



**GUAVA**



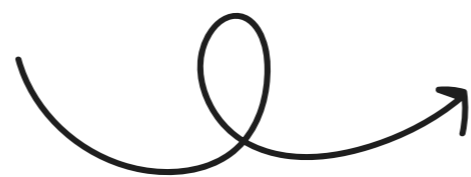


let's get lost

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# Introduction

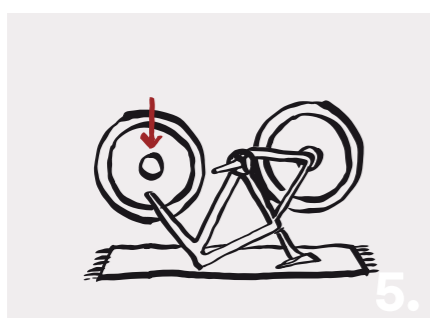
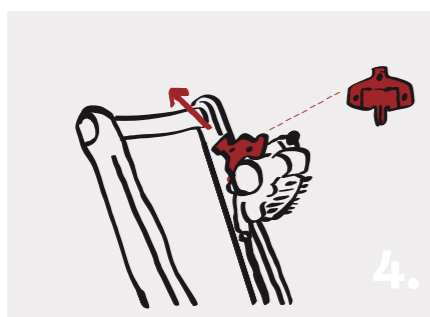
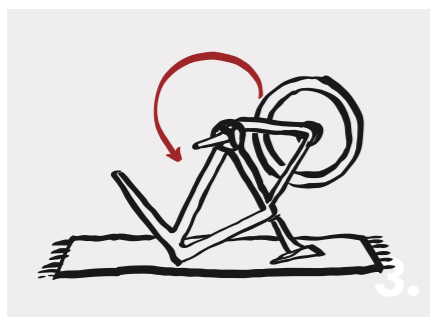
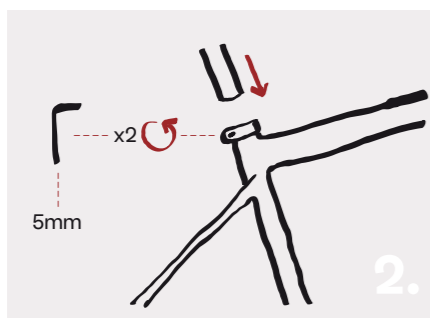
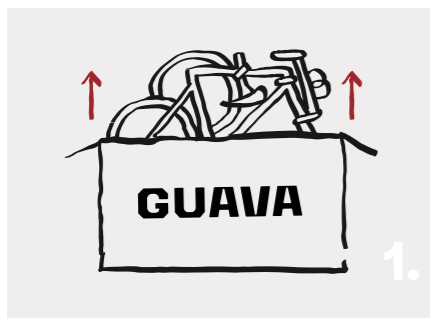


**Thank you**  
for buying  
a Guava!  
This manual  
is to get  
you riding  
ASAP.



## Unboxing:

Before packing, the bike has been fully built and tested so you just have to do a few steps before riding. In addition to this manual, an unboxing video is available [here](#) (link).



**1.**

Take the bike out of the box. You will find the front wheel and also the seat and seat post attached to the frame with zip ties. Carefully cut the zip-ties that hold the frame and wheel together, avoiding any possible damage to the tire. Do the same with the seat and seat post.

**2.**

Before inserting the seatpost, undo the seat clamp post two full turns with a 5mm Allen key. Insert the post to desired height and tighten again two full turns to achieve proper torque (5Nm). Seat tube already has carbon paste inside.

**3.**

If you have a bike stand, clamp the seatpost in the bike stand. Or simply use the floor. Lay the bike upside down, resting on the saddle and brake hoods.

**4.**

Remove the brake pad spacers that are in the front brake caliper, and also the through axle. Avoid touching the pads and/or rotors with anything grease or oil. Be careful not to press the brake lever once you have removed the spacer from the caliper.

**5.**

Front wheel: insert the wheel in the fork with the rotor on the non-drive side; aim with the rotor between the brake pads until the hub is fully engaged in the fork dropouts. Once in place, insert the through axle and tighten with a 6mm Allen key. The through axle has to slide easily, if not, re-check the position of the wheel.

