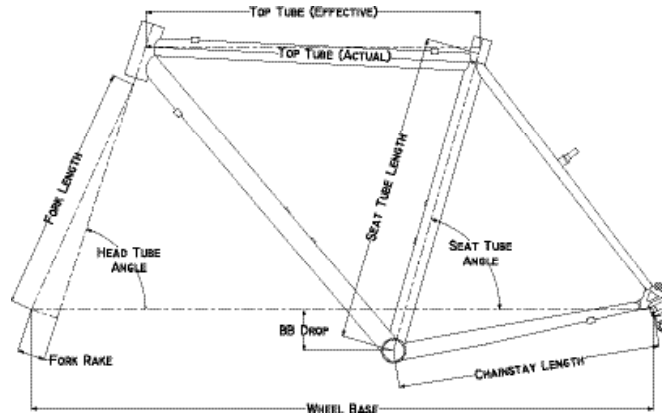
Bottom bracket: 68mm wide, standard English threaded 1.37x24t

Tire clearance: Fatties Fit Fine™ (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700x45 with mud and fender clearance. For real!

Chainring clearance: Manipulated so you can fit pretty much whatever size rings you want. Go nuts.

Color: Blood Red or Black

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

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

Steamroller™ Frameset

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

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



Since reliable freewheeling technology evolved decades ago, folks have ridden fixed gears by choice, not out of necessity. We won't try to convince you that riding 'fixed' is better or special or why you should try it, you'll have to determine that for yourself. Gee, the Steamroller™ just might change your life (if this happens please call us)!

The Steamroller™ geometry, tubing choices and features or lack thereof are deliberate in our quest to bring you a balance of pure aesthetics and a ride that is aggressive enough to be quick, exciting and purposeful, yet just mellow enough to be ridden all day long in comfort. We gotta point out the nice fork crown, it's even drilled for a long-reach safety brake, should you opt for one.

The Steamroller™ is available in 4 sizes to fit a spectrum of riders, and was designed by fixed-gear riders for fixed-gear riders. We also have some other fine 4130 offerings and neat parts... take a look!

Size	ST (C-T)		TT (C-G)		TT (Effec.)		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

Steamroller™ Specifications:

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

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

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

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly® Constrictor™, included

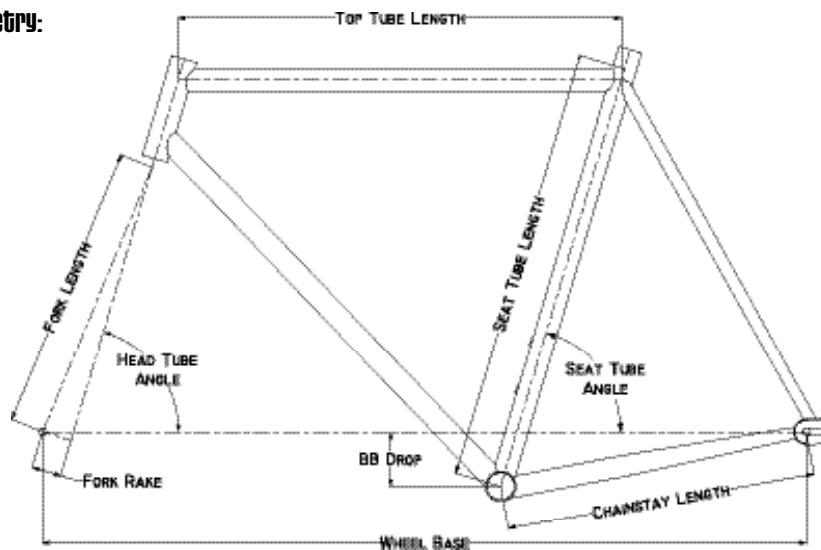
Headset: 1" threadless English standard 30.2 cups / 26.4mm crown

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

Tire clearance: Proprietary FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 700x38c with fender clearance left over (P.S. – use clip-on fenders!!)

Chainring clearance: Heavy manipulation of the FFF™ stay gives room for a 50t ring while maintaining chainline

Color: Dave Gray

Geometry:

Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
49 cm	38.0	965.7	29.5	748.5	3.1	80.0	14.5	368.0	1.5	38.0
53 cm	38.1	966.6	30.7	780.5	4.2	106.0	14.5	368.0	1.5	38.0
56 cm	38.5	978.6	31.8	807.9	5.2	133.0	14.5	368.0	1.5	38.0
59 cm	38.9	987.6	32.9	835.2	6.3	160.0	14.5	368.0	1.5	38.0

* Measurements use tire with outer diameter of 682 (700c x 28), and taken from middle of top-tube to level ground.

