In an age of 'epic' this and 'extreme' that, when it seems everything is new and improved, bigger, better, & faster, it might seem antithetic for us to build—or for you to buy—a touring frame. Didn’t those die off with the other dinosaurs of the ‘70’s?

Truth is, there is little as epic as a really long bike ride. It resets your mind. It challenges your body and spirit. It stirs and purges, soothes and recharges. ‘The daily grind’ becomes meaningful. Just you, and everything you need to live, packed up on your bike.

So where do you want to go? To work and back everyday? A week long trip to the next state over? Or perhaps La Paz, Bolivia, via Homer, Alaska. Maybe you just want to wake up and wonder where you are. The ... even acts a lot like steel. But there is nothing else that does all the things that steel does for so little money.

What did we do with steel on this frameset? We designed the geometry for all day, everyday comfort, even fully loaded (quite different from the vast majority of frames out there). Long chain stays and a laid back head angle provide a comfy platform for day after day after day in the saddle. It’s got 3 sets of water bottle cage bosses. It’s got braze-ons for carrying a couple of extra spokes. It’s got braze-ons for front and rear racks. The head tube is taller on top to help put you in a more upright position and save strain on your neck, back, shoulders, wrists and elbows. The bigger sizes take 700c wheels, while the smaller frames are designed for 26” wheels so they fit without toe overlap or compromised handling.

Like all Surlys, it sports practical, standard sizing for things like seatpost, front derailleur, and stem. It even sports downtube shift braze-ons. All this means you can easily find new parts for it or use stuff you already have.

The Long Haul Trucker isn’t the bike that everyone is going to have. It isn’t the next big thing. It won’t race like a champ or scream down rocky singletrack. It isn’t about impressing your friends. It’s a tool for finding out what you are capable of inside. Are you ready to ride?

Long Haul Trucker Specifications:

- **Tubing:** 100% Surly 4130 cro-moly steel, main triangle double-butted
- **Rear dropouts:** Vertical, 135mm
- **Brake compatibility:** Linear pull or 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 derailleur
- **Seatpost diameter:** 27.2mm
- **Seatpost clamp diameter:** 30mm. Surly Constrictor™ 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
- **Fork:** 4130 cro-moly, lugged and brazed, tapered curved blade w/ lowrider rack eyelet

**Sizes available:** 42cm, 46cm, 50-62cm even sizes

**Color:** Sage Green

**Weight:** 58cm frame = 5.15 lbs. (2.34 kg) Fork - uncut = 2.25 lbs. (1.02 kg)
Karate Monkey™ 29" Frameset

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

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

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

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

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

Want a trail-worthy, high roller that won't put you in the poor house?

Check out the Karate Monkey.

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** Standover height is based on a 29 x 2.1" tire that measured 737mm in diameter

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Karate Monkey Specifications:

- **Tubing:** 100% Surly 4130 cro-moly steel. Main triangle double-butted. TIG welded
- **Rear dropouts:** Surly horizontal dropouts with derailleur hanger; 135mm spaced
- **Brake compatibility:** Most International Standard disc or cantilever rim-type
- **Braze-ons:** Cantilever bosses with removable pivots, dual water bottle mounts, down tube shift cable routing, tube guides for hydraulic hose or solid housing on the seatstay, standard cable housing stops on the top tube.
- **Seatpost diameter:** 27.2mm
- **Seatpost clamp diameter:** 30mm. Surly Constrictor included
- **Headset:** 1-1/8" threadless
- **Front Derailleur Clamp Diameter:** 28.6mm
- **Bottom bracket shell:** 73mm wide, 1.37 x 24t
- **Chainring clearance:** 48t max
- **Fork:** Suspension-corrected, tapered straight blade, 4130 cro-moly. International Standard disc mount and removable cantilever pivots
- **Sizes available:** 16", 18", 20", and 22" (measured from the center of the bottom bracket to the top of the top tube)
- **Color:** Camp Stove Green and Pitch Black
- **Weight:** 16" frame = 5.73 lbs. (2.6 kg) Fork - uncut = 2.59 lbs. (1.18 kg)

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** Standover height is based on a 29 x 2.1" tire that measured 737mm in diameter
We noticed that the availability of affordable steel road bike framesets had diminished substantially over the last few years. So, we decided to do something about it. Meet the Pacer..., Surly's all-day road rig.

