

Catalog

Ingredients: 2010 Surly bikes, frames, and parts.
(May contain trace amounts of cycling related
clothing or propaganda.)

In Like a Lion

Occasionally in life a person is presented with a fork in the road. One path is more worn than the other and this path, the one most familiar to us all, is safe but unexciting. The other path is overgrown with weeds. It sputters out occasionally, but if you keep riding the path will reveal itself again. Where this path leads is uncertain. It reveals challenge and possibility in equal measure. And that path is where you'll find us.

Roughly 12 years ago, we managed to convince The Man to give us enough rope with which to hang ourselves and we began designing and producing singlespeed stuff for people who ride bikes and like to have fun. Powered by a love of singlespeed bikes, counter-culture, and unhealthy quantities of local 'favorite' Grain Belt beer, we loosed upon the globe a guttural yelp, barked into the cosmos in the form of singlespeed stuff.

A lot has changed in 12 years. We've got houses now instead of apartments. Some of us have kids. Freeriding jumped the shark. Singlespeeds became mainstream. Touring bikes resurged. Fixed-gears became mainstream. Road bikes resurged. Michael Jackson died. Dave broke his leg. Twice. The economy tanked.

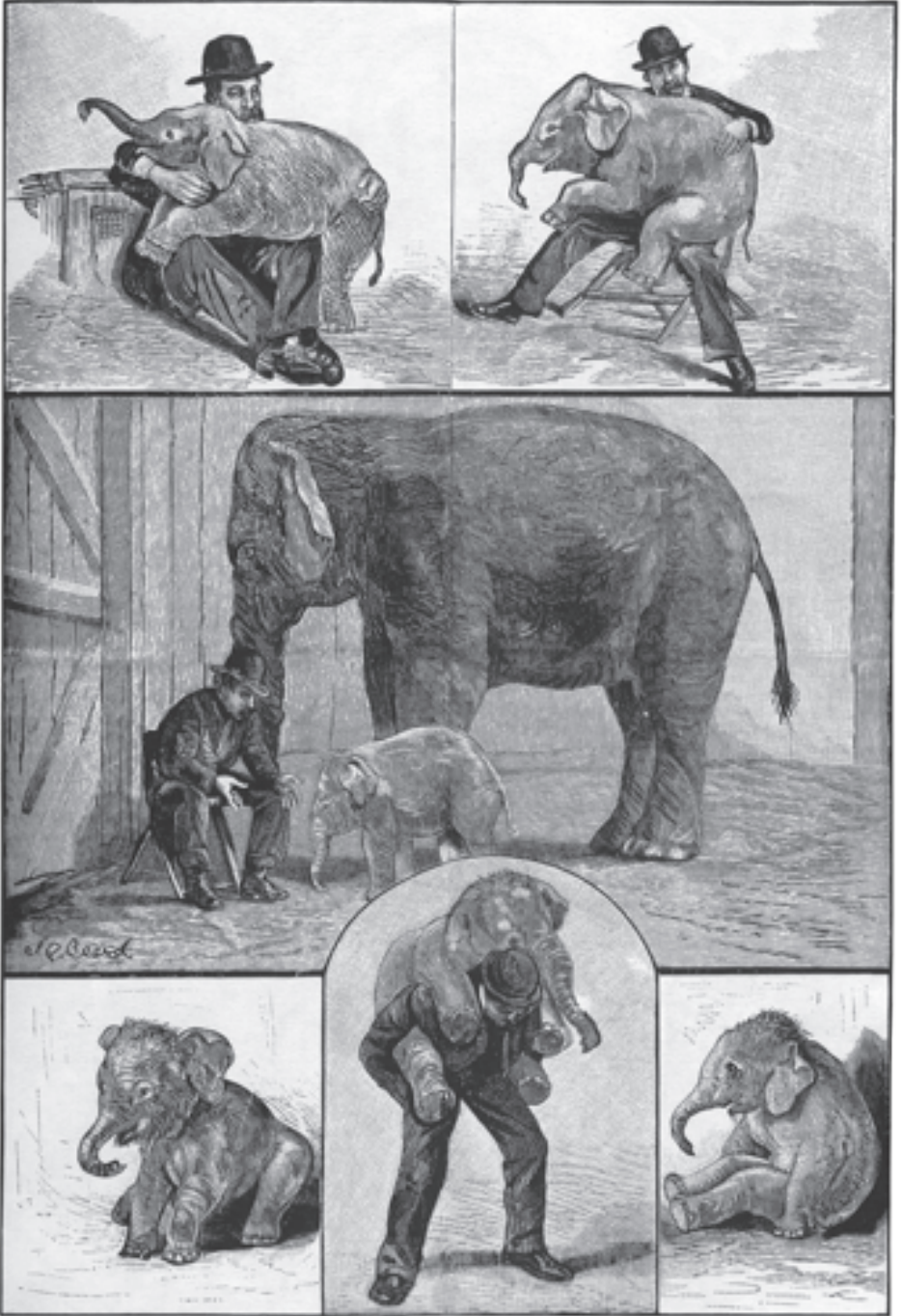
We're still here, however, and although we're no longer solely a singlespeed company, we still design and produce quality bike stuff for people who ride a lot, like a good value, and know how to have fun. And there seems to be a lot of those people around.

For 2010, we've added the Pacer to our complete bikes lineup. This makes us happy. The Pacer is a great ride, and we hope that as a complete bike more people will try it. The Long Haul Trucker will now be offered in 26" wheel size across the entire size run, in both frames and complete bikes. We'll keep the 700c wheel size as an option for the larger frames and bikes, but 26" wheels are stronger, and 26" tires, tubes, and rims are more readily available throughout the world. We've also added another tire. Larry the Tire is a compliment to the Endomorph. Both have gone to a 120tpi casing. Larry is a little rounder, with a tread designed to work well as a front tire. Large Marge rims are going to have welded seams now. We're adding a new handlebar, the Open Bar, in no-rise and low-rise versions. It's a swept-back CroMoly bar that works equally well for off-road riding as for commuting. Our t-shirts are going to organic cotton. Our socks are now being made by DeFeet, with a higher wool content and better fit than our previous socks. We've added mid-blade eyelets to the Travelers Check fork, so you can more easily mount a front rack, and this ought to make a lot of folks happy since we seem to get a fair number of requests for a front rack compatible Cross-Check fork. Some frame colors are changing: Long Haul Truckers in olive are now blue as the sky, the Pugsley is an odd shade of goldish-greenish (and we've redesigned its toptube to offer more stand-over clearance), and the Pacer is now a lovely shade of green. Some of you will like the colors, some won't. That's cool. Oh, and by the time you read this, or soon after, we will have a new web site. So that's something. If we do it right, it should be equal parts informative and disturbing.

And that's about it. The so-called Bicycle Industry for the most part continues to churn out lots of carbon fiber and expensive, flashy toys designed for an elite few. Screw that. We will continue to do what we do best: versatile, durable CroMoly frames and bikes that ride great and outlast the next model year, and sensibly designed parts for people who ride a lot. If that sounds good to you, pick up some Surly stuff and try it out. You won't be sorry.

Out Like a Light

Loading Big Dummy



Big Dummy™ Frameset

The Big Dummy is designed for carrying cargo, and lots of it. We offer the Big Dummy as a frameset and as a complete bike. Either way, you will find that the Big Dummy does more than you thought it could, and does it easier than you thought it would.

It's made of steel, like all our frames, and it's got lots of little touches that you've come to love in a Surly, like clearance for bigger tires and common component sizing. It's also built around the Xtracycle design platform, which means that Xtracycle accessories can be added depending on what you want to carry, or you can build your own to meet whatever hauling need you have.

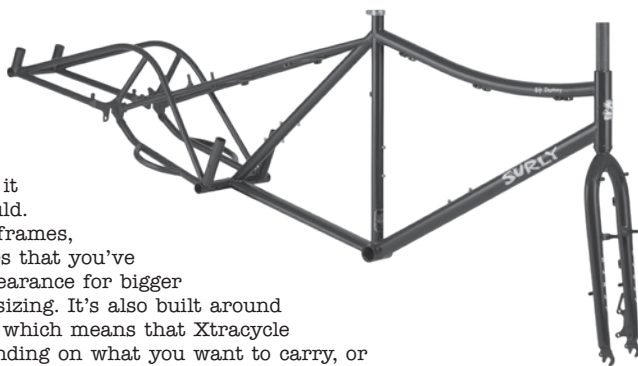


Figure on being able to carry about 200 pounds (90kg) of cargo. The load weight, and how it's loaded, will affect the handling somewhat, but one of the many funny things about the Big Dummy is that it doesn't ride quite like you might think. It rides like a bike. It's smooth, maneuverable, even nimble. And when you find something you want to carry you're all ready. Lots of people bought one to use once in a while and began using it as their everyday ride.