Beer o'clock

How nice would a home-made beer taste right now? If you've ever thought home brewing would be difficult, think again. It's not that hard. With a quickread on a brewing guide, some basic equipment, \$25 worth of ingredients and a padlock for your refrigerator, you've got 5 gallons of love.

The following recipe fell into the "all good things must come to an end" category and was gone in a week. It's a kolsch-style german ale, light in body, yellow in color, with crisp fruity hops. Highly drinkable.

Steep in 2-1/2 gallons (9.5 L) water, 150° F (65.5° C), for 45 minutes

- 1 lb. carapils malt
- 1 lb. malted wheat (this ain't a hefe-whatever wheat beer. Just try it).

Stir in malt extract, bring to a boil

- 6 lb. extra light malt extract

Once boiling, start 60 minute clock and add hops as follows

- 1 oz. tettnang hop pellets– 60 minute boil
- 1/2 oz. spalter hop pellets– 40 minute boil
- 1/2 oz. spalter hop pellets– 20 manute bol
- 1 tsp irish moss– 15 minute boil
- 1/2 oz. spalter hop pellets– 2 minute boil

Chill the liquid, dump in bucket and pitch yeast

- German ale/kolsch yeast
- 1/2 oz. spalter hop pellets– throw 'em in

Seal and store in bucket at 60–65° F (15–19.3° C) for 7–14 days, transfer beer to glass fermenter and store for another 2–4 weeks, depending on yeast activity.

Options:

- All-grain method: omit malt extract and replace with 8 lb. DWC lager/pilsner malt, 1.6–1.8° L. mash at 122° F (50° C) for 30 minutes, 155° F (68° C) for 20 minutes and 170° F (77° C) for 10 minutes.

Sparge.

- Feel free to use whole dried hops instead of pellets
- If possible, chill the fermenting beer at 40° F (4.5° C) for the last two weeks. It'll smooove it out a little bit.

Of course, you should get the low down on brewing techniques and sanitation from your friendly local homebrew supply store. If all goes well, you'll have a tasty batch of beer you can call your own.

Happy Trails, Hoppy Ales.

Nick Sande



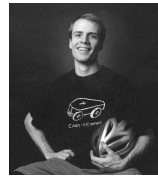
Name: Dave Gray aka Grayboy
Occupation: Surly® Ringleader
Home turf: Southeast Minneapolis
Things that I collect: Bikes, tools, books, metal, scars
Non-bike interests: Drawing, painting, literature, alternative energy
Background: Mechanical engineering, studio arts, and industrial design education. 4 years wrenching in a bike shop. 60,000+ miles in the saddle
Likes: Beer, sushi, ladies on bikes, solitude
Dislikes: Rules, cell phones, motor vehicle traffic, self-indulgent American ideals, posers
Most influential person in my life: My dad
Long term goals: Early retirement, self-sufficiency



+



=



Name: Nick Sande
Age: 31
Hometown: Minneapolis
Occupation: Surly® Stooge
Other talents: Homebrewing, fishing, farting on command
Future ambitions: Grow my own food, become self sufficient, convert everyone to metric
Turn-ons: Cold-forged cranks, soul brother number one, cookies, new tools
Turn-offs: Lutefisk, top 40, last call
Functional bikes in basement: 8 is enough
Worst job ever: I was Chuck E. Cheese
If I had the time and money I'd: Be tinkering in my garage-mahal



+



=



Name: A.C. Corson (aka Cosron, aka Craig Jack Johnson)
Locale: Nordeast Minneapolis.
Background: Riding steady since age 7, grew up in a bike shop, native of Iowa. More time in bike industry than out.
Schoolin': Hard Knocks Community College followed by a University B.A. in Cultural Anthropolgy and English Literature.
Besides Bikes: Books. Movies. Music. Indignant annoyance, quiet desperation.
Nick Tosches, Lemmy Kilmeister or William Faulkner: Tough choice, but I'm going with Faulkner.
Lose it for: GBH, GBV, GNR, Garnette, the skyline and moon reflected in the river on the back way home from Luce', singletrack through woods and forests.
Lose it over: Too many things. Deliberately deceptive people and traffic come to mind right away.
Purpose or goal: Laughter, balance, honesty. Soul.

