

# SURLY™ 1x1 SINGLEATOR™

Thanks for buying our 1x1 SINGLEATOR™ single-speed chain tensioner. It looks cool, it works really good, and, like all SURLY® products, it's derby-approved. You're sure to be the first through the lights and the last one home with your new SINGLEATOR™... its 6-71 fun!! Made in U.S.A.

## INSTALLATION INSTRUCTIONS:

READ ALL WARNINGS AND INSTRUCTIONS BEFORE INSTALLATION.

### WARNINGS:

1. This product was not designed for any purpose other than for use on a bicycle with one chainring, one freewheeling rear cog, one chain, and one rear derailleur hanger. This product is not for use with a coaster brake. Don't do it.
2. Don't even attempt to install this product unless you completely and totally understand the instructions, have the proper tools, and possess the skills required. This installation is best left to an experienced, professional bicycle mechanic.  
**Call one now.**
3. **This product is for use with 3/32" chains only. Don't even try using an 1/8" chain.**

### INSTRUCTIONS:

1. Remove all that gear-shifting-related crap: shifters, derailleurs, multiple chainrings, cogs.
2. Choose the desired front chainring and rear cog combination and install these parts. Cogs larger than 24t could pose a problem, try to keep 'em smaller than that.
3. Size the chain and install. The chain should be as short as possible without binding. Use only 3/32" chains.
4. Reposition the chainring and cog as necessary to ensure a nice straight chainline. This important step will make your drivetrain wear longer and run much quieter.
5. Thread the SINGLEATOR™ assembly into your derailleur hanger, but don't cinch the fixing bolt down super-tight.
6. Align the SINGLEATOR™ pulley under the chain and tighten the pulley shaft bolt. Perfect alignment will be important later, but for now just make it close enough. Don't worry about threading the chain through the pulley cage yet, either.
7. Now it gets tough. You have a choice of having the SINGLEATOR™ run under the chain and PUSH UP on the chain, or having the SINGLEATOR™ run on top of the chain and PULL DOWN. Depending on the configuration of your frame, what gear you are running and how much chain slack there is, you may be forced into one or the other. If you have a choice, remember that PUSHING UP will give you more chain wrap (desirable for full-suspension bikes or when using small cogs) and less chance of chain skippage. I happen to like whichever position makes the least amount of noise. Just pick one and go with it, you can always change later. P.S. Changing your mind will require you to change springs. The Singleator™ is shipped with the PULLING DOWN spring installed.
8. Changing the spring? Pull the Singleator™ back off the bike. See the diagram for assembly sequence and spring identification. A small flat blade screwdriver will pop off the circlip and allow access to the spring. Make sure when you put everything back together that the spring is oriented properly (VERY IMPORTANT: THERE IS A TOP&BOTTOM, CHECK DIAGRAMS), seated properly in its holes on both ends and that everything is well greased.
9. Once you have made your decision and have the proper spring in your Singleator, thread the Singleator™ assembly back on the bike. Position the pulley either UNDER the chain or OVER the chain per your decision.
10. The chain must pass through the pulley cage - this cage prevents the chain from ever getting thrown off the pulley. Either disassemble the chain and feed it through the pulley cage or take the pulley assembly apart and re-assemble it with the chain inside the loop. Now is the time to align the pulley with the chain. The better the alignment, the quieter the operation.
11. Hand-tension the Singleator™ against the chain and rotate the pulley cage so that the chain clears it freely. Tighten the pulley bolt and the pulley cage bolt.
12. Tension the Singleator™ spring by slipping an 18mm cone wrench onto the tension adjuster and turning as follows: PULLING DOWN spring, TURN CLOCKWISE. PUSHING UP spring, TURN COUNTER-CLOCKWISE. If you turn the tension adjuster the wrong way or if you have the wrong spring in there, you're gonna ruin the spring. Turn the tension adjuster until you have very good tension on the chain, then lock in the tension by tightening down the fixing bolt nice and tight.
13. Spin the drivetrain and make sure everything is properly aligned, straight, quiet, not rubbing, and lubricated. Bounce the bike around and make sure you have enough tension - increase as necessary.
14. Go ride. Always check your Singleator™ for damage, problems and proper adjustment before every ride.