Big Dummy Specifications:

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

Rear dropouts: Vertical, 135mm spaced with fender eyelets

Brake compatibility: IS disc and cantilever pivots

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

Seatpost diameter: 27.2mm

Seatpost clamp: 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

Chainring 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, 51mm 51mm IS disc mount, removable cantilever pivots, line/housing guides

Cargo Weight Limit 400 lbs combined rider and cargo

Color: Military Green or Tar Pit Black

Weight: 5727g (12.6 lbs) **Fork** - uncut = 1304g (2.9 lbs)

Big Dummy™ Complete



Component Sizing

frame size	Stem length		stem angle degrees	Hbar width		Crank length mm
	inch	mm		inch	mm	
16"	3.5	90.0	7	26.2	666	170
18"	3.9	100.0	7	26.2	666	175
20"	4.3	110.0	7	26.2	666	175
22"	4.7	120.0	7	26.2	666	180

See page 38 for a complete BD frame geometry grid.

Color: Military Green or Black

Component sizing and spec may vary.

Bike Specifications:

Component	Type	Description
Frame	Surly Big Dummy	100% Surly 4130 CroMoly steel. TIG-welded. Main triangle double-butted
Fork	Surly Big Dummy	100% Surly 4130 CroMoly steel. TIG-welded. 1-1/8" threadless steer tube, uncut
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 40mm spacers. Black
Stem	Kalloy, AS-008	1-1/8" threadless. Forged. 25.4mm clamp diameter. Black
Handlebar	Surly Torsion Bar	25.4mm clamp diameter. 666mm wide. Black
Grips	Velo Kraton	Rubbery. Black
Brake Levers	Avid Speed Dial 7	Destroy all monsters
Brakes	Avid BB7	Cable-actuated disc. 185mm rotors front and rear
Crankset/BB	Surly Mr. Whirly	Forged aluminum. 48-36-26t. Black
Seatpost	Kalloy SP-342	27.2mm x 350mm. Single-bolt cradle clamp. Black
Seatpost Clamp	Surly stainless	30.0mm. Stainless steel. Black
Saddle	WTB SST	Vinyl cover. CroMoly rails. Black
Cassette	Shimano LX-M580	9-speed, 11-34t
Chain	SRAM PC-971	9-speed
Hubs	Shimano XT	M756L Disc. 36h. Black.
Front Derailleur	Shimano SLX	FD-M660 top swing dual pull. 28.6mm clamp
Rear Derailleur	Shimano SLX long cage	RD-M662SGS. Top-normal traditional
Shifters	Shimano SLX	SL-M660, 9-speed shifter pair
Rims	Salsa Gordo	26". 36h. Black with machined sidewalls
Spokes	DT Champion	14g/2.0mm straight gauge stainless. 12mm silver brass nipples
Tires	Schwalbe Big Apple	26 x 2.0"
Cargo System	Xtracycle Kit	Snapdeck, left and right V-racks, left and right Freeloader bags

Pedals not included

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

More cargo accessories are available from Xtracycle. Visit them at Xtracycle.com

Long Haul Trucker™ Frameset

When we first introduced the Long Haul Trucker frameset, there weren't a lot of true touring bikes left. Sure, there were bikes with some features that true touring bikes share, like a low bottom bracket and long chainstays, but there weren't many options designed from the ground up to be used for actual long distance bicycle touring.

The Long Haul Trucker answers the call. It's got a low BB and the long stays, ample tire and fender clearance, and mounts for everything from fenders to racks to extra spokes. Plus the frame tubing is thicker walled and larger diameter than, say, our Cross-Check, and this pre-tunes it for carrying cargo weight. It's stable, comfortable and fun to ride, even fully loaded with gear.



We're continuing to offer the LHT as we always have, with 26" wheels on the smaller sizes and 700c wheels on the larger frames. **New this year, we're also offering 26" wheels for the larger frame sizes too.** Although many people (some of us included) like the ride of 700c wheels, the fact is that in many parts of the world 26" is a more popular size, so you're be able to find replacement tubes, tires, and rims more easily should the need arise. Smaller wheels are also stronger than their 700c counterparts, so they'll stand up better to rough roads and heavy loads.

The Long Haul Trucker is available as a frameset or a complete bike ready to go. Add pedals, fenders, racks and bags and go somewhere with it.

Long Haul Trucker Specifications:

Tubing: 100% Surly 4130 CroMoly steel. Main triangle double-budded. 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: 30mm Surly stainless, included

Headset: 1-1/8" threadless

Front Derailleur Clamp Diameter: 28.6mm

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

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

Tire Clearance: Fits tires up to 26 x 2.1"/700 x 42mm with room for fenders

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

Color: Truckaccino Tan or Hill Street Blue

Weight: 58cm frame = 2340g (5.15 lbs)

Fork - uncut = 1020g (2.25 lbs)

Long Haul Trucker™ Complete



See page 39 for a complete LHT frame geometry grid.

Color: Truckaccino tan or Hill Street Blue

Component sizing and spec may vary.

Component Sizing

Size	Stem Length		Stem Angle**	Hbar Width		Crank Length
	inch	mm		inch	mm	
42cm	3.0	75.0	35.0	15.7	400.0	165.0
46cm	3.0	75.0	35.0	15.7	400.0	165.0
50cm	3.0	75.0	35.0	16.5	420.0	170.0
52cm	3.5	90.0	17.0	16.5	420.0	170.0
54cm	3.9	100.0	17.0	16.5	420.0	170.0
56cm	3.9	100.0	17.0	16.5	420.0	175.0
58cm	4.3	110.0	17.0	17.3	440.0	175.0
60cm	4.7	120.0	17.0	18.1	460.0	175.0
62cm	4.7	120.0	17.0	18.1	460.0	175.0

**Stems can be flip-flopped to customize angle

Bike Specifications:

Component	Type	Description
Frame	TIG-welded	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 AS-009
		1-1/8" threadless. Forged. 26.0mm clamp. Silver
Handlebar		PMT
		Aluminum. Silver
Handlebar Wrap		Co-Union Cork Mix
		Black
Brake Levers		Tektro
		RL340 standard levers on 52-62cm sizes, RL341 small hand levers on 42-50cm
Brakes		Tektro Oryx cantilever
		#992. Silver
Cable Hanger, front		Tektro
		#1271A with noodle. Silver
Shift Levers		Shimano bar end
		SL-BS77 9-speed
Front Derailleur		Shimano Tiagra
		FD-4503BS triple
Rear Derailleur		Shimano XT
		RD-M771SGS top-normal long cage
Crankset		Andel
		Forged arms. Silver. Aluminum rings, 110mm BCD, 48-36-26t
Pedals		NOT INCLUDED
		NOT INCLUDED
Bottom Bracket		Shimano
		UN54 square taper. 68 x 118mm
Seatpost		Kalloy SP-248D
		27.2 x 300mm. Silver
Seatpost Clamp		Surly Stainless
		Natural Silver
Saddle		WTB SST
		Vinyl top. CroMo rails. Black
Cassette		Shimano
		CS-HG80. 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		Continental Contact City
		26 x 1.5", Black wall
		Continental Contact
		700c x 37mm, Black wall
Tubes		Cheng Shin
		700 x 35 or 26 x 1.5"

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

Karate Monkey™ 29" Frameset

"Dear Pete,

I thought 29ers had jumped the shark. Isn't 650b the new 29? But then I rode one-a these Karate Monkeys, and I gotta tell ya, that thing shifted my whole paradigm. It sticks to singletrack like peanut butter to a dog's mouth. The rear wheel is tucked in and the thing rips when the going gets twisty. The big wheels smooth out uneven terrain. And Surly built it as sensible as bikes come, the frame from steel, with components that work like they're supposed to without a lot of fussin' and fightin'. Hell I could switch from disc to rim brakes if I wanted to.



I got the complete bike, but I'm thinking of getting another Karate Monkey frame and fork so I can have another set up with gears and a suspension fork.

Quit your job. Kill your T.V. Get a Karate Monkey.

Say hi to Martha,

Tilsdale"

Karate Monkey Specifications:

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

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

Brake compatibility: 51mm 51mm IS disc mounts 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 toptube

Seatpost diameter: 27.2mm

Seatpost clamp: 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

Tire Clearance: Fits up to 29 x 2.55" knobbies

Fork: Suspension-corrected (80mm), tapered straight blade, 4130 CroMoly. 51mm IS disc mount and removable canti pivots

Color: Chum Bucket Red and Pitch Black

Weight: 20" frame = 2500g (5.5 lbs)

Fork - uncut = 1180g (2.6 lbs)

Karate Monkey™ Complete

Component Sizing

frame size	stem length		stem angle degrees	Hbar width		Crank length mm
	inch	mm		inch	mm	
16"	3.5	90	7	26.2	666	175
18"	3.9	100	7	26.2	666	175
20"	4.3	110	7	26.2	666	180
22"	4.7	120	7	26.2	666	180



See page 40 for a complete KM frame geometry grid.

Color: Chum bucket red or black

Component sizing and spec may vary.