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

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

The Pacer is spec'd with a 1-1/8" threadless fork because of the wide selection of headsets and stems available to accommodate it. Like most Surly frames, this one uses commonly available components: 27.2mm seatpost, 68mm bottom bracket, 150mm rear hub...basically, items that you might have lying around, waiting for a chance to be used. We recommend using standard-reach brakes, but some short-reach fit also.

The durability and versatility of the Pacer make it an ideal commuter, day-tripper, and vehicle for exploration. The frame is offered in 9 sizes (42-62cm), so there should be a Pacer that fits you. You won’t be disappointed.

** Standover height is based on a 700 x 28c Michelin Axial Pro tire that measured 680mm in diameter.
The Instigator. While we really don’t want to tell you what you can or can’t do with the multi-purpose Instigator, consider “urban assault vehicle”, “jumper”, “freerider”, “dual-elaiomen”, or “wall art.” We haven’t just slapped a bunch of gussets on a mountain bike to achieve the desired aesthetic. We have tried to correct some of the glaring mistakes found in other bikes of this genre, incorporating some standard and unique Surly features at the same time. We’re sure the result of our efforts will have you riding “over your head” in no time.

What’s so special about the Instigator?

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

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

Thick CNC-machined 4130 disk-compatible dropouts

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

IGGS (International Chain Guide Standard) mounts

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

Junk Saver™ top tube

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

FFF™ chainstays

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

Gusseted and reinforced front end

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

We offer The Instigator in four sizes, which should cover most of you.

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

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

Instigator Specifications:

Tubing: 100% Surly 4130 cro-moly steel. Main triangle double-butted. TIG welded Rear dropouts: Proprietary Surly 4130 billet. Spaced 135mm Brake compatibility: International Standard disk or Cantilever rim-type Braze-ons: Removable cantilever bosses, dual water-bottle mounts, Down tube shift cable routing, tube guides for hydraulic hose or solid housing, ICGS Chainguide mount Seatpost diameter: 29.4mm Seatpost clamp diameter: 29.4mm (-1/4”) Surly Constrictor included Headset: 1-1/8” threadless Front derailleur size: 31.8mm (1-1/4”) bottom pull Bottom bracket shell: 73mm wide, threaded English 1.37x24t Chaining clearance: 485 max Fork compatibility: Geometry is designed around a 100 or 130mm suspension fork. Using shorter or longer forks will compromise intended ride characteristics, i.e. less BB clearance, faster or slower handling, etc. Color: Jet Black and Hot Dog Weight: 18” = 6.61 lbs.

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*Measurement taken using tire diameter of 676 mm (Tloga 2.1 DH), will vary with tire choice
**Measurement taken using Marzocchi 21 w/ 100mm travel, will vary with fork choice
N/A = Frame sold sans fork.
A cyclocross bike by category, the Cross-Check has proven itself over and over in the real world, on the streets, in the dirt, through muck and sleet, blazing sun and dark of night, over exhilarating trails, through hectic traffic and long stretches of uninterrupted back road boredom. Are we serious? Absolutely. People have written us time and again telling us how they use it as their commuter, their around-towner, their touring bike; and each time, invariably, they compliment its handling, comfort, and durability (so happy, they seem to forget how affordable it was).

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

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

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

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

Rear dropouts: Long horizontal dropouts with adjusters feature single-speed compatibility, wheelbase adjustability and our exclusive Gnot-rite 135mm road or 135mm MTH hubs, should you want to switch between bikes and whatnot.