**6.**

Torque front axle to 18nm.

**7.**

Turn the cranks slowly to allow the derailleurs to their correct position. The 1x crankset has a narrow-wide chain ring, narrow chain links engage with the narrow teeth and the wide links with the wide teeth, both on the chainring and the pulleys. Otherwise, you'll hear and feel the chain grinding while pedaling.

**8.**

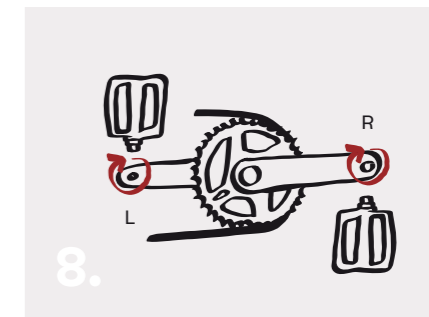
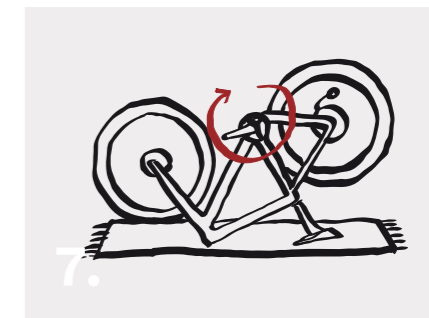
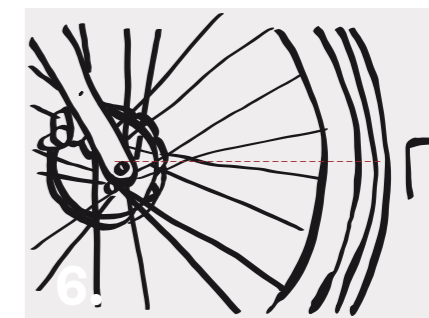
Flip the bike back to normal to install the pedals. Threads are already greased. Please remember that there is a left and a right specific pedal and both tighten to the front of the bike. This means the right pedal has a right-hand thread and the left pedal has a left-hand thread (or, reverse-threaded). Always start threading by hand to avoid damaging the threads on the cranks, both pedals have to thread very easily, if not you may be using the other side pedal. Be careful not to over-tighten the pedals.

**9.**

Pump up the tires and you will be almost ready to ride! Always stay between the recommended pressure range by the tire manufacturer. If you have doubts about tire pressure, you can check our video [here](#).

**10.**

Do a quick check on brakes and shifter to confirm all is working properly before going on an actual ride and now you are ready to roll!



All Guava frames are covered by a 5-year warranty against any manufacturing defect. The warranty is valid only for the original purchaser, from the date of delivery. In the case of a warranty, contact us through our website so we can assess it, find a solution and get you back riding ASAP.

Remember that normal wear such as scratches from the use is not covered by any warranty. Any damage coming from a crash or accident is also not covered by our warranty policy, we have a Crash Replacement Program for those cases.

For all other Guava products, we provide a 3-year legal warranty from the date of delivery. To file a warranty, claim please access our [link here](#)

(<https://guavabikes.com/pages/contact>).

# Warranty.



# Maintenance

There are few things you can do at home before and after every ride to have better quality rides between services. Maintenance is necessary to keep the bike running smoothly, a poorly maintained bike might not be eligible for a warranty issue due to misuse.



## Drivetrain:

The main thing is keeping moving parts clean and lubricated, most of all the drivetrain. Using a good lube will improve how much dirt the drivetrain catches, but application is also important. The only part of the drivetrain that has to be lubricated is the chain - this means no lube on pulleys, cassette or chainring, that will only collect more dirt and affect performance. Every lube will have its own instructions, but as a general rule, clean the chain and apply the lube on the inside of the chain. Turn the cranks several times to run the chain and then clean any excess lube with a rag.

To keep the drivetrain clean, we recommend specific bike degreasers that won't damage the paint. Be very careful with discs and try to avoid contamination with oil or grease, the best practice is to cover them, either with a rag or a specific disc cover. If brake pads have any oil or grease on them, their performance will be greatly diminished and will need a replace.

