

GUERRILLA X GRAVITY

2019+ Trail Pistol/ Pistola V2 REVVED



GUERRILLA GRAVITY

So you want to go fast?

You've come to the right place and picked the right bike! Here at Guerrilla gravity we want to make mountain biking more awesome and your new bike is going to make you even more awesome!

This guide is designed to help you get acquainted with your new bike and guide you through short and long term maintenance requirements.

If you have any questions about your bike setup, assembly, maintenance, rear triangle kits or just want to talk bikes, hit us up!

Phone: 303-955-4163

Email: bikes@ridegg.com

Address 1495 S Acoma St, Denver, CO 80223

TRAIL PISTOL/PISTOLA V2



The Trail Pistol is the singletrack flyer. It's quick and nimble, but with enough grit to handle the chunk when things get more technical.

The Trail Pistol is Fully Revved from front to rear, rendering it 300 grams lighter and 50% stiffer vs our alloy rear triangles.

Lightweight construction paired with aggressive geometry creates an efficient pedaling platform on the way up, that will surprise you on the way down.

Wheel size: 29"

Max tire clearance: 29 x 2.40"

Front travel: 130 mm (120mm - 150mm compatible)

Rear travel: 120 mm (210x55 = 130mm)

Head tube angle: 65.9°, w/ 130 mm fork

Seat tube angle: 78.3° (effective) 74.3° (actual)

BB height: 333 mm

Chainstay length: 430 mm

SETTING SAG

What is sag?

Sag numbers are obtained by measuring the suspension travel used to statically support your weight.

How do I measure sag?

To measure sag, set the damper settings relatively soft, sit on the bike in climbing position, with the seatpost at full height and your hands on the bars. This method produces the most usable and repeatable measurements.

Lightly bounce up and down to break any seal stiction, return to the seated climbing position and push the fork and shock O-rings against the shock/fork seals. Carefully dismount and measure the distance between the o-ring and shock/fork seals to determine sag.

Coil shocks will not have o-rings to measure travel so you will need to measure the eye-to-eye distance to find sag. This is the distance between the centers of the front and rear shock bolts.

Important details to note when setting sag:

- Weigh yourself wearing your standard kit, helmet, and shoes.
- Include water weight in your pack.
- Use the buddy system. Setting sag is much faster with a friend.

Recommended sag:

- Fork: 20%
- Shock: 30%

SUSPENSION TIPS

Putting it all together:

- When adjusting air sprung suspension, cycle the suspension a few times after making a pressure adjustment to equalize the air pressure in the negative chamber.
- You may need to check sag and adjust spring rates a few times to find a front-to-rear balance that you like.
- Use the spring to support the rider and the damper to control the spring.
- Bottoming out even when sag is correct? Add volume spacers to increase the bottom-out support.

Rebound:

- Rebound damping controls how fast the suspension returns to the sag point from being compressed. In general, the fastest rebound setting that doesn't allow wallowing works best.
- Too slow of rebound will not allow the suspension to return to the sag point before the next hit and will "pack down" over repeated hits.
- Rebound damping is a function of spring stiffness, so if spring rate is increased, rebound damping will need to be proportionally increased as well.

Compression:

- Compression damping controls dive speed, or how quickly the fork/shock cycles through its travel.
- Insufficient compression damping makes the bike dive under braking and feel unstable in hard cornering.
- Excessive compression damping diminishes small bump compliance and can lead to poor ground tracking.

Advanced tuning:

- Low and high speed adjustments refer to damper shaft speeds, not ground speeds.
- Low speed compression controls body weight shifts on the fork or shock.
- High speed compression control the bike's response to big hits or square edged obstacles.
- Low speed rebound controls recovery on small hits, high speed rebound controls recovery on big hits.

MODULAR FRAME PLATFORM KITS

Seatstay kits:

V2 Gnarvana

- **Travel:** 170mm/F 160mm/R
- **Wheel size:** 29er



V2 Trail Pistol

- **Travel:** 130mm/F 120mm/R
- **Wheel Size:** 29er



MODULAR FRAME PLATFORM KITS

Rear Triangle Kit: (requires alloy swingarm)