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

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

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

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** Stems can be flip-flopped to customize angle.
The Cross-Check™ Frameset

The Cross-Check has been good to us. No secret why. It’s because it’s been good to you. Why do people like it so much? Well for starters, it’s steel. Steel rides like nothing else (when was the last time you saw a spring made of aluminum?), takes a lot of crap, and doesn’t cost an arm and a leg. Then we threw down some crazy-good ideas, like semi-horizontal dropouts with derailleur hanger, our FFP stays so you can run big, fat tires (even with fenders), and popular measurements for things like front derailleur clamp and seat-post, and our Gnot-Rite rear spacing that takes mountain and road hubs.


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

Cross-Check Specifications:
Tubing: 100% Surly proprietary 4130 cro-moly tubing. TIG welded. Double butted main triangle
Rear dropouts: Semi-horizontal dropouts with adjusters give you single speed compatibility, wheel base adjustability, and our Gnot-rite spacing (132.5mm) allows you to run 130mm road hubs and 135mm MTB hubs
Braze-ons: Bosses front and rear to take cantilever or linear pull brakes, eyelets at the dropouts, rear rack bosses and dual water bottle mounts. Oh yeah, it sports downtube housing stops also.
Seatpost diameter: 27.2mm
Seatpost clamp diameter: 30.4mm (we include our Constrictor clamp with our framesets)
Headset/stem: 1-1/8” threadless
Bottom bracket: 68mm wide, standard English threaded 1.7x24
Tire clearance: Fatties Fit Fine (FFF) stays and our beautiful slope-crowned custom fork provide room for tires up to 700x45 with mud and fender clearance. For real
Chainring clearance: Manipulated so you can fit pretty much whatever size rings you want. Go nuts.
Color: Blood Red or Gloss Black
Weight: 56cm = 4.88 lbs. (2.2 kg) Fork - uncut = 2.19 lbs. (.99 kg)

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<td>72.0</td>
<td>72.0</td>
<td>2.6</td>
<td>16.5</td>
</tr>
<tr>
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</tr>
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<td>50 cm</td>
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<td>20.6</td>
<td>72.0</td>
<td>72.0</td>
<td>2.6</td>
<td>25.6</td>
</tr>
<tr>
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<td>20.6</td>
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<td>72.0</td>
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<td>30.1</td>
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<td>72.0</td>
<td>2.6</td>
<td>34.6</td>
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<tr>
<td>56 cm</td>
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<td>72.0</td>
<td>2.6</td>
<td>52.6</td>
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</tbody>
</table>

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

New 62cm frame specs unavailable at this time. Please check surlybikes.com for information.
A steamroller has the ability to flatten anything in its path, which is exactly how you’ll feel the first time you take our Surly Steamroller fixed-gear for a twirl. Unstoppable. Euphoric. Happy. If you haven’t ridden ‘fixed’ before, you might even feel a little bit scared.

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

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

The Steamroller geometry, tubing choices and features (or lack thereof) are deliberate in our quest to bring you a balance of pure aesthetics and a ride that is aggressive enough to be quick, exciting and purposeful, but also mellow enough to be ridden all day long in comfort. We went out and made a standard-reach safety brake, should you opt for one. The seatstay bridge is drilled for a standard-reach brake as well, though there are no housing stops.

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

<table>
<thead>
<tr>
<th>Size</th>
<th>Front TT (29) inches</th>
<th>Front TT (24) inches</th>
<th>Head Tube degrees</th>
<th>BB Drop</th>
<th>CS Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 cm</td>
<td>19.3</td>
<td>20.7</td>
<td>52.65</td>
<td>28.8</td>
<td>528.5</td>
</tr>
<tr>
<td>53 cm</td>
<td>20.9</td>
<td>21.5</td>
<td>54.70</td>
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</tr>
<tr>
<td>56 cm</td>
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<td>56.80</td>
<td>29.4</td>
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</tr>
<tr>
<td>59 cm</td>
<td>23.2</td>
<td>23.1</td>
<td>58.70</td>
<td>29.3</td>
<td>587.0</td>
</tr>
</tbody>
</table>

New 62cm frame specs unavailable at this time. Please check surlybikes.com for information.