The chain won't normally need lubrication after every ride. If the chain makes any grinding or squeaking noise, then it might need lubrication. But if the chain is silent and running smoothly, probably it doesn't need more lube just yet.

## Tires:

They are our only contact point to the ground so it's critical they are in the best condition possible. If you detect any cracks on the rubber or deviation of the tire while spinning, they need to be replaced.

We cannot stress this enough, keep track of your pressure every ride! This can sound like a big job at the beginning, but after little time you will even be able to adapt tire pressure depending on the terrain you are riding that day and this makes a huge difference in ride control, comfort and overall quality. This is specifically important on a gravel bike as the terrain can vary a lot from one ride to another.

Always keep tire pressure between manufacturers recommendations to avoid damaging the rim with too low pressure or the tire exploding with too much pressure. The other main points you need to take into account to decide your tire pressure:

- Tire and rim width. The wider, the lower you can go without risking a puncture or snake-bite.
- Tire casing. Thicker casing also allows you to run lower pressure.
- Tube or tubeless. Tube requires more pressure to avoid punctures, while with tubeless you can run lower pressures always carefully to avoid unsitting the tire.

Too high pressure can lead to reduced traction off-road, especially in descents and loose conditions, while too low tire pressure can result more easily in a puncture. For more information regarding tire pressure, refer to our [website](#).

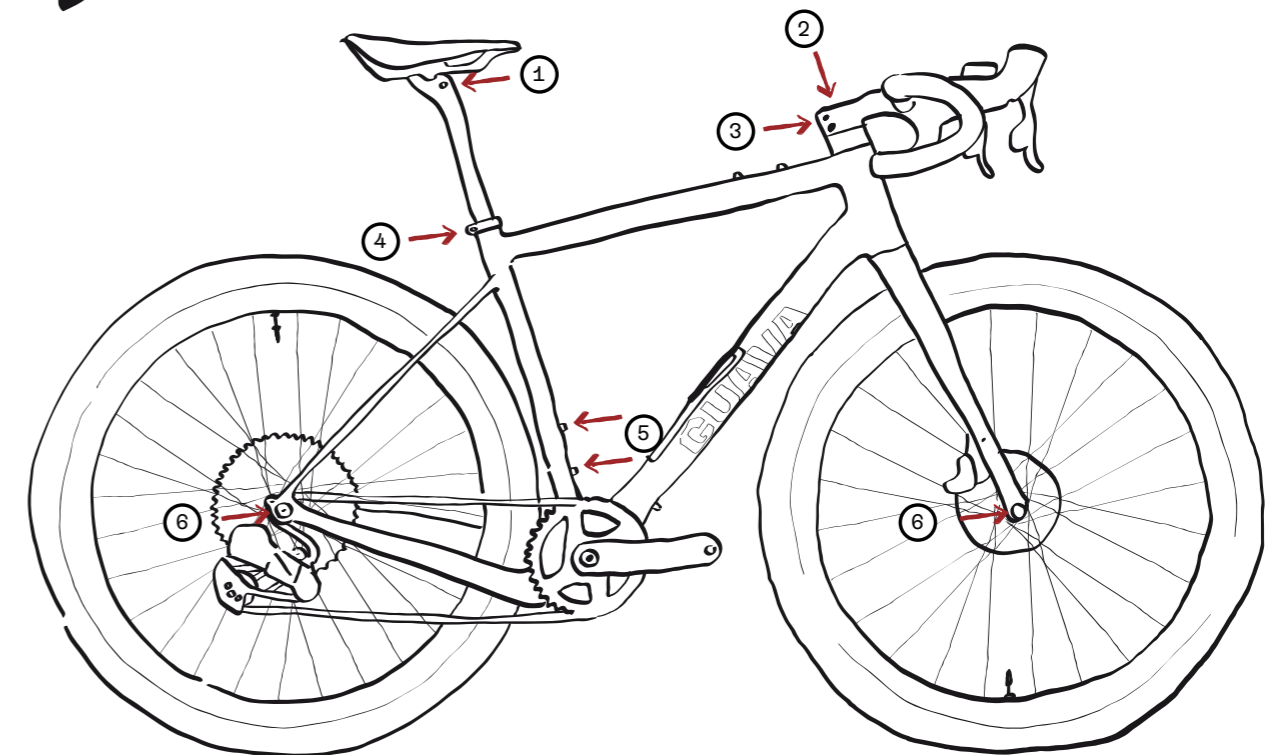
## Bolts:

Regularly check that bolts are tightened. These are the bolts and its recommended [torque](#).