Bike Specifications

Component	Type	Description
Frame	Surly Karate Monkey	100% Surly 4130 CroMoly steel. TIG-welded. Main triangle double-butt
Fork	Surly Karate Monkey	100% Surly 4130 CroMoly steel. TIG-welded. 1-1/8" threadless steer tube,,uncut
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 30mm spacers. Black
Stem	Kalloy AS-008	1-1/8" threadless. Forged. 25.4mm clamp diameter. Black
Handlebar	Surly Torsion Bar	25.4mm clamp diameter. 666mm wide. Black
Grips	Velo Kraton	Rubbery. Black
Brake Levers	Avid Speed Dial 7	Destroy all monsters
Brakes	Avid BB7	Cable-actuated disc. 160mm rotors front and rear
Crankset/BB	Surly Mr. Whirly	Forged aluminum. 94mm BCD spider. 33 & 35t Surly stainless chainrings. Black arms, silver rings
Seatpost	Kalloy SP-342	27.2mm x 350mm. Single-bolt cradle clamp. Black
Seatpost Clamp	Surly stainless	30.0mm. Stainless steel. Black
Saddle	WTB SST	Vinyl. CroMoly rails. Black
Freewheel	Shimano singlespeed	3/32". 18t
Chain	SRAM	PC-830. 3/32"
Hubs	Surly New model hubs	32h. Nutted rear axle, QR front axle. Black
Rims	Salsa Delgado	700c, 32h. Black w/ machined sidewalls
Spokes	DT Champion	14g/2.0mm straight gauge stainless. 12mm silver brass nipples
Tires	WTB Exiwolf DNA	29 x 2.3". Steel bead. Black
Tubes	C.S.T. butyl	29 x 2.3"

Pedals not included

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

Pacer™ Frameset

Behold the Pacer, now also available as a complete bike. For years we sold it only as a frameset. It was understated, didn't draw a lot of attention to itself, but it rode great and people who rode one loved it.

The Pacer is not what most race-inspired roadies seem to drool over. It isn't on the cutting edge of design, it isn't made of the ultra-light, super-expensive materials, and it isn't festooned with lots of bright colors and graphics. Rather, it is a road bike made of our favorite material, CroMoly steel, using frame geometry that makes it fast and efficient like a road bike should be. But this is not a racing frame. This is a frame meant for all day rides. There are a lot of other road frames out there that are flashier, more exotic, and full of promises most riders only dream of fulfilling. The Pacer doesn't make promises. It's simply a great riding steel frame.



We decided to offer it as a complete bike to make it easier for folks to try one. It's comfy but responds when you push hard on the pedals. It's got plenty of tire clearance for larger tires. Since tire casings flex before the frame, higher volume tires to take the edge off the bumps and jangles which otherwise can harsh your ride. We gave the complete 28mm tires, a good all-around size that will still allow you to add fenders if you like. As you might expect, we built it up with a parts kit that is more than capable, but not snobbish or unnecessarily expensive. The Pacer reminds us, quietly, that there is a road bike out there for the rest of us.

Pacer Specifications:

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

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

Brake compatibility: Standard reach post-mount road calipers

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

Seatpost diameter: 27.2mm

Seatpost clamp: 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 32mm or 700 x 28mm with fenders

Color: British Racing Green

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

Pacer™ Complete



Component Sizing:

Size	Stem Length		Stem Angle	Hbar Width c-t-c		Crank Arm Length
	inches	mm	degrees	inches	mm	mm
42cm	3.1	80	7	15.7	400	170
46cm	3.1	80	7	15.7	400	170
50cm	3.5	90	7	16.5	420	170
52cm	3.5	90	7	16.5	420	170
54cm	3.9	100	7	16.5	420	172.5
56cm	3.9	100	7	17.3	440	172.5
58cm	4.3	110	7	17.3	440	175
60cm	4.7	120	7	18.1	460	175
62cm	4.7	120	7	18.1	460	175

See page 41 for a complete Pacer frame geometry grid.

Color: British Racing Green

Component sizing and spec may vary.

Bike Specifications

Component	Type	Description
Frame	Surly Pacer	Surly 4130 CroMoly steel. Main triangle double butted. TIG welded.
Fork	Surly Pacer	Surly 4130 CroMoly steel. Lugged and brazed. 1 1/8" threadless steer tube, uncut
Headset	Ritchey Logic Comp	1 1/8" threadless, w/ 30mm spacers. Hset black, spacers silver
Stem	Kalloy AS-008	1 1/8" threadless, 26.0mm bar clamp. Silver
Handlebar	Salsa Short and Shallow	Ergonomic. Silver.
Handlebar wrap	Co-Union Cork	Black. Grippy.
Brake/shift levers	Shimano Tiagra STI	ST4500.
Brakes	Tektro R358	Silver
Front derailleur	Shimano Tiagra	FD4500. Bottom pull
Rear derailleur	Shimano Tiagra	RD4500SS. Short cage
Crankset	FSA Vero	50/34t. Silver. 110mm BCD
Bottom bracket	Shimano	UN54 square taper. 68 x 107mm
Seatpost	Kalloy SP-248	27.2 x 350mm. Silver
Seatpost clamp	Surly stainless	Silver. 30.0mm
Saddle	WTB SST	Vinyl, Lionel. Cro, Molly. Black, Jack.
Cassette	Shimano Tiagra	HG50 9-speed. 12-13-14-15-17-19-21-23-25t
Chain	SRAM PC971	9-speed 3/32"
Hubs	Shimano Tiagra	FB/FH4500. 32h w/ QR
Spokes	DT'Swiss Champion	14g/2.0mm stainless. 12mm silver brass nipples
Rims	Alex R390	32h. 700c. Black.
Tires	Continental Ultra Sport	700c x 28mm. Steel bead. Black.
Tubes	C.S.T. butyl	700 x 25-32mm
Pedals	not included	once again, we don't provide pedals.

Cross-Check™ Frameset

Perhaps you're new to the Cross-Check. Maybe you've just stumbled across it. Take a look. We're confident you'll be pleasantly surprised. However, we're guessing you're not looking at this bike by accident. You're likely here because you've heard about the Cross-Check already. You probably heard it's a great ride and a great value. Maybe you've ridden a friend's, or tried one out at the local shop.



It's understandable you'd want to investigate a little further. The Cross-Check is a great bike. It was the third frame we ever offered, and we offered it as a complete bike a year after the introduction of the frame. It may seem counterintuitive, but neither the frame nor the component spec of the bike have changed much since we introduced it almost a decade ago. Why should it? For the complete bike we picked out components that set the standard for our other completes, stuff that works well and doesn't dent your piggy bank too bad. The frame is comfy and tough as nails, and versatile too. Run it geared, singlespeed, fixed-gear, on the road and off. It's got lots of space for fat tires, and for fenders. It does as good a job getting you across the country as it does getting you across town.

We continue to hear from people who have made the Cross-Check their default go-to bike simply because it performs so astonishingly well. It's one of the best riding, most versatile bikes around. Now you've heard about it. Go try one. You won't be sorry.

Cross-Check Specifications:

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

Rear dropouts: Semi-horizontal dropouts give you singlespeed compatibility and wheelbase adjustability. Adjuster screws are included to keep your wheel in the right place for optimal shifting if you go with derailleurs. 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: 30.0mm Surly stainless, included

Headset/stem: 1-1/8" threadless

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

Tire clearance: Fatties Fit Fine (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700 x 45mm, or about 700 x 40mm with fenders. Largest possible tire size depends on tire, rims, axle location in the dropouts, and other factors, but still, you can run pretty damn big tires.

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

Color: Beef Gravy brown or Gloss Black.

Weight: 56cm = 2200g (4.88 lbs) **Fork** - uncut = 1106g (2.4 lbs)

Cross-Check™ Complete



Component Sizing:

Size	Stem Length		Stem Angle** degrees	Hbar Width c-t-c		Crank Length mm
	inches	mm		inches	mm	
42cm	2.8	70.0	83.0	15.7	400.0	170.0
46cm	3.1	80.0	83.0	15.7	400.0	170.0
50cm	4.1	100.0	97.0	16.5	420.0	170.0
52cm	4.1	100.0	97.0	16.5	420.0	170.0
54cm	4.1	100.0	97.0	17.3	440.0	175.0
56cm	4.1	100.0	97.0	17.3	440.0	175.0
58cm	4.7	120.0	97.0	17.3	440.0	175.0
60cm	4.7	120.0	97.0	18.1	460.0	175.0
62cm	4.7	120.0	97.0	18.1	460.0	175.0

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

See page 42 for a complete Cross-Check frame geometry grid.

Weight: 54cm = 24.6 lbs (11.16 kg)

Color: Beef Gravy brown or Gloss Black

Component sizing and spec may vary.

