

SURLY

Fixxer

Hey you, thanks for buying our stuff. We mean it. Please read all these instructions before attempting to install your Fixxer Hub Converter. If you lack mechanical aptitude, don't have the right tools, or can't read or follow these instructions carefully, you're waaaay better off having a professional bike mechanic do the installation for you. Our trusty legal counsel compels us to point out that if this installation isn't done properly, YOU COULD DIE riding your bike, which would make us truly sad.

The Surly Fixxer Hub Converter is designed to convert most Shimano cassette hubs (except silent clutch, or Dura-Ace pre '97 or post '03) into a true fixed-gear hub. It will accommodate any track cog with ISO standard threads (1.375" x 24tpi) and English left-hand threaded lockrings (1.29" x 24tpi LH). We heartily recommend use of Surly track cogs and lockrings – they rock!

Hub Disassembly.

Remove the axle from the hub. Remove the existing cassette body by unthreading the hollow cassette body-fixing bolt with a 10mm hex key.

Hub Reassembly.

- 1) Install the Track Adapter body by threading the fixing bolt into the hub, using a 10mm hex key. Torque the bolt to 310-440 in. lbs.
- 2) Lightly grease and insert the sleeve nut into the center of the sealed bearing in the Track Adapter body. This is a slip fit. You should be able to press it in using your thumb.
- 3) The Fixxer hub adapter is narrower than the cassette body that it replaces; it is therefore necessary to duplicate the original locknut-to-locknut width using the spacers provided (see illustrations on the other side of this page). Install spacers and axle hardware onto the axle, and reassemble the hub so that equal lengths of the axle protrude beyond the left and right locknuts. Measure the locknut-to-locknut distance to assure correct spacing.
- 4) Tighten the sleeve nut and locknut on the drive side of the hub against each other. Then, dial in the bearing adjustment by adjusting the cone and locknut on the non-drive side until a good adjustment has been attained. The bearings should spin freely and be as loose as possible without any play. Adjusting the bearing too tightly will cause premature wear on the sealed bearing of the Track Adapter.

Installing a fixed-gear and lockring.

- 1) Apply grease to the threads and gently thread the cog, clockwise, onto the larger set of threads on the adapter. Be very careful not to cross-thread the cog onto the adapter. The cog should thread on relatively smoothly under hand pressure. If you encounter significant resistance, unscrew the cog and start again.
- 2) Once the cog is snugly threaded onto the hub, use a chain whip to tighten it completely.
- 3) Apply grease to the threads of the hub lockring. Thread the lockring onto the hub's smaller set of left-hand threads, turning it counter-clockwise to tighten until it contacts the body of the track cog. Using a lockring spanner, tighten the lockring firmly against the cog.
- 4) After the first ride, check the tightness of the lockring; by pedaling, you have further tightened the cog onto the hub and will almost certainly need to re-tighten the lockring against the cog to safely hold the cog in place.
- 5) Check the tightness of the lockring periodically.

Note: Due to variation in track cog widths, it may be necessary to install a 1mm spacer between the cog and the shoulder of the adapter body. The spacer will move the cog outboard and allow the lockring to tighten properly against it.

We DO NOT recommend using the Fixxer with a single-speed freewheel. We used to, but re-evaluated after hearing of some people with large thighs stripping the Fixxer's threads using a freewheel. There are no such reports using a regular fixed gear cog, but fixie cog threading is narrower than F/W threading, so a F/W puts the chain slightly outboard of the threads, adding sideload. Besides, if you want a freewheel you're better off singling out the freehub that came on the wheel. This is the Fixxer, after all, not the Freewheeler.

Limited Warranty:

Stuff eventually breaks or wears out if you use it enough. That's beyond our control. We guarantee this product to be free from defects in manufacturing and design for one year from date of purchase. It's guaranteed not to fail under normal riding conditions. Surly is not responsible for the actions you take on your bicycle, however, and cannot be responsible for products that break when not installed correctly or used inconsistently with the product's design. If you're not sure if something will work the way you want, contact us. If you do destroy your Surly product, fess up and maybe we can get you some replacement parts to keep you riding.

Sorry, the finish isn't covered, nor is any damage that happens to you or your other components as a result of any failure of one of our products. Lastly, if you modify or neglect our products, we can't be responsible for them or what might happen to you while you're using them. All potential warranty items should be returned to the original place of purchase, accompanied by a sales receipt. In the unlikely event that this is not possible, call or email us, and we'll do our best to get you riding again.

SURLY 6400 West 105th St.
Bloomington, MN 55438-2554
www.surlybikes.com
877-743-3191

Hub spacing

