

# Grassroots Frame Builders

# GUERRILLA GRAVITY

**IF YOU'RE SICK OF CORPORATIONS** SITTING UP IN THEIR CORPORATE OFFICES BEING ALL CORPORATE, THE GUYS AT GUERRILLA GRAVITY IN DENVER HAVE A BIKE OPTION FOR YOU. DESIGNED, HAND-BUILT AND TESTED IN COLORADO, GG GIVES YOU A MANUFACTURER-DIRECT, GRASS-ROOTS OPTION IF YOU JUST CAN'T STAND THE IDEA OF A GLOBALIZED ECONOMY WHERE MONEY CROSSES BORDERS WITH THE LOYALTY OF A WALMART LABOR UNION NEGOTIATOR. GUERRILLA GRAVITY WILL ALSO PROVIDE ADDITIONAL BENEFITS LIKE CONTINUED ONE-ON-ONE CUSTOMER SERVICE, THE GG RIDER PROGRAM, OR THE FULL GG RACER PROGRAM. IF MODERN-DAY GUERRILLA WARFARE HAS LESS TO DO WITH GUNS AND FIGHTING IN FOX HOLES, AND MORE TO DO WITH HOW YOU SPEND YOUR DOLLARS, THEN GG'S COMPANY PHILOSOPHY IS ABOUT BUILDING A COMMUNITY AND STICKIN' IT TO THE MAN! THINK OF IT AS ANARCHY ON A DH BIKE.

#### TheTech

The advantage of the straight single-pivot design is its simplicity. According

to GG's DH frame description: "...[our] engineering philosophy is to meet the design requirements while removing all

unnecessary complications, which tends to produce reliable, low maintenance, cost effective and lightweight designs. A part that doesn't exist doesn't weigh anything, doesn't cost anything and never breaks."

To keep the weight down, GG uses two bearings for the main pivot along with an oversized axle, which is secured in the swingarm via two pinch bolts. Since this simple design also increases abuse from side loading and pressure washing, GG uses enduro's dual-lip sealed ABEC-3 bearings for increased durability. Because the frame is more open, shock adjusters are easily accessed, and dirt can flow freely from the frame when washed.

Simple adjustments at the swingarm's shock mount and the rear axle allow riders to tweak the bike for their riding style or given terrain. The shock mounts to the swingarm through an eccentric washer chip, which can be mounted in one of two directions. The slacker/lower setting yields a 63.5-degree head angle and a 13.6-inch bottom bracket. Flip the washer chip, and the bike sits at a 64.2-degree head angle with a 14.1-inch bottom bracket. A similar eccentric chip system is used for the rear axle, allowing riders to choose a tighter chainstay at 17 inches with less tire clearance, or increase their tire



## SPECIFICATIONS

### CHASSIS

FRAME: 7005 ALUMINUM  
 FORK: Manitou Doss do Pro  
 SHOCK: Can e Creek Double Barrel Coil  
**COCKPIT**  
 BRAKES: Shimano Zee; 203mm f.  
 180mm r.  
 HANDLEBAR: Race Face Atlas

HEADSET: Cane Creek 40 Series  
 SADDLE: SDG I-Fly  
 SEATPOST: SDG I-Beam  
 SHIFTER: Shimano Zee 10 speed  
 STEM: Race Face Atlas  
 Pedals: None

### WHEELS

WHEELSET: Sun Ringle ADD Expert  
 TIRES: Schwalbe Muddy Mary 2.35

### DRIVETRAIN

BOTTOM BRACKET: Race Face  
 CRANKSET: RaceFace Atlas-36T  
 DERAILLEUR: Shimano ZEE  
 Shadow Plus  
 CASSETTE: Shimano 105 11-28  
 CHAIN: KMC X10.93  
 CHAINGUIDE: MRP G2 Steel

clearance and stabilize their chainstay at 17.5 inches.

#### The Ride

For an American-made frame at this price point, the build kit that came on our test bike is dialed. With a collection of Race Face controls, Shimano Zee drivetrain and brakes, Sun/Ringle wheels, and top-tier suspension, the build leaves little to be desired. We've really been enjoying the Manitou Dorado, and it balanced well with the rear end of the GG DH frame. The Cane Creek Double Barrel allows riders to fine-tune their preferences in the rear, but it works well even with their baseline settings. We dialed up the compression settings on both the high- and low-speed circuits, adding a full turn of high-speed compression, along with two clicks of low-speed compression. We found this increase



in damping force held the shock up in its travel under larger impacts, causing less buck from the chassis. Without that adjustment, the shock would use its travel quickly, putting undue strain on the wheels and chassis, which would then rebound harshly when snapping back into place. Tuning some progression into the shock helped alleviate those impacts.

We also ran the bike in its lower/slacker setting, with a tighter wheelbase. We found this to be a very capable set up for our test track, which has plenty of steep sections with imbedded rocks, and high-speed straights with square-edge hits. For muddier tracks, we would most likely opt for the longer wheelbase, not for stability, but for tire clearance.

#### Overall

These guys are all about community, and it's written all over their company

literature, from their website to their owner's manual to their frame graphics. They want to keep the money local, and they want to use their company as a springboard to promote riding and racing in the U.S. For an American-made frame at this price point, the GG DH is a very capable bike. While it isn't the most technologically advanced frame you can buy, there is no shortage of passion and character from the company who is using downhill to create a better world. [id](#)

**Frame Price:** \$1,825—frame only,  
\$1,995—w/Fox Van RC, \$2,225—w/CCDB;  
**Tested Complete Bike:** \$4,995;  
**Contact:** [ridegg.com](http://ridegg.com)