## Wheels:

Check before the ride that the wheels spin smoothly and don't show any lateral deviation that makes them rub on the frame or fork. Make sure all the spokes are in place and not loose.

# GUAVA BOLTS



1. Seat rails clamp.
2. Topcap.
3. Stem.
4. Seat post clamp.
5. Water bottle bolts.
6. Thru axles.

## Headset:

Look for play on the headset before riding. Grab the front brake, with one hand on the frame and rock the bike back and forth. There shouldn't be any noticeable play; adjust the headset if it needs it. You can find how to in here ([link coming soon](#)).

Also check it turns smoothly and the handlebar can turn freely to both sides.

## Brakes:

Before every ride, check the brakes are working properly and allowing you to stop. Rotors have to be straight and not rubbing on the pads and securely tightened on the hubs.

## Frame:

Inspect your frame and fork looking for cracks or any other damage. In case you find something or if you have doubts, don't hesitate to get in touch with us.

# 04 Warnings.

## Headset spacers:

Due to the use of a carbon steerer tube and headset expander, it is not possible to use spacers above the stem as the insertion of the expander would not be too short, putting the steerer tube under greater stresses than intended.

## How to change stem height?:

All bikes come standard with the fork steerer tube cut and assembled with 10mm of spacers. This system allows you to adjust 5mm higher or lower. To change the spacers, you need to first loosen the two stem bolts and loosen or remove the top cap so that you can raise the stem. The spacers can be removed or added without removing the stem - they enclose the fork steerer tube with a clamshell opening. Either add the 5mm spacer or replace the 10mm with the shorter 5mm spacer. DO NOT remove all the spacers - you must keep at least one spacer under the stem. For any other height adjustment higher or lower than these instructions, you need to take your bike to a certified bicycle mechanic.

Once you have added or removed one spacer, you can then tighten the stem cap to compress the head tube. Make sure the fork steerer tube is lower than and does not contact the top cap. Tighten the top cap bolt until there is no "play" in the headset - press the front brake and rock the bike back and forth to check there is no play on the headset. The top cap should also not be too tight - the stem should turn easily without much resistance. Now tighten the stem bolts to 6Nm. Do one last check for ease of turning and lack of play in the headset to make sure the headset is properly installed.

## Seatpost insertion:

To avoid damage to the bike and rider, never run the seatpost over the minimum insertion mark. It will lead to damages not covered by any warranty.

## Tires width:

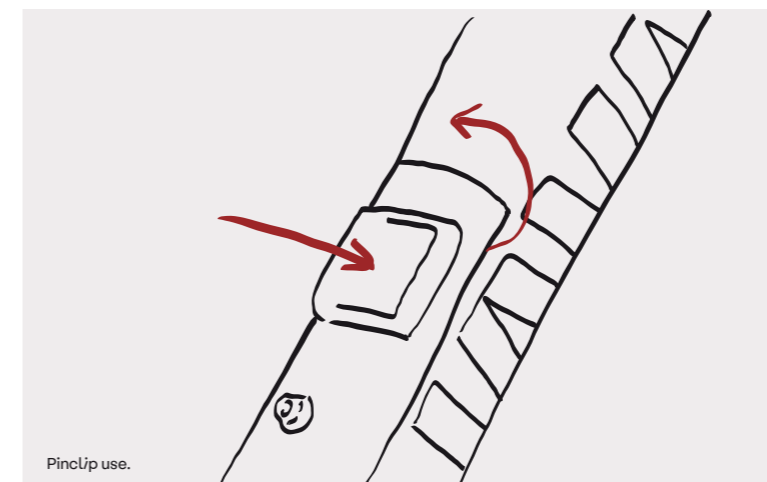
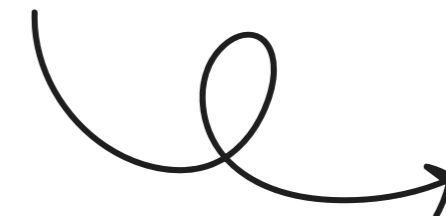
Maximum width of the tires can be found on the specs part of this manual, but tire manufacturers not always use the same system to measure and rim internal width can also affect the size of the tire so always check you have 6mm of clearance between the tire and any other part as frame or fork in every direction...