Bike Specifications:

Component	Type	Description
Frame	Surly Cross-Check	100% Surly 4130 CroMoly steel. Main triangle double-butt. TIG-welded. Rear rack bosses
Fork	Surly Cross-Check	100% CroMoly, lugged + brazed crown. 1-1/8" threadless steerer. Uncut
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 30mm spacers (+ 10mm clamp-on hanger = 40mm stack total). Black
Stem	Kalloy AS-008	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	RL340 standard levers on 52-62cm sizes, RL341 small hand levers on 42-50cm
Brakes	Surly	992A, Black
Cable Hanger, front	Tektro	1271A. Includes routing noodle. Black
Cable Hanger, rear	Surly	Stainless with adjuster. 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
Crankset	Andel	Forged arms, Silver aluminum, granny ring compatible. 110mm BCD rings, 36 & 48t, ramped and pinned, Black
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	Shimano	BB-UN54 68 x 113mm
Seatpost	Kalloy SP-342	27.2 x 300mm. Black
Seatpost Clamp	Surly Stainless	Silver
Saddle	WTB SST	Vinyl. CroMo rails. Black
Cassette	Shimano Tiagra	HG-50 9-speed 12-13-14-15-17-19-21-23-25t
Chain	SRAM PC-971	9-speed
Hubs	Shimano Deore	HB/FH590 32h, 100mm OLD front, 135mm OLD rear. Black
Spokes	DT Swiss	Stainless Steel, 14g/2.0mm w/ 12mm silver brass nipples
Rims	Alex	DA16. 32h 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

Steamroller™

Steamrollers flatten things in their path. This one is no exception. Our Steamroller is a street fixie. It was designed to be ridden from one place to another, and it does that very, very well. Its handling is quick but not whippy. It's responsive when you mash the pedals but not so stiff that it's uncomfortable. It's fast. It's tough. It's even kind of pretty, the way fixed-gears tend to be, stripped of all the cables and derailleurs. It's got clearance for bigger-than-usual tires (big tires ride smooth). The frame is track legal should you want to ride it at a velodrome, but it's most at home on concrete and asphalt. It handles trails pretty well too.



We offer it as a frameset and as a complete bike. The bike sports our own hubs and fixie cog, in addition to a selection of components designed to work well and love you long time. The frame is as fine a canvas as you could want for building your ideal fixie, though you could run it with a singlespeed freewheel and brakes if you like. Either way, you'd be hard pressed to find a better ride. This is one of our favorites, and it's been around since the early days of Surly. Put that in your pipe and smoke it.

Steamroller Specifications:

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

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

Brake compatibility: Standard reach post-mount road calipers, but there are no stops for housing.

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: 30.0mm Surly stainless, included

Headset: 1-1/8" threadless

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

Tire clearance: Room for tires up to 700 x 38mm. Individual tire and rim combos affect tire clearance, but figure on being able to use tires up to 32mm with fenders (p.s.- use clip-on fenders).

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

Color: Creamroller or Blaque.

Weight: 56cm = 2000g (4.5 lbs)

Fork - uncut = 850g (1.9 lbs)

Steamroller™ Complete



Component Sizing:

Size	Stem Length		Stem Angle**	Bar Width c-t-c		Crank Length
	inches	mm	degrees	inches	mm	mm
49cm	3.5	90.0	17	16.1	410.0	165.0
53cm	3.5	90.0	17	16.1	410.0	165.0
56cm	3.9	100.0	17	16.9	430.0	165.0
59cm	4.3	110.0	17	17.7	450.0	170.0
62cm	4.7	120.0	17	17.7	450.0	170.0

**Stems can be flip-flopped to customize angle

See page 43 for a complete Steamroller frame geometry grid.

Color: Creamroller or Blaque

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 AS-009	1-1/8" threadless. Forged. 26.0mm clamp. Black
Handlebar	HL	Aluminum. No housing grooves. Black
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black
Brake Levers	Tektro RL570	Front and rear cyclocross style levers.
Brake Calipers	Tektro R356	Front and rear calipers. Black
Crankset	Andel	Forged arms. 47t, 3/32" aluminum chainring. Black
Pedals	NOT INCLUDED	NOT INCLUDED
Bottom Bracket	T.H.C.	68 x 103mm
Seatpost	Kalloy - SP-248D	27.2mm Black
Seatpost Clamp	Surly Stainless	Black stainless steel
Saddle	WTB SST	Vinyl. CroMo. Black
Cog	Surly fixed-gear	19t, 3/32" Surly lockring included (f/w not included)
Chain	SRAM	PC-830
Hubs	Surly	32h, 120mm OLD fixed/free. Black
Spokes	DT Swiss	14g. Black. 12mm Silver brass nipples
Rims	Alex DA-22	700c, 32h. Black
Tires	Maxxis Detonator	700 x 25t. Black
Tubes	Cheng Shin	700 x 25t

Extras: Generic owner's manual

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 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 singlespeed drive trains, the Cross-Check takes just about anything you throw at it and handles it like a champ, on-road or off



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. In some cases you may now be charged, so be sure to check with your travel provider.

But this brings some responsibilities on your part. In order to fit your bike in a case this size, you have to do a fair amount of disassembly. This is easy, but you have to fit it all in the case, and this can be somewhat of a puzzle—especially the first time. And 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 web site (sandsmachine.com). Instructions for packing your bike in a case, 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. See page 44 for a complete Travelers Check geometry chart.

Travelers-Check Specifications:

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

Rear dropouts: Semi-horizontal dropouts with adjusters give you singlespeed compatibility and wheelbase adjustability. 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. Fork has mid-blade eyelets for a rack.

Seatpost diameter: 27.2mm

Seatpost clamp: 30.0mm Surly stainless, included. Silver.

Headset/stem: 1-1/8" threadless

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

Tire clearance: Fatties Fit Fine (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700 x 42mm with mud and fender clearance.

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

Color: Color changes with each production run. Current color is Brownlow. At the time of this printing we still had some Deep Water Blue frames available. Call for availability.

Weight: 2722g (6 lbs)

Fork - uncut = 1106g (2.4 lbs)

Pugsley™ Frameset

Pugsley was created to go where other bikes may flounder. Our frame and fork will accept 4" tires on 26" rims. The floatation and traction afforded by large-volume, low-pressure tires (such as Surly Endomorph 3.7" and Larry 3.8" tires) can get you over and through otherwise-unrideable terrain. It handles many kinds of snow, and ice, sand, mud, wet rocks and wet roots. Wide, low-pressure tires are also easier on whatever terrain you pass over. The large footprint leaves less footprint.



There are design problems associated with using wide tires, but Pugsley solves those by using a wide bottom bracket shell and offsetting the wheels to allow humongous tires to clear the chain. The result is a straight chainline, and the ability to use a standard compact mountain triple crankset and a full rear gear cluster.

The stock fork accepts a 135mm rear mountain hub, just like the frame. This makes it easier to install and remove the wheel and also allows front and rear wheel interchangeability. Interchangeability means you can have another full gear cluster, a singlespeed or even a fixed-gear wheel option. 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. We do also offer a Pug fork spaced for standard 100mm front hubs because enough people bitched about wanting to use their standard hub sets. We offer that fork separately.

Pugsley has horizontal rear dropouts with a derailleur hanger, so you can set it up as a singlespeed or internally-geared rig if you don't want to use derailleurs. The frame and fork(s) have both 51mm IS disc tabs and removable cantilever pivots. If you're using discs, you'll have to use rear brakes on the frame and the fork. Absorb that for a second: rear hub and rear brake on both ends of the bike. The canti pivots are 120mm-spaced for use with our Large Marge rims. Linear-pull brakes will not work with large-volume tires due to crossover wire interference. More info on the web site. See page 45 for a complete Pugsley geometry chart.

Pugsley Specifications:

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

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

Brake compatibility: 51mm IS disc mounts (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, toptube cable housing guides for use with continuous housing, fender and rack eyelets

Seatpost diameter: 27.2mm

Seatpost clamp: 30mm Surly stainless, included. Silver

Headset: 1-1/8" threadless

Front Derailleur: E-type

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

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

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

Color: Split Pea Green

Weight: 18" = 2570g (5.6 lbs)

Fork: - uncut = 1114g (2.52 lbs)

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Instigator™ Frameset

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. The dropouts are seriously thick and with no detection of flex. The FFF (Fatties Fit Fine) rear end allows huge tire clearance, up to 2.7" depending on the brand. The toptube slopes out of the way...we call it the Junk Saver for a reason. It also has an ISCG tab (original design) for a chainguide.



If you ride big or are simply a big rider and break just about everything you throw a leg over and you dig hardtails, this frame is for you. See page 46 for a complete Instigator geometry chart.

Instigator Specifications:

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

Rear dropouts: Proprietary Surly 4130, 135mm spaced

Brake compatibility: IS 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: 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

Tire 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: Dark Black

Weight: 18" = 3000g (6.6 lbs)

1x1™ Frameset

The world has changed a lot since we first introduced the 1x1. For one thing, singlespeeding 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 IS disc tabs because disc brakes work good, and we gave it heat-treated chainstays and butted the fork blades to make it even stronger, but overall the 1x1 is the same kick-ass dedicated singlespeed 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. See page 47 for a complete 1x1 geometry chart.

1x1 Specifications:

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

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

Braze-ons: 51mm IS 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: 30.0mm Surly stainless, included

Headset: 1-1/8" threadless

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

Tire clearance: Room

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

Colors: Pumpkin Orange with black decals or Cash Black with white decals

Weight: 18" = 2300g (5.0 lbs)

Fork - uncut = 1100g (2.3 lbs)

Conundrum™ Uni

The Conundrum. It's our unicycle frame for those wanting a unicycle that can run the biggest possible tire.