Steamroller Specifications:

- **Tubing**: 100% cro-moly steel. Main triangle is double-butted. TIG welded.
- **Rear dropouts**: Investment cast Surly track dropouts, spaced 120mm apart.
- **Braze-ons**: None, baby. Pure. OK, we put one set of water-bottle mounts on the seat tube ‘cause we’re not camels.
- **Seatpost diameter**: 27.2mm.
- **Seatpost clamp diameter**: 30.0mm Surly Constrictor, included.
- **Headset**: 1–1/8” threadless.
- **Bottom bracket shell**: 66mm wide, threaded English 1.37x24t.
- **Tire clearance**: Proprietary FFF (Fat Tire Fine) chainstays and our custom fork give room for tires up to 700x38c with fender clearance left over (P.S. – use clip-on fenders!!)
- **Chainring clearance**: Heavy manipulation of the FFF stay gives room for a 50t ring while maintaining chainline. Track crank compatible.
- **Color**: Dave Gray.
- **Weight**: 56cm = 4.5 lbs. (2.0 kg) Fork - uncut = 1.87 lbs. (.85 kg)

**www.surlybikes.com**

[Steamroller™ Frameset]

New 62cm frame specs unavailable at this time. Please check surlybikes.com for information.

**www.surlybikes.com**

1-877-743-3191
Nobody wants to spend a bunch of cash on a single-speed...and why should they? To do so is contrary to the whole spirit of the single-speed experience. At Surly we have known this for years and are continuing to offer our excellent 1x1 single-speed frameset. The 1x1 features a beefy, double-butted 100% cro-moly suspension-corrected frame and 1-1/8” hard fork with very nice black or white powder coating and cool white decals.

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

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

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

1x1™ Frameset

Geometry:

Tubing: 100% cro-moly steel. Main triangle is double-butted. TIG welded
Rear dropouts: Investment cast Surly track dropouts, spaced 135mm apart
Braze-ons: I.S. 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 diameter: 30.0mm Surly Constrictor, included
Headset: 1-1/8” threadless standard
Bottom bracket shell: 73mm wide, threaded English 1.37x24t
Tire clearance: Proprietary FPF (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 2.7” with plenty of mud and fender clearance left over. Seriously!
Fork: Suspension corrected for 3” travel sus fork. 100% cro-moly
Colors: White or Cash Black
Weight: 18” = 5.0 lbs. (2.3 kg) Fork - uncut = 2.34 lbs. (1.1 kg)

<table>
<thead>
<tr>
<th>Size</th>
<th>ST (C-T)</th>
<th>TT (O-G)</th>
<th>TT (Effective)</th>
<th>BB Drop</th>
<th>CS Length</th>
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</thead>
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<tr>
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<td>71.0</td>
<td>1.7</td>
</tr>
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<td>23.1</td>
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<tr>
<td>x-large</td>
<td>22.0</td>
<td>23.9</td>
<td>24.2</td>
<td>71.0</td>
<td>1.7</td>
</tr>
</tbody>
</table>

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

Karate Monkey
The Karate Monkey rigid fork replaces suspension forks designed for use on 29”-wheeled bikes. It features International Standard disc mounts, removable canti pivots, 1-1/8” threadless steerer, tapered straight blades, and a black powdercoat finish. 468mm axle to crown.
Rake: 43mm
Steerer: 260mm
Weight: 2.50 lbs. (1.18 kg)

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-butted 4130 cro-moly, so it will hold up under pressure. The fork features International Standard disc mounts, removable canti pivots, 1-1/8” threadless steerer, and a black powdercoat finish. If you want to run 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.
Rake: 43mm
Steerer: 260mm
Weight: 2.76 lbs. (1.25 kg)