## Pinclip use:

To access the in-frame storage system, you need to lift the cover under the downtube water bottle. Fidlock's Pinclip magnetic latch is actuated by the side tab, but to prevent inadvertent opening, light pressure should be applied to the center of the Pinclip and then pull the tab. The system should actuate easily, if pulling the tab does not open it, release the tab, apply light pressure to the center of the latch, and pull the tab again. It may require some practice, it is highly recommended to test the operation at home, without being in a stressful situation.

<b>Max. Tire size</b>	700x45c/650bx52
<b>Front hub</b>	12x100mm through axle
<b>Front axle</b>	12x118x1.5P - thread length 8mm
<b>Rear hub</b>	12x142mm through axle
<b>Rear axle</b>	12x168x1.5P - thread length 16mm
<b>Shifting</b>	SRAM AXS Wireless 1x
<b>Cable routing</b>	Full internal
<b>Brakes</b>	Flat mount hydraulic disc. Min. 140mm. Max. 160mm
<b>Seat post</b>	27.2mm
<b>Seat tube diameter</b>	31.8mm
<b>Headset</b>	IS52 28.6 - IS52 40
<b>BB</b>	BSA 68mm
<b>Fork offset</b>	48mm
<b>Water bottle mounts</b>	3, plus top tube feed bag mount
<b>Fender mounts</b>	front and rear
<b>Available sizes</b>	S, M, L, XL

# Bike 5 specifications



Pinclip use.

# Geometry.

	S (490)	M (515)	L (540)	XL (560)
Seat tube (c-t)	470	495	520	540
Effective top tube	536	552	568	585
Head tube	130	150	170	190
Chainstay length	430	430	430	430
Front-center	599	610	617	634
Wheelbase	1019	1030	1037	1054
HT Angle	70.5	70.5	71.5	71.5
ST Angle	73.5	73	73	73
Stack	560	579	602	621
Reach	370	375	384	395
Seat post	27.2	27.2	27.2	27.2
Tire clearance	45	45	45	45
BB drop	70	70	70	70
Fork rake	48	48	48	48
Fork height (a-c)	406	406	406	406

All dimensions are in mm and degrees if not stated different.

	S	M	L	XL
Height (cm)	156-164	165-175	176-185	186-197
Inseam (cm)	72-76	77-82	83-88	89-94



Stem	6Nm
Top cap	4-5Nm
Brake calipers	8-10Nm
Shifters	3-4Nm
Thru axles	18Nm
Seat post clamp	6Nm
Seat rails clamp	10Nm
Rear derailleur	8Nm
Cassette	40Nm
Pedals	16-20Nm

# Torque settings.

Please, always use a calibrated torque wrench to avoid any possible problems.



# Intended use of the bike



## High-Performance Road

### CONDIT/ON 1

This is a set of conditions for the operation of a bicycle/component on a regular paved surface where the tires are intended to maintain ground contact.

### MAXIMUM WEIGHT LIMIT

RIDER	LUGGAGE*	TOTAL
kg 100	kg 4.5	kg 104.5



## General Purpose Riding

### CONDIT/ON 2


This is a set of conditions for the operation of a bicycle/component that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Drops are intended to be limited to 15 cm (6 in.) or less.

### MAXIMUM WEIGHT LIMIT

RIDER	LUGGAGE	TOTAL
kg 100	kg 14	kg 114

# GUAVA

IT IS NOT  
THE DESTINATION  
BUT THE PATH



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