

# Surly Pugsley

Pugsley is different than most framesets, custom or production, because it allows the use of tires that are 102mm (4") wide and 740mm (29") tall...with room for fenders. The 17.5mm-offset frame and 100mm-wide bottom bracket shell make it possible to use huge tires with a relatively standard derailleurs drivetrain (if you choose that option) while maintaining a good chainline. Will you have to use oddball Surly-specific parts on the Pug frame? Not really. You'll need to use an E-type front derailleur when using multiple chainrings, a 100mm DH-type bottom bracket, and offset-drilled rims. The other parts should be commonly available in most bike shops.

What's up with that fork? It's spaced to 135mm and offset 17.5mm...like the frame dropouts. The fork accommodates a rear hub (our rear mountain hubs work well as front Pugsley hubs). This accomplishes two things; It allows a wide tire to fit through the dropouts without a struggle, and it allows you to interchange the front and rear wheels. Why would you want to swap wheels? 1) Single-speeders can change their gear ratios on the trail by swapping wheels. 2) You may want a fixed cog option in case your freewheel freezes up in the middle of nowhere. A properly installed fixed cog will drive the wheel regardless of the temperature, and it can help you slow down if your brakes stop working. Regarding brakes...front disc users will need to use a rear-specific caliper on the Pug fork (or front caliper with rear caliper adapter mount). The axle-to-crown height of the Pugsley fork is the same as that of our Instigator fork. So, if you choose not to use the Pug fork, you can install a suspension fork or an Instigator fork on your rig without altering its geometry.

It's assumed that most Pugsley riders will utilize disc brakes (remember...rear-specific calipers are used on the frame and fork). But, traditional cantilevers work, too. We included 120mm-spaced canti bosses with removable pivots on the frame and fork for those of you who want to use our Large Marge rims with canti brakes. Magara hydraulic rim brakes work too. But, you'll have to lengthen the crossover lines and have custom braces made.

A production run of Large Marge rims has been offset-drilled for the Pugsley. We'll have a Pug-specific offset rim produced some time in the future, but no ETA is available at the time of this instruction sheet printing. Non-Surly wide rims should be drilled 6-12mm offset from the center if they are intended for use in the Pugsley frame and fork.

**Building the Wheels.** Please read these instructions carefully and completely before attempting to build wheels for your Pugsley frameset. If you lack the ability or tools to properly build up your wheels, please utilize a professional wheelbuilder at your local bike shop. We've included a Pugsley wheelbuilding tool with your frame. It's a 35mm-wide spacer that aids in dishing your offset wheels. See Image 1. We strongly recommend the use of the Park TS-2 truing stand, with the TS-2 EXT upright extensions, for building your wheels. Most other truing stands will not accommodate an offset wheel built up with a wide rim.



Image 1

When you calculate spoke lengths, remember to factor in the offset of the hub in the frame (17.5mm to the drive side) and the offset of the spoke holes in the rim (offset to the drive side). See Image 2 to help you visualize the wheel's construction.