Long Haul Trucker
Designed as 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 an 1 1/8” threadless steerer, and you have the option of choosing from 2 sizes: 700c (390mm axle to crown) or 26” wheel (376mm axle to crown). Black powdercoat finish.
Rake: 45mm
Steerer: 26” = 260mm
700c = 300mm
Weight: 2.25 lbs (.98 kg)

Pacer
This is the same lugged and brazed fork that we provide with our Pacer road frameset. It will allow you to run 28mm tires with fenders or 32mm tires without. Many standard-reach caliper brakes will work, but we can’t guarantee 100% compatibility. Long reach calipers are recommended. This fork comes with single eyelet dropouts, 1-1/8” threadless steerer, and a black powdercoat finish. 372mm axle to crown.
Rake: 45mm
Steerer: 300mm
Weight: 2.17 lbs (.98 kg)

Cross-Check
Our lugged and brazed Cross-Check fork has room for 700c×38mm tires and fenders. We offer it with 1” and 1-1/8” threadless steerers. It features 4130 cro-moly construction, single eyelet dropouts, cantilever brake pivots, and a black powdercoat finish. 400mm axle to crown.
Rake: 44mm
Steerer: 300mm
Weight: 2.19 lbs (.99 kg)

1x1
We now have two 1x1 forks to offer. Our new 1x1 fork comes with International Standard disc mounts and removable canti pivots. Otherwise, it’s the same fork as our tried-and-true original 1x1 fork...which means you can stuff 2.7” tires between the blades and have room to spare. Both forks are built with 4130 cro-moly tubing, suspension-corrected geometry, 1-1/8” threadless steerers, and black powdercoat. 413mm axle to crown.
Rake: 45mm
Steerer: 260mm
Weight: w/tabs 2.34 lbs. (1.1 kg)
My day begins with a 16-mile ride, winding through Minneapolis and the burbs. It takes 45 minutes to 2 hours, depending on the weather and road conditions. That’s 1-1/2 to 4 hours away from phones each workday. It’s my time to think about my family, my friends, and all facets of cycling. It’s also a great time to get some exercise, tune my automatic middle finger extension reflex override function (AMFEROF, for short), and unintentionally improve my riding skills.

I ride Surlys most of the time. Imagine that. My Pacer (set up with time trial bars, a 7-speed drivetrain, fenders, racks, and fat road tires) gets used most, because it best lends itself to my type of commute…lots of pavement, with a few dirt trails thrown in to keep it interesting. I usually ride a 1x1 (one with drum brakes, one with discs, or one with v-brakes and 65mm-wide rims) on the Wednesday Nite Ride, because it has proven itself most worthy of taking the abuse, dished out by the Minneapolis Mafia, week after week. My Instigator (equipped with an Instigator rigid fork and 16-speed drivetrain) is coupled to an Xtracycle (check out www.Xtracycle.com); it’s my heavy-duty hauler. My Cross-checks (A mustache-barred 4-speed commuter, an Xtracycled 18-speed, and an S & S-coupled single-speed off-roaders) come out when the weather or duty dictates. My Steamroller is in a transitional period, from off-road fixie to electric-assist freewheeling road rocket. The Karate Monkey, in its third or fourth configuration, is singled with a rear disc and no front brake.

The non-Surly portion of my herd: folding bikes (12”, 16”, and 20” wheels), 20” and 24” BMX, 20” and 24” muscle bikes, middle-weight and heavy-weight cruisers, English 3-speeds, 26” and 700c tandems, unicyles (20”, 24”, 26”, and 29”), trailers (old tub-style Burley, a B.O.B., and a Bikes At Work 6-footer), mountain bikes and road bikes in many configurations. All my bikes are steel, except for an old Cannondale M800 Beast of the East that I built up as my first single-speed mountain bike in 1995.

What do I do at Surly? I try to keep the Surly crazy train on track. I oversee all areas of Surly: marketing, product design and engineering, quality control, purchasing, customer service, etc. I’m the Jack of All Trades…Master of None. What got me here? Education, perseverance, lots of time in the saddle, lots of time wrenching, and luck.