Smash V1

- **Travel:** 150mm/F 145mm/R
- **Wheel size:** 29er



Megatrail V1

- **Travel:** 170mm/F 155-165mm/R
- **Wheel size:** 27.5

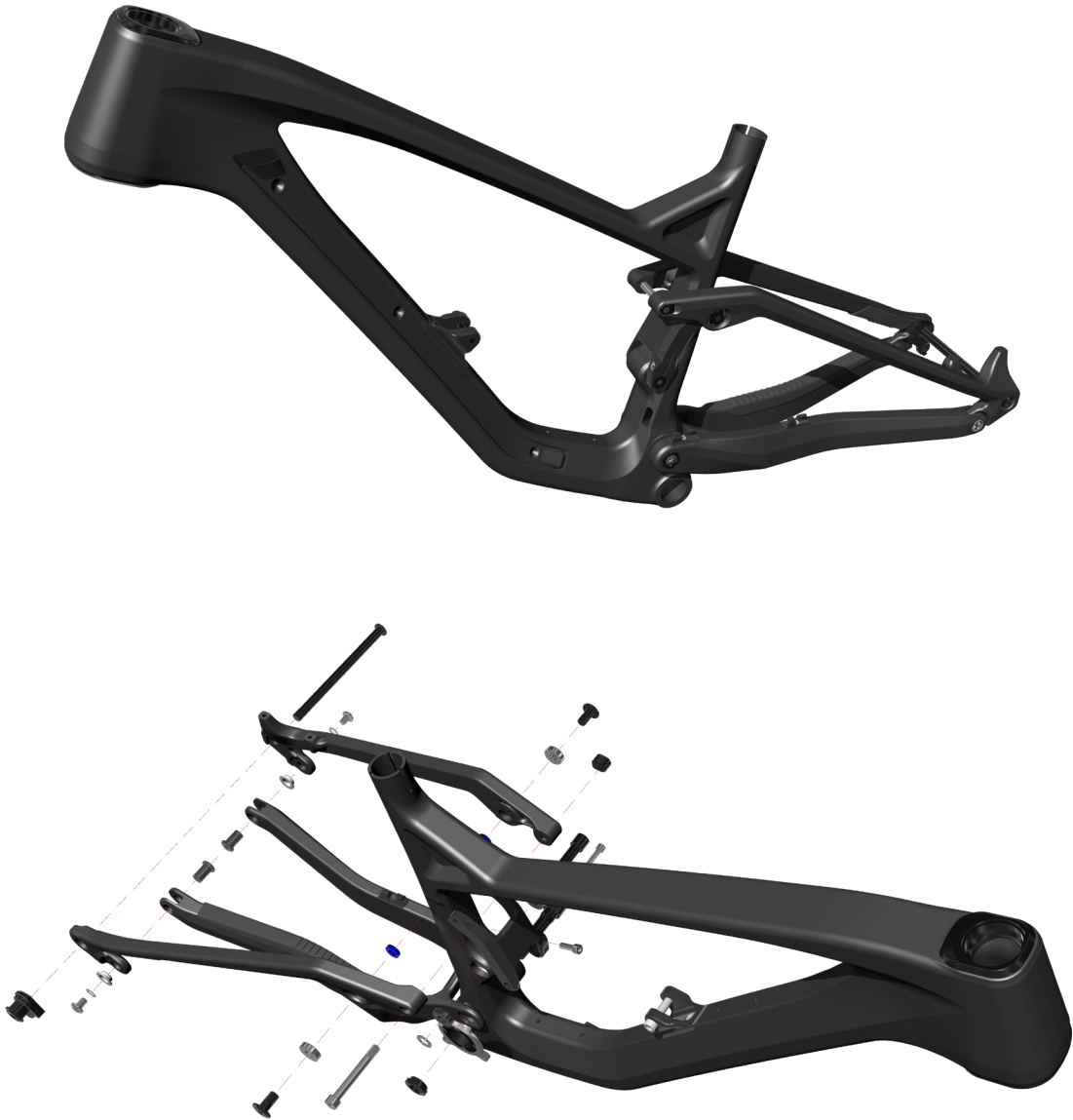


Shred Dogg V1

- **Travel:** 150mm/F 130-140mm/R
- **Wheel size:** 27.5



FULL FRAME EXPLODED VIEW



GEO-ADJUST HEADSET CUPS

1. Upper Bearing
2. Upper Cup
3. Lower Cup
4. Lower Bearing



SEATSTAY TO ROCKER VIEW

1. Upper Seatstay Pivot Bolt
2. Upper Seatstay Washer 4mm



MAIN PIVOT VIEW

1. Revved Axle Nut
2. Revved Main Pivot Axle
3. Main Pivot Wedge
4. Main Pivot Bolt



Torque Specs

Cockpit:

- **GeoAdjust Headset preload bolt:** 5-7 Nm
- **Stem bolts:** 5 Nm
- **Seatpost clamp:** 2-5 Nm

Suspension / Brakes:

- **Shock bolts:** 10 Nm
- **Derailleur hanger bolt:** 10 Nm
- **Rear axle:** 20 Nm
- **Brake bolts:** 6-9 Nm

Frame:

- **Main pivot axle:** 25 Nm
- **Main pivot wedge bolt:** 15 Nm
- **Rocker pivot axle:** 20 Nm
- **Rocker pivot pinch bolt:** 15 Nm
- **Seatstay / rocker bolt:** 10 Nm
- **Swingarm / seatstay bolt:** 10 Nm

FRAME FITTINGS

Seatpost: 30.9 mm with stealth dropper routing

Seatpost clamp: 37 mm (included with frame)

Shock hardware: 8x20 (F), 8x30 (R)

Max seatpost insertion:

- Size 2: 240 mm
- Size 3: 250 mm
- Size 4: 260 mm

Chainguide mount: ISCG05

Bottom bracket: 73 mm BSA threaded

Chainline: Compatible with 52MM

Max chainring size: 34t

Rear spacing: 12 x 148 Boost rear hub, offset 0 mm

Derailleur hanger: Sram UDH

Brake mount: 180mm standard



PARTS LIST

Frame Parts:

Seatpost: 30.9 mm with stealth dropper routing

Seatpost clamp: 37 mm (included with frame)

Rear axle: SRAM Maxle 12x148 Boost

Frame Bearings:

Main pivot: 6903 Max

Rocker pivot: 6901 Max

Seatstay to rocker: 6900

Seatstay to chainstay: IGUS Bushing

GeoAdjust Headset Parts:

Upper bearing: FSA MR122

Lower bearing: FSA MR127

Drivetrain Parts:

Bottom bracket: 73 mm BSA threaded

Derailleur hanger: SRAM UDH

RIDE CHECKLIST

Every Ride Checklist

- Check for loose bolts. This does not mean to over-tighten the bolts every ride. Check to see if any bolts have loosened, and if so, then retighten them to the torque specs provided in this manual.
- Check the brakes for proper operation.
- Check tire pressure.
- Clean and lube the chain and drivetrain.
- Make sure your headset is tight by holding the front brake and rocking the bike back and forth and feeling for play or slop at the headtube, headset bearing cup junction.
- Clean all stanchions, including the fork, shock and dropper post.

Every 10 Rides Checklist

- Check to make sure your brake pads have sufficient pad material left, replace if they are close to being worn down to the metal base.
- Make sure your tires are safe to ride on. Look for damaged casings, knobs are still in tact, and there is no dry rotting.
- Check chain wear. Bike shops have a tool to measure this, if the wear is beyond 75% of the usable range, replace it.
- Check spoke tension for both wheels. If a spoke is loose, tighten it so that it's tension is uniform with the other spokes.

Every 20 Rides Checklist

- Clean and inspect your frame.
- Check brakes, suspension and dropper seat post for smooth operation and service them if necessary.

CLEANING MAINTENANCE

Cleaning your bike:

Avoid high pressure washing, especially near any bearings or seals. The pivot bearings are designed to be shielded from water spray as much as possible, but gentle washing will produce longer bearing lives. Use a mild soap and water. It may be possible to have remnants of crushed rocks in random locations.

Be careful to avoid spraying any soapy water onto brake pads or rotors as the oils in many soaps can contaminate your braking surfaces.

Cleaning your suspension:

After each ride, wipe down your suspension and dropper post using a clean micro fiber cloth. Keeping the wiper seals and stanchions clean will maintain the best suspension performance between service intervals.

Cleaning your drivetrain:

Use a mild citrus degreaser to clean your chain and drivetrain as needed. Avoid using aggressive solvents and mineral spirits, which can degrade the finish of your frame and components.

SAFETY

- Mountain biking is an inherently dangerous sport, and it is your responsibility to keep yourself safe while riding by wearing the proper protective equipment and riding within your abilities at all times. Guerrilla Gravity is not liable for any injuries you incur while on (falling off) your bike.
- If you ride at night, use lights and reflectors.
- If your bike is less than fully assembled when you receive it, take it to a qualified mechanic. If you assemble it yourself, we assume no responsibility for improper construction leading to an equipment failure or personal injury. If you're in doubt about who is a qualified mechanic, call us and we'll help you find one in your area.
- Serial number – Each Guerrilla Gravity bike has a serial number stamped onto the head badge. This number denotes the model, date of fabrication, and manufacturing location. Make a note of this number in your records in case your bike is stolen. We recommend registering your bike with <https://bikeindex.org/>.



WARRANTY

With our Revved Carbon technology, a durable powder-coat finish, and our domestic manufacturing processes our bikes are built to last. But we know that sometimes things happen. That's why we will cover any defects in materials, craftsmanship, or manufacturing for the lifetime of your frame and GG manufactured components. The warranty does not cover any damage caused by wear and tear, neglect, riding the bike outside of its intended use, intentional destruction, or crashes. Frames painted or powder coated outside of GG's system are not eligible for the Lifetime Frame Warranty.

To submit a warranty request, please fill out the form below. You must be the original owner of the bike. You will need to provide proof of purchase and send the item back to us with a provided shipping label. If you are local, you can drop it off at the shop. Once your claim is submitted we will review it and be in touch as soon as possible.

CRASH REPLACEMENT

Our bikes are built tough, but sometimes the trail can be tougher. In the event of a crash or non-warranty situation, we will do our best to offer replacement parts at a compelling discount. The same terms as above apply to be eligible for a crash replacement. You will be responsible for shipping costs for getting the new part to you

EXTERNAL COMPONENTS

We outfit our bikes with components we have confidence in, but sometimes things malfunction. The component manufacturer is responsible for any component failures, but we are happy to help facilitate a warranty with the manufacturer. We are always looking for feedback on components, so we can ensure we're putting the best in the industry on our bikes. Feel free to share your experience with us at Bikes@RideGG.com, even if you've handled it elsewhere.

<https://ridegg.com/pages/rider-support>