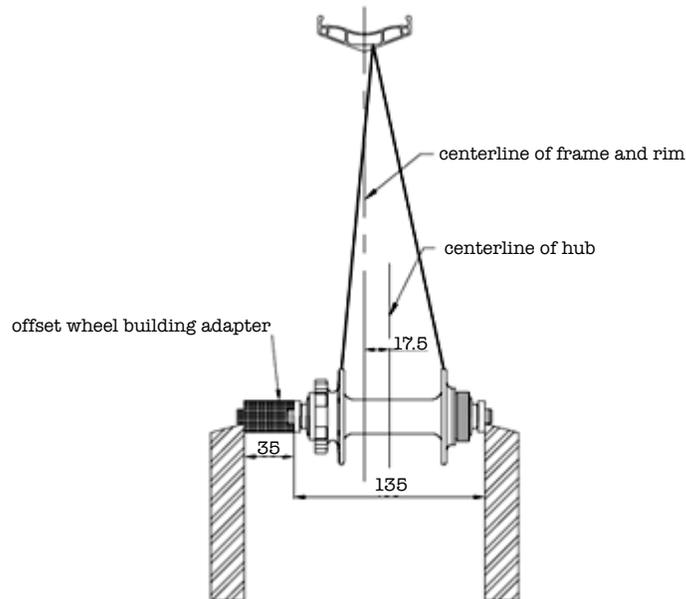


Image 2

1. Lace the hub into the rim.
2. Clamp the Pugsley wheelbuilding tool onto the axle of your hub...non-drive side. Alternately tighten the 4mm bolts of the Pugsley wheelbuilding tool, a little bit at a time, until both bolts are tight. Be certain the tool is mounted tight against the axle locknut and straight on the axle.
3. Mount the wheel/tool assembly into the truing stand, and finish tensioning the spokes until the wheel is true in the stand. Use a dishing gauge to make sure the rim is centered on the width of the hub/tool assembly. Don't rely on the truing stand alone for proper dish. Most standard dishing gauges work fine.
4. Remove the wheelbuilding tool from the hub, and mount the wheel in the frame and/or fork to check the results of your build.

## **Pugsley Specifications:**

**Tubing:** 4130 cro-moly steel, main triangle double-butted

**Rear dropouts:** Surly horizontal dropouts with derailleur hanger 135mm-spaced. Offset 17.5mm

**Brake compatibility:** Most rear international standard disc brakes, traditional cantilevers, Magura hydraulic rim brakes with custom brace.

**Tire compatibility:** Up to 102mm (4") wide and 740mm (29") in diameter...with room for fenders.

**Seatpost diameter:** 27.2mm

**Seatpost clamp inside diameter:** 30mm, Surly constrictor included

**Headset:** 1-1/8" threadless

**Front Derailleur:** E-type

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

**Chainring Clearance:** Triple 22-32-44t

**Fork:** Suspension-corrected...447mm axle-to-crown, 4130 cro-moly steel, international standard rear disc brake mounts and cantilever bosses with removable pivots spaced 120mm apart, 135mm-spaced dropouts offset 17.5mm

**Color:** Barney Blue/Purple Pearl Sizzurple

We recommend our 26" x 3.7" Surly Endomorph tires to compliment your wide frame, fork and rims. The Endomorph 3.7 utilizes a single-ply casing and shallow tread to keep the weight and rolling resistance to a minimum while giving you floatation and traction aplenty. If you're in need of a heavier-duty tire, several tire manufacturers offer wide dual-ply downhill tires that should work well for you. The key to Pugsley's performance is proper tire pressure. If you don't have enough traction in the loose stuff, lower your tire pressure. In many cases, lowering your pressure by a few psi will allow you to ride your bike instead of walking it.

You probably have a preconceived notion of how you're going to use your Pugsley. We really hope Pugsley suits your needs and puts a smile on your face. Please be open to the Pug's wide-reaching potential. You own one of the most versatile framesets ever produced. It can carry you over and/or through mud, snow, ice, sand, slickrock, roots, dirt, gravel, pavement....almost anything. We think you'll find yourself riding in places you never considered before. Drop us a line, and let us know where Pugsley takes you.

## **FRAMESET WARRANTY**

Surly™ frames and forks are guaranteed to be free from manufacturing defects for three years from the original date of purchase. If we screwed up something in the manufacturing process that resulted in the premature failure of the product, we'll fix or replace it at our discretion. This warranty is for the original buyer of the product and is not transferable. It should go without saying that we won't even consider your warranty problem without a dated proof-of-purchase.

This warranty doesn't cover damage resulting from any sort of riding other than "normal" riding, and the inevitable wear and tear resulting from "normal" use. Surly products are built to be used vigorously, and we wouldn't expect you to treat them gently. However, we can't be responsible for the inherent danger to body and property you face each time you throw your leg over the top tube. We're hip to the "just riding along" phenomenon - and frankly, we're just not having it.

Sorry, the paintjob 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. We hate to spell it out, but hey, it's the 21st Century. We're known to back up our products, but we've seen too many peoples' parts come back to us that were not defective and did not meet our warranty guidelines. Save yourself some time and shipping money by reading this and making a decision for yourself. If you and your shop think your Surly product is worthy of a warranty inspection, please return the product 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.

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