I work here, because I enjoy the challenge of turning ideas into durable goods. I like working with people who are passionate about cycling technology and cycling culture. I’m still in this industry, after 10 years, because I get to work with my friends. And, if I get stressed out at work, I can always reflect on these simple facts to put things back into perspective: It’s just bike stuff. If we make a small design mistake or miss a production deadline, it’s not the end of the world. Really, it’s not.

Dave Gray

Midwest single-speed legend Pete Geigle developed the 1x1 Singleator so you single-speed virgins could taste the pure mountain biking experience without spending too much cash.

Installing horizontal dropouts on your frame can be difficult and/or expensive, particularly if your steed is of the aluminum variety. The Singleator mounts right up to your derailleur hanger and provides a simple, effective, and adjustable means of tensioning the excess chain slack found in vertical dropout single-speed drive trains.

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

New and Improved:
Compatible with both 3/32” and 1/8” chains. Forged aluminum body. 1 tooth pulley wheel. Beware imposters!

Colors: Black or Silver

The 1x1 Speed Gear Chart

<table>
<thead>
<tr>
<th>Chain Width</th>
<th>16</th>
<th>17</th>
<th>18</th>
<th>20</th>
<th>22</th>
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<tr>
<td>3/32”</td>
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<td>1.75</td>
<td>1.88</td>
<td>2.00</td>
</tr>
<tr>
<td>1/8”</td>
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<td>1.82</td>
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<tr>
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<td>1.48</td>
<td>1.56</td>
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<td>1.78</td>
</tr>
<tr>
<td>1/8”</td>
<td>1.80</td>
<td>1.70</td>
<td>1.55</td>
<td>1.60</td>
<td>1.64</td>
</tr>
</tbody>
</table>

New & Improved!
Made for us by NITTO®, these wide, flat, 4130 cro-moly bruisers will give you a distinct advantage in any derby situation. With a 15° bend, and 24.6° width, they’re also mighty comfortable. Get ready to flat track!

Color: Silver
Large Marge™ Rim

Our friends, Pat Irwin (Surly-sponsored rider and owner of Pat’s Bikes, in Anchorage) and John Evingson (Hydracare rep and custom framebuilder), turned us on to the eclectic world of adventure riding. It seems there’s a need for a super-wide rim for snow bikers, sand bikers, rock crawlers and downhillers who want to run some really big rubber. We decided to make some rims for the same selfish reason we have for making other Surly parts….we want some to use on our own bikes.

We introduce to you….Large Marge. Our double-walled 26” hoop is 65mm wide. It’s eyeleted, because a lot of ‘em will be laced to disc hubs, and hub brake systems put more stress on spoke holes. Of course, Large Marge is rim brake compatible, if you don’t want to use hub brakes. The cross-section profile lends itself to shedding snow and sand, to keep the rotating mass as low as possible. The black ano finish should help to melt off snow that might cling to the rim, and we think it looks cool.

We’ll offer Large Marge in a few configurations: 32-hole and 36-hole downhill version, and 32-hole cruiser/cross-country version…all are drilled for a presta valve. What’s the difference? The cross-country….much like our regular New hubs, but with a 6 bolt rotor mount. Fronts spaced 100mm, rears 135mm. Rear is single speed freewheel threaded 1.37” x24tpi. They use the same bearings and axles as the other hubs we offer. Black available with hollow QR axle. They all come drilled for 32 spokes and are laser etched with the Surly logo.

Color: Black or Silver

NEW

New™ Disc Hubs

Single speed disc hubs for people like you. Much like our regular New hubs, but with a 6 bolt rotor mount. Fronts spaced 100mm, rears 135mm. Rear is single speed freewheel threaded 1.37” x24tpi. They use the same bearings and axles as the other hubs we offer. Black available with hollow QR axle. Color: Black or Silver

NEW

Fixxer™ Hub Converter

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

Color: Silver

Constrictor™ Seatpost Clamp

The Constrictor was designed specifically to end slipping seat posts. The extra-thick clamp utilizes an 8mm stainless bolt and accommodates a rear cantilever brake hanger; if you decide to go that route. The Constrictor is machined out of aluminum billet and black anodized. It’s available in 30.0mm and 31.8mm sizes.

www.surlybikes.com 1-877-743-3191

www.surlybikes.com 1-877-743-5191
**New Nice Rack™**

We thought our Long Haul Trucker touring frame deserved some durable, affordable, expedition-worthy racks to compliment it. So we designed the front and rear Nice Racks.