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 include seatpost shims to accommodate 27.2mm and 22.2mm seatposts as well. Our bearing clamps have a 42mm ID that work with stock Kris Holm hub bearings. We include the appropriate shims for 41.28mm (1-5/8") OD Profile hub bearings and the 40mm OD bearings used on many brands of hubs. By including a number of seatpost and bearing shims, we give you the freedom to use many brands and sizes of components to build it up. That's the Surly way. Like our frames and forks, the Conundrum is powdercoated to protect it from abrasion and corrosion. We include a 31.8mm Surly Constrictor seatpost clamp to keep your perch in check. It's offered in two sizes: 24" and 26". It's got dedicated Magura mounts, spaced to accommodate our 65mm-wide Large Marge rim. This allows room for the widest production bicycle tires on the market...the Surly Endomorph 3.7" and Larry 3.8". Both are available only in 26", but the 24" Conundrum was designed to accept a 24 x 3.7" tire, so you can use the biggest tire you can find.

Unicycles aren't for everyone. But if you're a unicyclist, the Conundrum can take whatever you can dish out.



Figure 1 Magura mount detail

Figure 2 Bearing pocket detail



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 OD x 12mm wide, shims for 40mm OD and 1-5/8" OD bearings are included

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

Seatpost clamp: 31.8mm Surly Constrictor, included. Black.

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 (2.3 lbs)

Figure 1

Figure 2

Forks



Karate Monkey

The Karate Monkey rigid fork replaces 80mm suspension forks designed for use on 29"-wheeled bikes. It features 51mm IS 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 51mm IS 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 51mm IS 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 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 two sizes: 700c (390mm axle to crown) or 26" wheel (376mm axle to crown). Black powdercoat finish.

Rake: 45mm

Steerer: 26" = 300mm for 42-54cm frames, 380mm for 56-62cm
700c = 320mm

Weight: 26" (300mm steerer) = 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 & Travelers Check

Our lugged and brazed Cross-Check & Travelers Check forks have room for 700c x 45mm tires and fenders. We offer them with 1 and 1-1/8" threadless steerers. They feature 4130 CroMoly construction, single-eyelet dropouts, cantilever brake pivots, and a black powdercoat finish. The Travelers Check fork has through-leg mid-blade eyelets for mounting a rack. The eyelets are threaded 5x1mm and located 165mm up from the axle. 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 CroMoly 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 51mm IS disc tab to allow front and rear wheel interchangeability. The other one is spaced for a standard front 100mm hub and uses an 51mm IS 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 51mm IS 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



The easiest way to get to know Mr. Whirly is as a complete crankset. We offer completes as mountain triple for standard frames, as mountain triple for Pugsley frames, and in a singlespeed version. Triples use 44/32/22t aluminum rings on a 94mm BCD spider, and the singlespeed sports a long-wearing 33t Surly stainless steel chainring on a 94mm BCD spider. Completes are available in two arm lengths and are available only in black.

Component pieces offer more variety. Armsets are forged AL-7075 aluminum and they're available in five sizes and two colors. All three spiders share the 58mm BCD drive arm mounting interface and are available in three common sizes to cover a wide range of gearing options. Spiders are aluminum and also come in silver or black. Spindles are CroMoly steel, available in three lengths. The longest fits Pugsley frames and other frames with 100mm BB shells. The other two fit standard 68 and 73mm BB shells. One provides a 50mm chainline, standard for most 135mm hubs, while the other provides a 47.5mm chainline, the older 135mm hub standard. We also offer bearing sets and all the original equipment hardware, even the hardened bolts we spec. We could have used cheaper stuff, but where would that leave you?

Set Mr. Whirly up for the riding you do. Replace bits if they break instead of replacing the whole crank. Mountain bike with it. Tour with it. Commute with it. Mr. Whirly isn't stingy with his love.

Cranksets:

Mountain triple: 22/32/44t rings (aluminum) on 94mm spider. Spindle for 68/73mm shells. 170 or 175mm. Black

Pugsley triple: 22/32/44t rings (aluminum) on 94mm spider. Spindle for 100mm shell. 170 or 175mm. Black

Singlespeed: 33t Surly stainless steel ring on 94mm spider. Spindle for 68/73 shells. 175mm or 180mm. Black

Component Bits:

Armsets: 165, 170, 175, 180, or 185mm. Silver or Black

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

Spindles: Short to fit 68 and 73mm BB shells or long to fit 100mm BB shells. CroMoly. All Mr. Whirly spindles are CroMoly. Available in:

Short to provide 47.5mm chainline on 68 & 73mm BB shells;

Medium to provide 50mm chainline on 68 & 73mm BB shells;

Mondo to fit 100mm (Pugsley) BB shells

Extras: All small hardware bits, bearings, and bearing spacers are available separately. Black or Silver as applicable.

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 singlespeed, 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 singlespeed 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 singlespeed legend Pete Geigle developed the 1x1 Singleator so you singlespeed 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 steel 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 singlespeed 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 key chain.



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 singlespeed wheel. We now offer a singlespeed spacer kit that allows you to use singlespeed cassette cogs on the freehub body of your multi-speed Shimano cassette-compatible hub.



With the supplied selection of anodized aluminum spacers, you can attain a perfect chainline to complement your road, track, or mountain crankset. Our large-diameter stainless steel cassette lockring holds everything together and perfectly matches the outside diameter of the spacers. Plus, it matches the machined shoulder of our singlespeed 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

The first thing you should know, if you don't already, is that we don't offer hubs designed for gear clusters. Those kinds of hubs are cool, with their ½-step ratcheted multi-pawl systems and sealed mechanism freehub bodies and all that. In comparison, our hubs are simpler. While we produce frames that can take gears, our hearts still lie deep in the singlespeed jungle, because of the simplicity, effectiveness, ease of maintenance, and default pragmatism singlespeeds offer. Do what you love, that's what we say.

All our hubs sport what we would call 'medium' flange height, and they spin on fully sealed adjustable cartridge bearings. We use adjustable bearings so you can take out the play that develops over time as they wear. All of our hubs use steel axles and hardened steel hardware, and the axle threading is a popular standard, so that it will still be easy to find replacements should the need arise.

So you might think "Geez, singlespeed hubs only? Man, that doesn't leave a lot of options." You'd be wrong. You've got your disc or no-disc option, 32-or 36-hole option, color option, solid vs. hollow axle option, and gear threading option (singlespeed freewheel or fixed-gear cog and lockring). Combine that with four over-locknut-dimensions (OLD) and you've got all kinds of options. You know, as long as you want a singlespeed hub.

Bearings:

7901 Enduro Max angular contact, full complement, adjustable cartridge

Freewheel Threading:

English 1.37" x 24tpi

Fixed Cog Threading

English 1.37 x 24tpi

Lockring Threading

1.29" x 24tpi LH

Axle Threading:

9 x 1mm all fronts

10 x 1mm all rears

Please note: Fixed cogs and English threaded SS freewheels use the same size threads. Fixed-gear hubs have a second set of smaller diameter, reverse direction threads outboard of the cog threads Surly does not endorse the use of fixed-gear cogs of any kind without the use of a properly installed lockring. We know some jerk on MTBR.com said he did it and ain't been hurt yet, but lockrings are important. You have been warned. If you hurt yourself because you didn't use one, you deserve what you get.

Front Disc & Non-Disc (100mm spacing):

Silver, 32h, solid axle
Black, 32h, solid
Black, 32h, quick-release
Silver, 36h, solid

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 (MTB spacing):

Silver, 32h, solid axle, freewheel threading
Black, 32h, solid, freewheel
Black, 32h, quick-release, freewheel
Silver, 36h, solid, freewheel
Black, 32h, solid, fixed-gear threading

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 one side/freewheel the other
Black, 32h, solid, fix/free

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

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



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 two 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.

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 locking threads (1.29"x 24t LH) to work on almost all track hubs available today except Campagnolo (1.32"x 24t LH) and French (33 x 1mm LH).



Fixxer™ Hub Converter

"Fix" it with our Surly Fixxer hub converter. The Fixxer allows you to cheaply and easily convert most Shimano cassette hubs 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. You'll still need a lockring and cog (hey, we make those!).



The Fixxer works with most Shimano-branded hubs except Silent Clutch, Dura Ace made before 1997 and after 2003, and XTR M970/975 and XTM770/775 model hubs.

Color: Silver

Big Fat Tires: Endomorph and Larry

The whole point of a big, fat tire is to provide more ground contact surface area. A tire with a lot of footprint, especially run at low pressure, can float over soft stuff like sand or packed snow instead of sinking in, and also results in greater traction. This means that you have greater control on wet, slippery stuff like tree roots. This can greatly increase where you can ride. And since they tend to float on top of the terrain instead of sinking in, a larger footprint leaves...well, less footprint.



The Endomorph is 3.7" (94mm) wide. Larry is 3.8" (97mm) wide. Both are designed to work with our 65mm wide Large Marge rim and Pugsley frameset. These tires (and rims) will not fit normal bicycle frames. They are simply too big. Not only are they too wide for most frames, they're also too tall. Although they're technically 26" tires (their bead seat diameter is 559mm), inflated they measure approximately 740mm (29").