1x1™ Frameset

Nobody wants to spend a bunch of cash on a single-speed...and why should they? To do so is contrary to the whole spirit of the single-speed experience. At Surly® we have recognized this for years and are continuing to offer our excellent 1x1™ single-speed frameset.

Unchanged since its inception, the 1x1™ features a beefy, double-budded 100% cro-moly suspension-corrected frame and 1-1/8" hard fork

with very nice black or white powder coating and cool white decals. As if there were any doubt, the one-speed bandwagon has already left town, folks, and the 1x1™ is here to stay.



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

How does it ride? Take a look at our detailed geometry chart and you'll see our design is, well, regular. Take the 1x1™ for a spin and you'll find that it merely "rides like a bike" – leaving you right at home to forget about the machine and enjoy the ride. The 1x1™ rides so nice you won't notice it, you 1x1™ owners who have written know what I'm talkin' about.

The 1x1™ is available in x-small, small, medium, large, and xl sizes. Designed by single-speeders for single-speeders, and as with all things Surly®, you can't go wrong. Keep lookin' our way for more good deals on tough cro-moly bikes, framesets, and unique components.

Size	ST (C-T)		TT (C-C)		TT (Effec.)		HT Angle	ST Angle	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	inches	mm	inches	mm
x-small	14.0	355.6	20.5	521.2	21.5	545.0	71.0	73.0	1.7	42.5	16.5	419.0
small	16.0	406.4	21.3	541.6	22.2	565.0	71.0	73.0	1.7	42.5	16.5	419.0
medium	18.0	457.2	22.3	565.8	23.0	585.0	71.0	73.0	1.7	42.5	16.5	419.0
large	20.0	508.0	23.1	586.5	23.6	600.0	71.0	73.0	1.7	42.5	16.5	419.0
x-large	22.0	558.8	23.9	608.3	24.2	615.0	71.0	73.0	1.7	42.5	16.5	419.0

1x1™ Specifications:

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

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

Braze-ons: Cantilever bosses front and rear, fender eyelets front and rear, and dual water-bottle mounts

Seatpost diameter: 27.2mm

Seatpost clamp diameter: 30.0mm Surly® Constrictor™, included

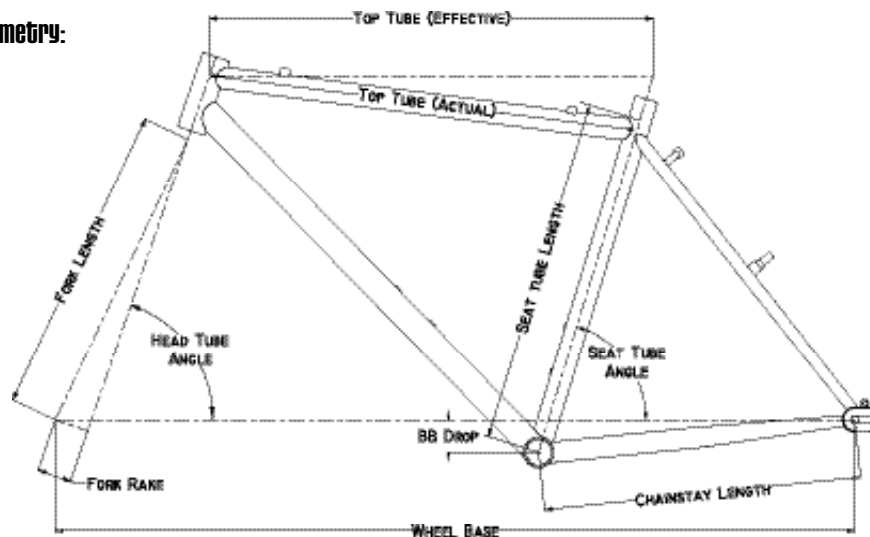
Headset: 1-1/8" threadless standard

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

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

Fork: Suspension corrected for 3" travel sus fork. 100% cro-moly

Colors: Black or White

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	27.7	703.6	3.5	89.0	16.6	421.0	1.8	45.0
small	40.1	1018.5	29.0	736.6	3.5	89.0	16.6	421.0	1.8	45.0
medium	41.5	1053.9	30.2	768.2	4.0	102.0	16.6	421.0	1.8	45.0
large	42.0	1066.5	31.4	797.6	4.5	114.0	16.6	421.0	1.8	45.0
x-large	42.7	1084.9	32.7	830.0	5.3	134.0	16.6	421.0	1.8	45.0

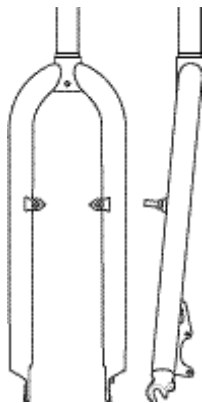
* Measurements use tire with diameter of 676 mm (Tioga™ 2.1 DH), and taken from middle of top-tube to level ground.