We chose to make them out of cro-moly (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 Nice Rack back together. An aluminum rack won’t afford you the same luxury.

Our 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 rack 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 Nice Rack mounts directly to forks equipped with a mid-blade eyelet, located 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 Nice Rack on forks that do not have a mid-blade eyelet.

Our rear rack is 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 – 82cm), so it should easily mount to your frame, as well. The bottom and top rack stays are interchangeable, which limits the amount of spare hardware that you’d need to carry for a long tour. Its wide platform has plenty of room for rack trunks, sleeping bags, tents, bags of cheese, or pieces of old broken dentistry equipment.

Our Nice Racks are satin nickel-plated 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.

At the time of this catalog printing, samples are still not available for photos. Sorry. We encourage you to check out our website (www.surlybikes.com) for future photos, additional technical information, updates on availability, and possible refinements of our Nice Racks. Of course, we invite you to check out the other great products that Surly has to offer, as well.

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**New Stainless Steel Chainrings**

Why the heck would we produce chainrings when there are already so many chainrings on the market? Because stainless chainrings are tougher than aluminum chainrings. For single-speed and tandem timing chain applications, where the wear isn’t shared between 2 or 3 chainrings, our rings will outlast and outperform aluminum. You can certainly use them for multi-chaining applications, but they aren’t ramped or pinned, so shifting up to our ring (used as a middle or outer ring) might be a bit slower than what you are used to. Our rings are compatible with 6-speed to 9-speed chains.

Sizes: 94mm BCD x 30t, 32t, 34t, & 36t. 104mm BCD x 32t, 34t, & 36t. 110mm BCD x 34t & 36t.

**Track Cogs**

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

**Track Lockrings**

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

**Disc Housing Guides**

Investment cast cro-moly. TIG-weld or fillet braze them on. Plenty o’ room for zip ties. They work good.

**Frame Dropouts**

Our investment cast cro-moly dropouts come in two versions: with or without derailleur tab. These are the same dropouts that we use on our 1x1, Steamroller, and Karate Monkey frames. They can be TIG-welded or fillet brazed.
From an early age I had a craving for the taste of beer. At age 4, I wasn't out to get drunk and wash my sorrows down the drain. I simply liked the taste of beer. Cold, fizzy, refreshing, available. I'd often count how many beers my Dad would drink during a football game and wonder why he was so thirsty. As I later discovered, the intoxicating effects of alcohol can make football games more exciting and the consumption levels weren't related to thirst.

So why does beer get a bad rap compared to the evils in this world? My fascination with beer does not necessarily make me an alcoholic. An alcoholic is probably somebody who drinks too much, too often and doesn't know they're negatively affecting their own life and other peoples' lives in the process. In other words, it's not the alcohol that is to blame; it's the person who is consuming it at levels unhelpful to daily life that is to blame. It's not the cell phone that caused the person to crash their car; it was the person who chose to use the phone while driving. It's not the 'reality' TV that turns Americans into clueless couch potatoes; it's the viewers who boost ratings and need the for more "reality" TV. When somebody spills drive-thru hot coffee on themselves, it's the fault of the person who spilled it on themselves, not the coffee vendor (duh, it's hot, that's what you ordered!). When I crash my bike after too many beers, it's my fault for drinking and riding; not the brewer whose can of beer didn't warn me about the risks of riding singletrack high-speed at night after consuming their product. So it's the responsibility of an individual to take the blame for their actions and make smart decisions that positively affect the environment in which they exist. Right?