**USE THIS PRODUCT AT YOUR OWN RISK.**

### OTHER SURLY® PRODUCTS:

**1x1™ Hubs:** Single-speed, 100mm front, 135mm rear. Bolt-on axles. Sealed bearings. Cheap and tough.

**1x1 Torsion Bar™ handlebars:** Wide 'ol derby-rated flat bars. Thick 4130, natch. Unique shape says "I'm always bent."

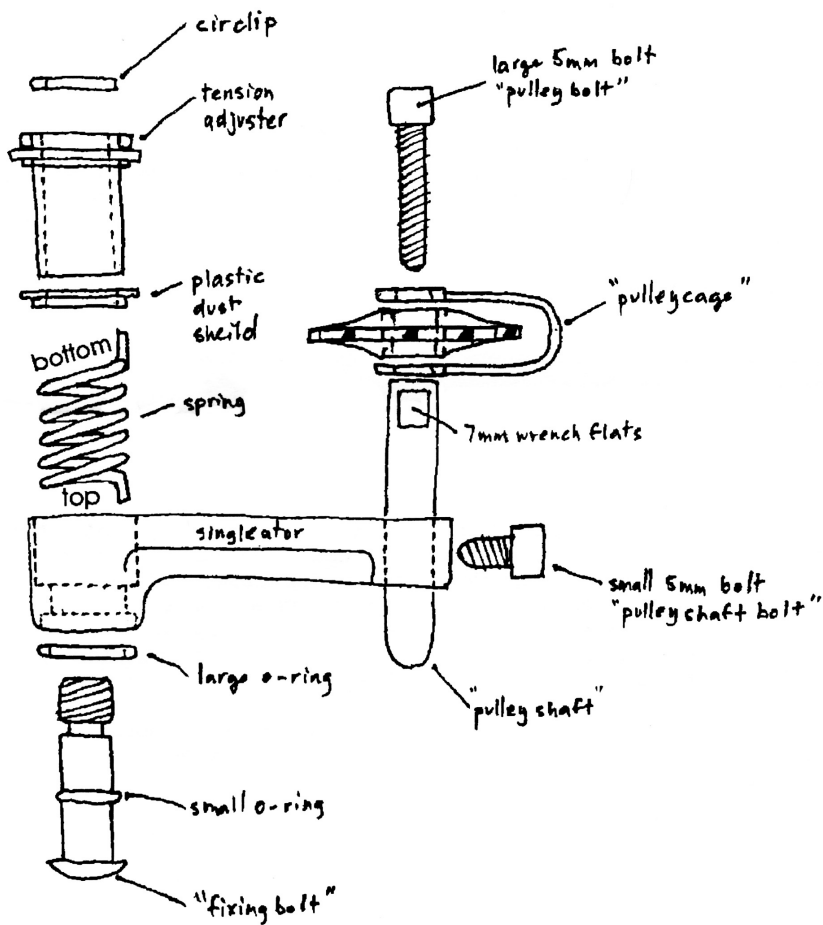
**1x1™ Frameset:** Rigid cro-moly single-speed frame and fork, suspension corrected for softies. Small, medium, large, and x-large. So cheap you can't afford not to buy one. Fits 2.7" tires with room to spare. Black or white, what are you waiting for?

Write or call us for more product info or for a dealer near you.

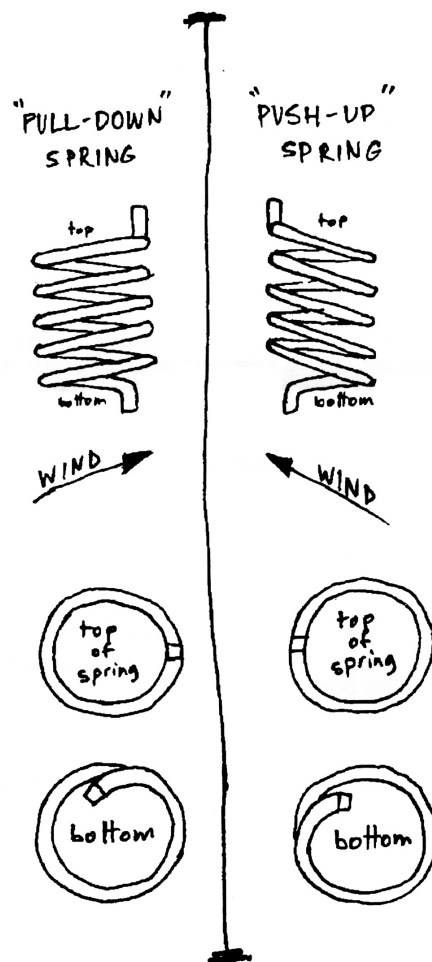
## SURLY™

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## ASSEMBLY SEQUENCE



## SPRING IDENTIFICATION



### LIMITED WARRANTY:

This 1x1 SINGLEATOR™ is guaranteed to be free from manufacturing defects for one year from the original date of purchase. What this means is that if we screwed up something in the manufacturing process that resulted in the premature failure of the SINGLEATOR™, we'll fix or replace it at our discretion. This warranty is for the original buyer and is not transferable. It should go without saying that we won't even consider your warranty problem without a dated proof-of-purchase. What this warranty doesn't cover is damage resulting from any sort of riding other than "normal" trail riding, and the inevitable wear and tear resulting from normal use. We know this is a single-speed product and wouldn't expect you to treat it gently, but we can't be responsible for the inherent danger to body and property you face each time hop on your bike. We purposely built the SINGLEATOR™ extra-beefy to last long under abnormally harsh riding conditions. But, if you slam into a buddy after too many beers on a Wednesday night and bend it, it isn't covered. If you "just barely" kiss a Redwood at 30 MPH, it isn't covered. The bottom line is that while we will completely stand behind the strength and integrity of all our overbuilt products, we're hip to the "just riding along" phenomenon - and frankly, we're just not having it. Sorry, the finish isn't covered, nor is any damage that happens to you or your parts as a result of any failure of our part. Costs incurred to you such as shop installation time and shipping are not reimbursable. Lastly, if you modify or neglect your SINGLEATOR™ we can't be responsible for the product or what might happen to you while you're using it. We hate to spell it out, but hey, it's 2002.

All potential warranties should be returned to where the product was purchased or to your local bike shop. In the unlikely event this is not possible, call or write us and we will do our best to get you back in action.