Forks



Karate Monkey™

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



Instigator™

The Instigator™ rigid fork replaces 100mm travel suspension forks. We designed it around the geometry of the Surly® Instigator™, of course, but it should work just fine for frames with similar geometries. It is constructed of thick-walled, single-butt 4130 chromoly, so it will hold up under pressure. The fork features International Standard disc mounts, removable canti pivots, 1-1/8" threadless steerer, and a black powdercoat finish. If you want to run fannies in this fork, go ahead. You can easily wedge a 2.7" tire between those straight, tapered (31.8mm to 28.6mm) blades. 447mm axle to crown.



1x1™

We now have two 1x1™ forks to offer. Our new 1x1 fork comes with International Standard disc 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 chromoly tubing, suspension-corrected geometry, 1-1/8" threadless steerers, and black powdercoat. 413mm axle to crown.



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 standard reach caliper brakes will work, but we can't guarantee 100% compatibility. Long reach calipers are recommended. This fork comes with single eyelet dropouts, 1-1/8" threadless steerer, and a black powdercoat finish. 372mm axle to crown.



Cross-Check™

Our lugged and brazed Cross-Check™ fork has room for 700cx45mm tires and fenders. We offer it with 1" and 1-1/8" threadless steerers. It features 4130 cro-moly construction, single eyelet dropouts, cantilever brake pivots, and a black powdercoat finish. 400mm axle to crown.



Steamroller™

Our Steamroller™ fork, designed around our fixed-gear frame, is brazed with a flat crown that is drilled to accept a long reach caliper brake. It has clearance for 700c x 38mm tires. There are no eyelets at the dropouts. 388mm axle to crown. 1" threadless steerer.

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 derailleurs hanger and provides a simple, effective, and adjustable means of tensioning the excess chain slack found in vertical dropout single-speed drive trains.

The Singleator™ features: Triple sealed reversible spring with greater spring tension and wrap capacity, larger cog capacity, chain-rejection protection, fully adjustable chain line, floating tension pulley, and a stainless steel pivot bushing. Stop being so damn serious... get yourself a Singleator™, lighten up and give the single lifestyle a try.

Colors: Black or Silver



The 1x1 Speed Gear Chart

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

1x1™ Torsion Bar™

Made for us by NITTO®, these wide, flat, 4130 chromoly bruisers will give you a distinct advantage in any derby situation. With a 15° bend, and 24.5" width, they're also mighty comfortable. Get ready to flat track!

Color: Silver



New™ Hubs

We've got FOUR New™ Hubs to present to y'all... a 100mm front, two 135mm mountain rear hubs and a 120mm fixxie rear. All of our New™ Hubs feature high flanges on forged and CNC'd bodies. Adjustable full-complement, angular-contact, sealed cartridge bearings allow you to tighten up your hubs as your bearings wear. We spec'd non-proprietary, solid axles (9x1 front, 10x1 rear), so you can install QR axles, if you so desire. The fixxie hub is ISO threaded on both sides to accept English track cogs (1.37 x 24tpi) and English-threaded track lockrings (1.29 x 24tpi LH thread). One of our mountain rear hubs is ISO threaded on both sides to accept English (1.37 x 24tpi) freewheels. The other mountain rear hub is threaded for an English freewheel on one side, and a track cog 'n' lockring on the other side. They all come drilled for 32 spokes and are laser-etched with a SURLY® logo.

Color: Black or Silver



Frame Dropouts

Our investment cast cro-moly dropouts 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.



Fixxer™ Hub Converter

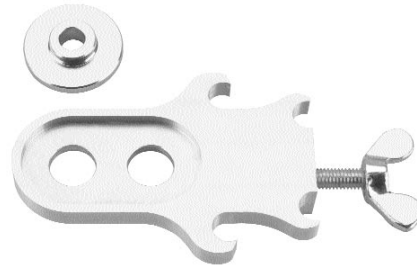
Even if it ain't broke, you can still "fix" it with our Surly® Fixxer™ hub converter. The Fixxer™ allows you to cheaply and easily convert any Shimano® cassette hub (except Silent Clutch or pre-1997 Dura Ace) into a true fixed-gear. By simply removing the cassette body and replacing it with our adapter,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



Color: Silver

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 a lot 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.