My point? Oh yeah, my point is that beer is a good thing. Why else would Belgian monks fast from food and just drink nutrient-rich beer? Or why else would the founding fathers of America brew their own beer? Beer has a lot of uses: It tastes great, gives us nourishment and makes me happy. So, can beer save America?

The following statement says a lot: Sometimes when I reflect back on all the beer I drink I feel ashamed. Then I look into the glass and think about the workers in the brewery and all of their hopes and dreams. If I didn’t drink this beer, they might be out of work and their dreams would be shattered. Then I say to myself, 'It is better that I drink this beer and let their dreams come true than to be selfish and worry about my liver.' —Jack Handey

Happy trails, hoppy ales.

Nick Sande
**NEW** **Wool Jerseys**

**Men's**
- 100% Merino wool
- Available in short or long-sleeve
- 11” zipper
- Rear pockets
- Embroidered logos
- Black
- Sizes: S–XL

**Women's**
- 100% Merino wool
- Available in short or long-sleeve
- 11” zipper
- Rear pockets
- Embroidered logos
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- Sizes: S–XL

**Socks**
- 75% Merino wool, 25% nylon and spandex
- Black
- Sizes: S/M, L/XL, and XXL Sasquatch
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- Embroidered logo
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**Tee Shirts**

**Karate Monkey Baseball Tee**
- Gray and black
- Sizes: M–XXL

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- Black
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- Black
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Why Wool?

Our wool clothes are made from Merino, a very fine, soft, itch-free wool which feels much like cashmere next to the skin. Like all wool, it has wicking characteristics superior to any synthetic. This means it keeps moisture off your skin and insulates to help you maintain a comfortable operating temperature even when the material itself is pretty well soaked (cotton, for example, simply gets wet and makes you feel clammy, so your body uses valuable energy trying to keep you warm). Wool is warm in cool and cold weather (it’s the perfect base layer), and yet remains surprisingly comfy when the weather is warm. And because wool fibers can actually absorb moisture, rather than simply pulling it away from your skin, the bacteria that cause synthetics to stink don’t build up. In fact, you don’t want to wash our wool jerseys and socks every time you wear them. But when it is time to wash them, you can toss them in the machine on the gentle cycle (cold water!) and then air dry them. Back in the day, cyclists all wore wool, and this is better than anything they had back then. Find out why.

Banner

- 36x18’
- Black nylon
- 4 Grommets

Patches

- Sizes:
  - 6.5” wide
  - 10” wide

Stickers

- Sizes:
  - 1.75 x 6.4”
  - 2 x 2.73”
  - 24 x 5.46”

Frame Decal Sets

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

Surly Profile: Ghost in the Machine

I’m supposed to write something about myself, but what should I say? That I like a good story and a good song? That I like a good movie? That I like dogs? That I love to laugh? Or that I believe sadness to be the true source of laughter? What else? That I like the way Spring smells? That I like the way autumn feels? That I find myself fascinated by leaves, how some are thin and veined and skeletal, some plump with water and flesh, how all of them smell good when you break them open and roll them across your fingertips? I like how water pressure holds them up. Plants are hydraulic. I like that the sun and the soil are their sustenance.

All I know is that I have not yet tired of standing my bike in the living room and staring at it. Its lines and curves and simple machines combine to make something much more than the sum of its parts, something inexplicable. Solid but fluid. A kind of poetry that proves itself when put into motion.

I love riding in the country, over long stretches of blacktop, hammering out mile after mile on back roads guarded by pissed off red winged blackbirds, the sun searing me into nothingness. I love flying fast as hell through traffic, floating off curbs and back up the other side, carving corners, motorpacing, darting, weaving, laying it down. I love climbing mountains, rewarded by the burn and unspeakable beauty at the top, then descending...the closest thing I have found to flying.

I am lucky. I get to work doing something I love. I get paid to talk bikes all day. Yeah. I am the ghost in the machine.

Andy Corson

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