The Endomorph's tread is comprised of low, small, triangular knobs connected by chevron shaped ribs. The knobs are widely spaced and taller near the sidewalls. They don't pack up with snow or mud, and the tall side knobs provide bite when cornering or when riding off-camber sections. The Endomorph's chevrons and box-like profile act like a paddle to push you forward in soft conditions.

Larry's tread is a bit different. The low chevron ribs are still there, but they connect longer, dagger shaped knobs. The knobs are all the same height, so as they wrap around the casing the result is a more rounded profile compared to the Endomorph. They're also taller knobs than the ones on the Endomorph. Their shape allows them to roll smooth going forward and to dig in better laterally...meaning the sides of the knobs do more work than the rotational leading edge. All this results in greater steering control in the loose and soft conditions they're meant for. Larry is best suited for use as a front tire complementing the Endomorph, but it will also work as a rear where a taller knob is desirable, such as riding on loose gravel.

The durometer (stickiness of the rubber) and casing volume have a lot to do with a tire's performance too. Both the Endomorph and Larry are made from medium durometer (60a) rubber molded over a 120tpi casing. The durometer, casing, and high volume allow them to be run at very low pressures to maximize grip and flotation without much risk of pinch flats. 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 and up to 28 psi if you're riding pavement or smooth, hard dirt. Of course, this is just a guideline. Play around with the pressure to determine what pressure will best complement your riding style, trail conditions (or lack thereof), and your weight. Oh, one more thing: don't bother with those C₀₂ cartridges. If you should get a flat, you're best off with a high volume manual pump.

And that's that. Get down with your fat self.

Surly Tube

Designed for use with Endomorph or Larry 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



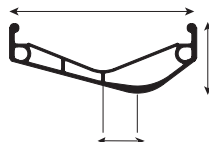
Check out Large Marge. These black anodized, eyeleted, double-walled 24 and 26" hoops are 65mm wide. We recently began welding the seams, increasing rim strength and seam quality. They feature machined sidewalls for those of you who may want to use rim brakes...Magura hydraulic rim brakes, traditional 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 1000g, the 26" XC rim about 950g, 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 two 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. One way or another, 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. **11g**

Surly 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 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 Surly 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 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 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 Surly Rack on forks that do not have a mid-blade eyelet. For example, you can mount a Surly Rack on an Instigator fork, a 1x1 fork, or a Karate Monkey fork using the supplied mid-blade adapters...which means you can mount it on almost any rigid fork.



Front

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



Rear

Surly 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.

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. Now available in black too. Get ready to flat track!

Color: Silver or Black

Clamp: 25.4mm



The Open Bar

The Open bar is an upright bar but not an uptight bar. It's equally suited to cruising, commuting, and singletrack. Categories are for suckers. The angle makes it comfy for your wrists. The width enables loads of control. It's got plenty of room for grips, shifters and brake levers. Knurled clamp area. 4130 CroMoly steel. Available in low rise and no rise versions.

Color: Silver or black

Clamp: 25.4mm

Width: 666mm

Angle: 53°

Rise: 0mm or 40mm



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.



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 30.0 and 31.8mm sizes.

Stainless Steel Seatpost Clamp

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 (even the black ones!). They're shiny! They look good! And most importantly, they deliver the clampability seatposts crave. 30.0 & 31.8mm sizes.

Color: Silver or Black



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 two 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.

Junk Strap



Our Junk Straps are basically really long toe straps. They're 120cm woven nylon with a stainless steel buckle. We had them made to our specifications to ensure that they work well and last a long time. They're easy to use and they stay tight. Once you're ready, loosening them is quick and easy. They're light, pack small, and securely and conveniently attach all kinds of stuff to your rack, basket, handlebar, backpack, under your seat, around your thigh... just about anyplace. Use them to secure small dogs to your child. If your buddy breaks his leg, you can use a few to hold a splint in place while you drag him out of the woods. Wear one as a stylish belt (if your waist is smaller than 120cm). You can combine them for even longer straps.

Instigator Dropouts

Our heavy-duty Instigator dropouts are investment cast CroMoly and include 51mm IS 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 in the U.S. by Walz Caps 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



Logo Socks

As you must know by now, wool resists odor. We have found that is a good feature in a sock. They also wick and insulate better than cotton or all synthetic, so you can wear them comfortably in a pretty wide range of climates. Surly socks are now made by DeFeet. We like the fit and how they wear.

We offer four designs, all in a 5" cuff height. Each design comes in four sizes so pretty much everyone should find one that fits.



Size	Euro	US Mens	US Womens
S	36-39.5	—	6-8
M	40-42.5	7-9	8.5-10.5
L	43-45.5	9.5-11.5	11-13
XL	46+	12+	—

Wool Jerseys

Our jerseys are made of Merino wool. Merino is soft, naturally odor resistant, and insulating, so it works well in warmer weather to keep you cool as well as cool weather to keep you warm. Our jerseys are a medium weight, so best suited for mid range-climates. They make a good base layer in cold weather and are decidedly unstated, in sharp and deliberate contrast to most of the hyper-logoized cycle clothes available these days. We recommend you hand wash them in cold water with mild soap.

We almost always have black, plus at least one other color option. Call or write or talk to the good people down at your local bike shop to find out what's available.

- 100% Merino wool
- Available in short or long-sleeve, Men's & Women's
- 11" zipper
- Zippered rear pocket
- Embroidered logos
- Size: S-XL



T Shirts

As any frat boy can tell you, you can't truly be a capitalist pig if you don't sell t-shirts with your logo on them. We poured ourselves a tall glass of that voodoo a long time ago. And to prove what thoughtful corporate citizens we are, we recently decided to go with organic cotton t-shirts. There will be some mixed stock for a while but soon you'll be able to advertise for us and feel good about doing your part for the environment. Won't that be nice?



Karate Monkey T

Black. Short and long sleeve. Small logo on the left boob. The Karate Monkey his-self on the back. Sizes M-XXL



Grrply T

Black, sizes S-XL. Girl cut, cap-type sleeves



Big Dummy T

WARNING: Wearing this shirt may result in laughter, disgust, or loss of employment. Clearly these are for wearing while riding your Big Dummy (see frames and bikes section). Nonetheless, some feel they may not be suitable for all viewers. And those are not the fun people. Current color is blue with gold ink. Sizes S-XL

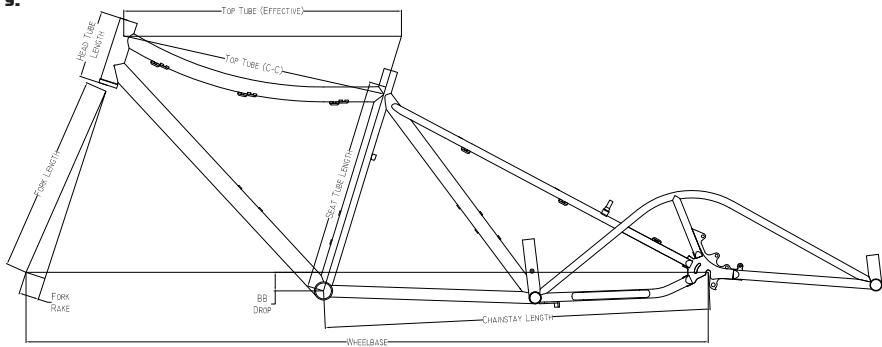


Logo Tee

It's not just a name, it's a whole personality type. Shirts are black. Short or long sleeve. Just the logo on the front. Sizes S-XXL.

Big Dummy Frame Geometry

Geometry:



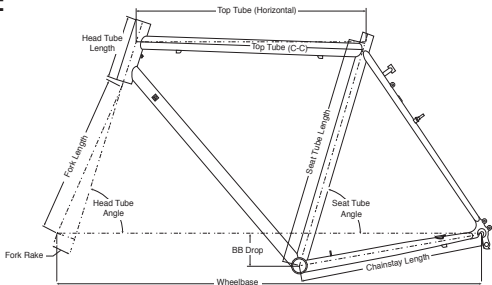
Size	ST (C-T)		TT (C-C)		TT (Effect)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
small	16.0	406.4	21.5	547.3	22.6	573.4	72.0	73.0	1.6	40.0	32.6	827.0
medium	18.0	457.2	22.5	571.8	23.5	596.0	72.0	73.0	1.6	40.0	32.6	827.0
large	20.0	508.0	23.4	594.1	24.2	614.0	72.0	73.0	1.6	40.0	32.6	827.0
x-large	22.0	558.8	24.3	617.6	24.9	631.6	72.0	73.0	1.6	40.0	32.6	827.0

Size	Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	56.9	1444.2	30.1	764.5	5.1	130.2	16.7	425.0	1.7	43.0
medium	57.8	1467.0	31.4	796.4	5.7	146.0	16.7	425.0	1.7	43.0
large	58.5	1485.0	32.5	826.5	6.3	160.8	16.7	425.0	1.7	43.0
x-large	59.3	1505.0	33.8	859.3	7.0	178.8	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")

Long Haul Trucker Geometry

Geometry:



26" Wheels

Size	ST (C-T)		TT(C-C)*		TT (Horizontal)		Top Tube angle degrees	HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm				inches	mm	inches	mm
42cm	16.5	420.0	19.4	492.6	19.9	505.0	7.0	70.0	75.0	1.9	47.0	18.1	460.0
46cm	18.1	460.0	20.0	508.3	20.3	515.0	3.0	70.0	74.5	1.9	47.0	18.1	460.0
50cm	19.7	500.0	20.7	525.0	20.9	530.0	2.0	71.0	74.0	1.9	47.0	18.1	460.0
52cm	20.5	520.0	21.1	534.8	21.3	540.0	2.0	71.0	73.5	1.9	47.0	18.1	460.0
54cm	21.3	540.0	21.6	549.5	21.9	555.0	2.0	71.0	73.0	1.9	47.0	18.1	460.0
56cm	22.0	560.0	22.2	564.1	22.4	570.0	2.0	71.0	73.0	1.9	47.0	18.1	460.0
58cm	22.8	580.0	22.8	579.8	23.1	586.0	2.0	71.0	72.5	1.9	47.0	18.1	460.0
60cm	23.6	600.0	23.4	594.3	23.6	600.0	2.0	71.5	72.5	1.9	47.0	18.1	460.0
62cm	24.4	620.0	23.8	603.4	24.0	610.0	2.0	71.5	72.0	1.9	47.0	18.1	460.0

Size	Wheel Base		S. O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	degrees
42cm	40.8	1036.6	27.7	703.0	4.4	110.7	14.8	376.0	1.8	45.0
46cm	41.1	1042.7	28.5	723.8	4.6	116.7	14.8	376.0	1.8	45.0
50cm	41.2	1046.8	29.8	756.9	5.7	144.0	14.8	376.0	1.8	45.0
52cm	41.5	1053.1	30.5	775.1	6.4	163.0	14.8	376.0	1.8	45.0
54cm	41.9	1064.0	31.2	793.1	7.2	182.0	14.8	376.0	1.8	45.0
56cm	42.5	1079.8	32.0	812.1	8.0	203	14.8	376.0	1.8	45.0
58cm	43.0	1091.2	32.7	829.9	8.7	222	14.8	376.0	1.8	45.0
60cm	43.3	1100.4	33.4	848.1	9.4	238	14.8	376.0	1.8	45.0
62cm	43.5	1105.1	34.1	866.8	10.2	259	14.8	376.0	1.8	45.0

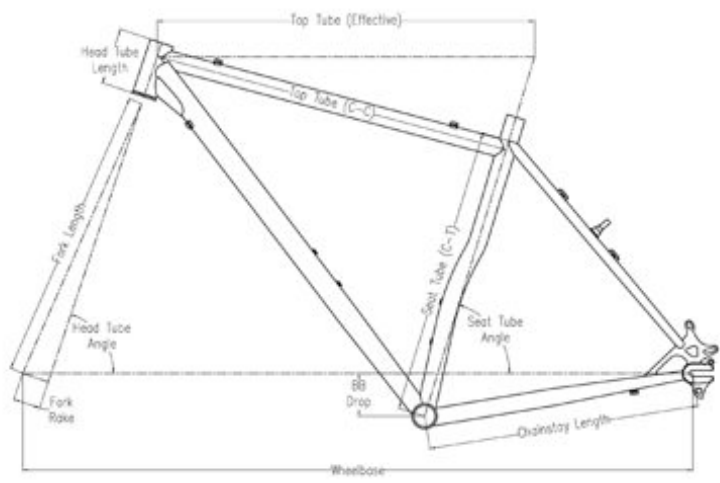
700c Wheels

Size	ST (C-T)		TT(C-C)*		TT (Horizontal)		Top Tube angle degrees	HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm				inches	mm	inches	mm
56 cm	22.0	560.0	22.2	564.4	22.4	570.0	2.0	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	2.0	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	2.0	72.0	72.5	3.1	78.0	18.1	460.0
62 cm	24.0	620.0	23.8	603.5	24.0	610.0	2.0	72.0	72.0	3.1	78.0	18.1	460.0

Wheel Base		S. O. Height**		HT Length		FK Length		FK Rake	
inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
41.6	1055.7	32.0	812.2	6.0	152.0	15.4	390.0	1.8	45.0
42.0	1066.7	32.7	830.0	6.7	171.0	15.4	390.0	1.8	45.0
42.6	1080.9	33.5	849.7	7.4	189.0	15.4	390.0	1.8	45.0
42.7	1085.3	34.1	867.3	8.3	210.0	15.4	390.0	1.8	45.0

Karate Monkey Geometry

Geometry:



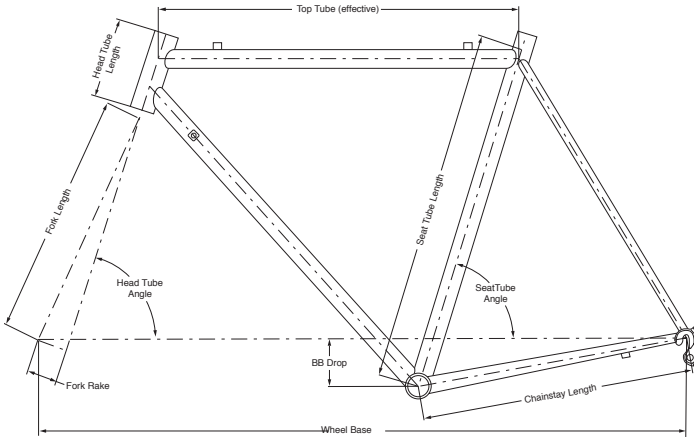
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
small	16.0	406.4	21.7	552.0	22.7	576.6	71.0	73.0	2.7	68.0	17.0	431.0
medium	18.0	457.2	22.6	574.5	23.6	600.6	71.5	73.0	2.7	68.0	17.0	431.0
large	20.0	508.0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

Geometry:



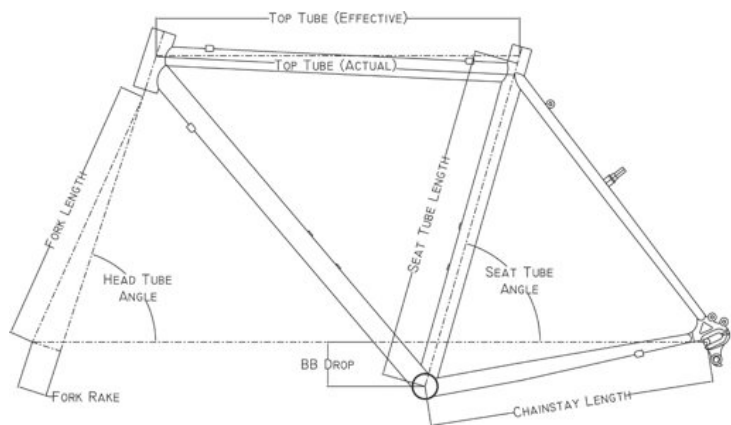
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle	ST Angle	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	inches	mm	inches	mm
42cm	16.5	420.0	19.4	491.5	19.9	506.0	71.5	75.5	2.8	72.0	16.1	410.0
46cm	18.1	460.0	19.9	504.2	20.3	515.0	71.5	75.0	2.8	72.0	16.1	410.0
50cm	19.7	500.0	20.7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

Size	Wheel Base		S.O. Height**		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42cm	38.4	974.4	28.2	715.3	3.5	89.0	14.6	371.0	2.0	50.0
46cm	38.5	978.8	28.9	735.2	4.1	104.0	14.6	371.0	2.0	50.0
50cm	38.8	985.6	29.8	756.1	4.1	104.0	14.6	371.0	2.0	50.0
52cm	38.9	987.2	30.2	767.9	4.3	109.0	14.6	371.0	2.0	50.0
54cm	39.1	992.8	30.9	785.7	4.9	124.0	14.6	371.0	1.8	45.0
56cm	39.3	998.7	31.6	803.5	5.6	141.0	14.6	371.0	1.8	45.0
58cm	39.7	1008.6	32.4	822.7	6.3	159.0	14.6	371.0	1.8	45.0
60cm	39.9	1013.7	33.1	840.2	6.9	176.0	14.6	371.0	1.8	45.0
62cm	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 700c x 25mm Michelin Axial Pro tire that measured 680mm in diameter

Cross-Check Frame Geometry

Geometry:



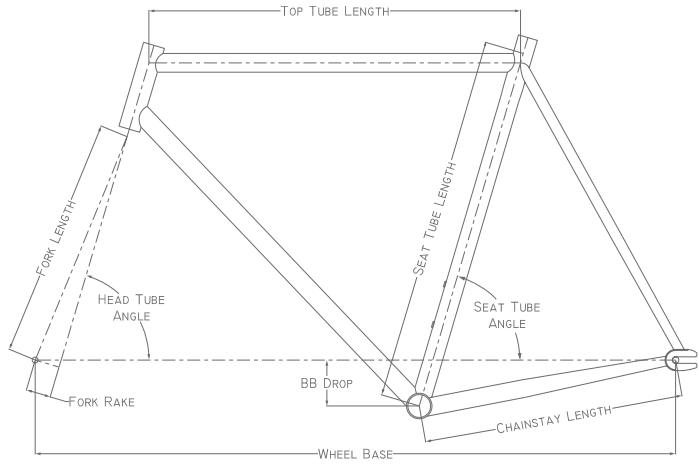
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle		ST Angle		BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	degrees	degrees	inches	mm	inches	mm
42cm	16.5	420.0	19.9	505.0	20.6	522.0	72.0	75.0	2.6	66.0	16.5	420.0		
46cm	18.1	460.0	20.3	515.0	20.8	528.8	72.0	74.5	2.6	66.0	16.5	420.0	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

Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42cm	39.0	989.9	28.8	731.9	3.6	91.0	15.7	400.0	1.7	44.0
46cm	39.1	991.9	29.6	750.7	3.6	91.0	15.7	400.0	1.7	44.0
50cm	39.6	1005.3	30.3	769.4	3.6	91.0	15.7	400.0	1.7	44.0
52cm	39.6	1006.0	30.6	778.4	3.6	91.0	15.7	400.0	1.7	44.0
54cm	39.9	1014.4	31.2	793.0	4.0	102.0	15.7	400.0	1.7	44.0
56cm	40.1	1019.8	31.9	810.7	4.8	121.0	15.7	400.0	1.7	44.0
58cm	40.6	1030.0	32.7	829.9	5.6	141.0	15.7	400.0	1.7	44.0
60cm	41.1	1044.8	33.4	847.4	6.3	160.0	15.7	400.0	1.7	44.0
62cm	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 30mm SpeedMax), and taken from middle of toptube to level ground

Steamroller Frame Geometry

Geometry:



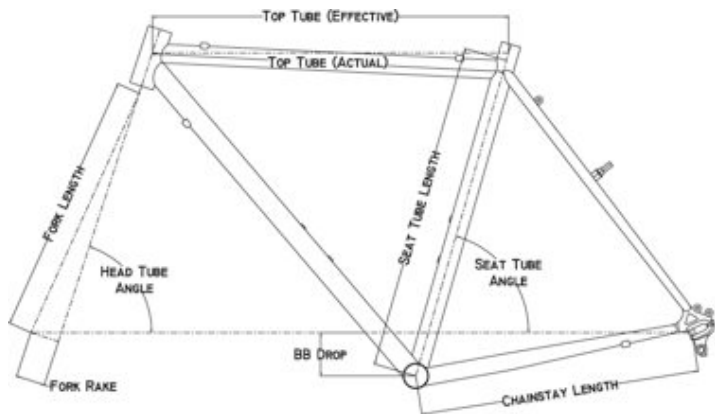
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
49cm	19.3	490.0	20.7	526.5	20.8	529.5	72.5	74.5	2.8	70.0	15.7	398.0
53cm	20.9	530.0	21.5	547.0	21.5	547.0	73.0	74.0	2.8	70.0	15.7	398.0
56cm	22.0	560.0	22.4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

Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
49cm	38.0	965.7	29.5	748.5	3.3	83.0	14.8	375.0	1.5	38.0
53cm	38.1	966.6	30.7	780.5	4.3	109.0	14.8	375.0	1.5	38.0
56cm	38.5	978.6	31.8	807.9	5.4	136.0	14.8	375.0	1.5	38.0
59cm	38.9	987.6	32.9	835.2	6.4	163.0	14.8	375.0	1.5	38.0
62cm	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 28mm), and taken from middle of toptube to level ground

Travelers Check Frame Geometry

Geometry:



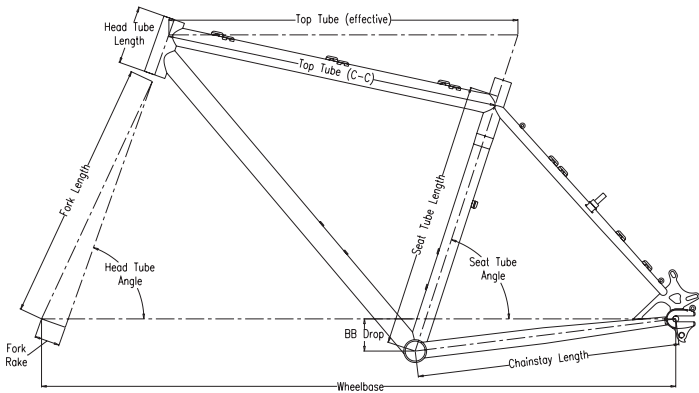
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle		ST Angle		BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	degrees	degrees	inches	mm	inches	mm
42cm	16.5	420.0	19.9	505.0	20.6	522.0	72.0	75.0	2.6	66.0	16.5	420.0		
46cm	18.1	460.0	20.3	515.0	20.8	528.8	72.0	74.5	2.6	66.0	16.5	420.0	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

Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42cm	39.0	989.9	28.8	731.9	3.6	91.0	15.7	400.0	1.7	44.0
46cm	39.1	991.9	29.6	750.7	3.6	91.0	15.7	400.0	1.7	44.0
50cm	39.6	1005.3	30.3	769.4	3.6	91.0	15.7	400.0	1.7	44.0
52cm	39.6	1006.0	30.6	778.4	3.6	91.0	15.7	400.0	1.7	44.0
54cm	39.9	1014.4	31.2	793.0	4.0	102.0	15.7	400.0	1.7	44.0
56cm	40.1	1019.8	31.9	810.7	4.8	121.0	15.7	400.0	1.7	44.0
58cm	40.6	1030.0	32.7	829.9	5.6	141.0	15.7	400.0	1.7	44.0
60cm	41.1	1044.8	33.4	847.4	6.3	160.0	15.7	400.0	1.7	44.0
62cm	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 30mm SpeedMax), and taken from middle of toptube to level ground

Pugsley Frame Geometry

Geometry:



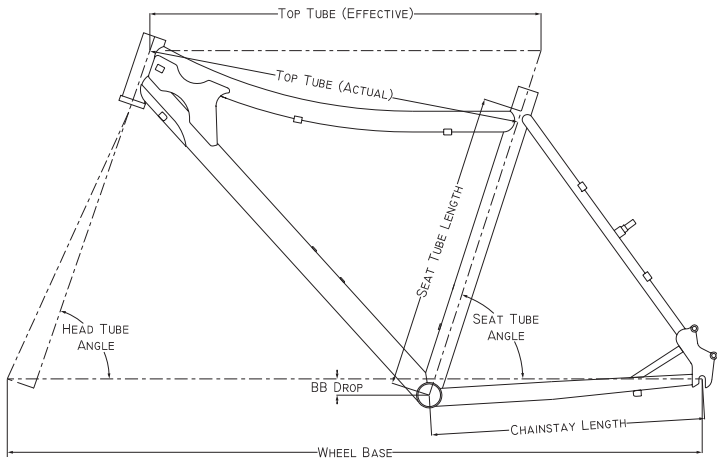
Size	ST (C-T)		TT (C-C)		TT (Effect.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
16"	16.0	406.4	21.8	552.5	22.9	580.9	70.5	72.0	2.2	55.0	17.6	448.1
18"	18.0	457.2	22.4	569.5	23.5	595.7	70.5	72.0	2.2	55.0	17.6	448.1
20"	20.0	508.0	23.1	587.3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

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

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

Instigator Frame Geometry

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
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

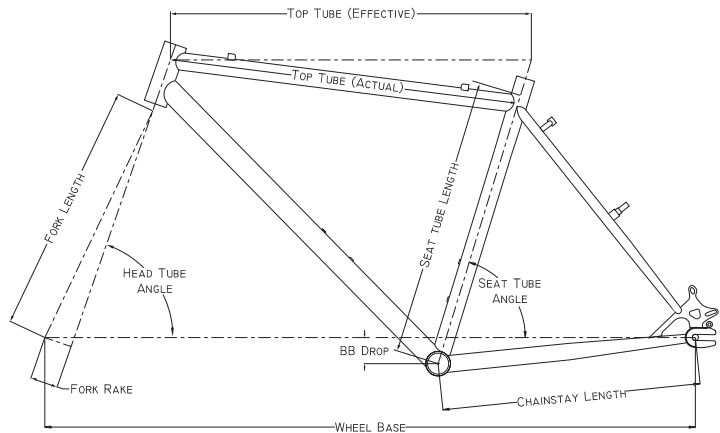
*Measurement taken using tire diameter of 676mm (Tloga 2.1" DH), will vary with tire choice

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

N/A = Fork sold separately

1x1 Frame Geometry

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	20.5	521.2	21.5	545.0	71.0	73.0	1.7	42.5	16.5	419.0
small	16.0	406.4	21.3	541.6	22.2	565.0	71.0	73.0	1.7	42.5	16.5	419.0
medium	18.0	457.2	22.3	565.8	23.0	585.0	71.0	73.0	1.7	42.5	16.5	419.0
large	20.0	508.0	23.1	586.5	23.6	600.0	71.0	73.0	1.7	42.5	16.5	419.0
x-large	22.0	558.8	23.9	608.3	24.2	615.0	71.0	73.0	1.7	42.5	16.5	419.0

Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK 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



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