Track Lockrings

CNC-machined in USA out of premium stainless steel. No flaking chrome or rusting. Fits English lockring threads (1.29" x 24t LH) and will work on almost all track hubs available today except Campagnolo® (1.32 x 24t LH) or French (33 x 1mm LH)



Track Cogs



Surly® track cogs are machined (not stamped, like inferior products) out of 4041 cro-moly and hardened to resist wear. They are ISO-threaded (1.375 x 24tpi) so they'll fit most English, Italian, and Japanese hubs, including our New™ fixxie hub and our Fixxer™ hub converter. Surly® cogs are available in 3/32" and 1/8" widths, 13-tooth to 20-tooth sizes, in a silver/champagne hue.

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.

Jethro Tule™

Not since “Aqualung” was re-released stateside on vinyl has there been a better way to spend twenty bucks. Surly® Bikes’ new Jethro Tule™ pocket tool is hand-crafted from stainless-steel, then polished to a high luster, and combines an offset box wrench on one end with a leverage-enhanced bottle opener on the other.



The double-sided 15mm box wrench fits most bolt-off hubs on the market and also quite nicely inside recessed dropouts, including those found on our Surly® 1x1™ frame. Quit carting around the Vice-grips™; our smooth, spoon-shaped handle provides ergonomic pleasure for your palm under the most rigorous wheel-removing operations at a fraction of the weight and bulk, and snaps open the fizzy reliably before, during, and after the ride. The Jethro Tule™ hangs nicely on a key chain and is light enough to carry comfortably anywhere, but being “Thick as a Brick”, it is built to last and to resist bouncing out of your pocket during a rough single-track ride, or cross-town jaunt. Ian Anderson traded in that damn flute for one.

Tee Shirts



Logo Tee

- Black
- Sizes: S–XL



Dragster Tee

- Assorted Colors
- Sizes: L–XL

25

NEW



Baseball Cap

- Embroidered Logo
- Flex-fit
- Black
- Sizes: S/M or L/XL

NEW



Socks

- 75% Merino wool, 25% nylon and spandex
- Black
- Sizes: S/M or L/XL

NEW



Girly Tee

- Black
- Sizes: S-XL

NEW

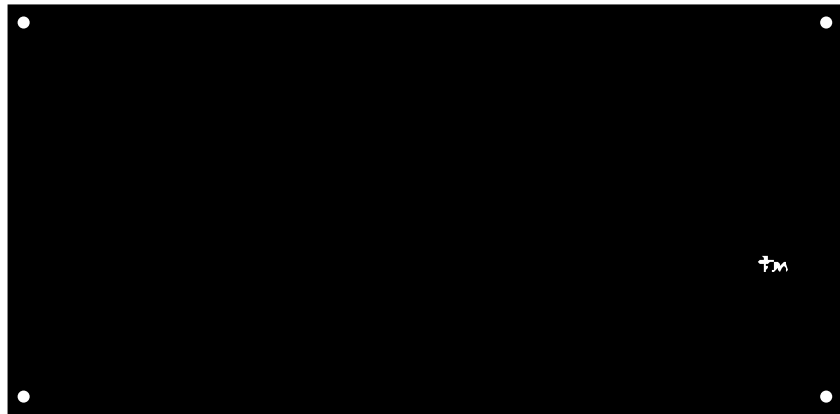


Long Sleeve Logo Tee

- Black
- Sizes: M-XL

Banner

- 36x18"
- Black nylon
- 4 Grommets



Patches

- Sizes: 6.5" or 10"



Stickers

- Sizes: 1.75x6.4"
12x2.73"
24x5.46"



Frame Decal Sets

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



Contact Us

SURLY™

6400 W. 105th St.
Bloomington, MN 55438

Phone: 877.743.3191
Web: www.surlybikes.com
E-mail: derby@surlybikes.com

International Man of Mystery

Sean "Bootsy" Collins
1.800.346.0004 ext. 270

Surly® Engineer

Josh Yablon
1.800.346.0004 ext. 357



6400 W. 105th St.
Bloomington, MN 55438