GENERAL MOUNTING INSTRUCTIONS FOR EXTRUDED MUDGUARDS

1. The mudguard is to be mounted with a uniform clearance of 1.0-approx.1.5 cm from the tyres. The minimum clearance of 1.0 cm is not to be fallen short of under any circumstances (risk of accident!).
2. A safety system (ASR, SECU-CLIP, ESC, etc.) is to be mounted on the mudguard for the front wheel. A dispensation with a safety system can result in a coiling of the mudguard profile, resulting in the wheel blocking (risk of accident!).
3. The mudguard is to be mounted entirely free from pretension (the radius is not to be altered by the mounting).
4. The opening angle of the stays when using V-stays and the use of the SECU-CLIP is neither to be tightened nor expanded during the mounting. A changing of the opening angle can result in a malfunctioning or breaking of the SECU-CLIP (risk of accident!).
5. All of the mudguards supplied by SKS are only to be mounted using original SKS accessories (the exception being standardised parts). The mounting of third party components, e.g. stays, spoilers, sliding bridges, etc. from other manufacturers results in the SKS warranty and liability being rendered invalid. The mounting of third party components can result in malfunctioning (risk of accident!).
6. When using fixed bridges and P-SPBs (stay profile attachments), profile end caps are to be used in order to cover sharp-edged stay ends, these being of a design that provides protection against them unintentionally falling off (risk of accident!). We additionally recommend the use of edge protectors and spoilers at the ends of profiles.
7. In the event of circulating stays being used, we recommend that in order to obtain the highest possible degree of rigidity of our mudguards, the stays should be positioned as vertically as possible from the mudguard profile. Flat angles between the mudguard and the stay can result in high oscillations occurring in the mudguard. This can result in the profile breaking (risk of accident!).
8. Among other aspects, the DIN EN ISO 4210-3 also described the testing procedure for mudguards. The result of this test is influenced by diverse factors such as the tyre tread, the tyre pressure and the clearance between the mudguard and the tyre. SKS is unable to influence these factors so that it is also unable to provide a warranty for the adherence to this norm. SKS therefore recommends that in order to ensure a mounting of our mudguards as safely as possible, a test that is conform with DIN EN ISO 4210-3 should be carried out after the bicycle has been fully assembled. The bicycle manufacturer is responsible for the conducting of this test.
9. Front mudguard: in order to meet the requirement of 4.2.1.2 (stage 2: test procedure - radial load) of DIN EN ISO 4210-3, SKS recommends a positioning of the lowest stay between 25-65 mm (measured without a spoiler/edge protector) from the end of the mudguard. Should the trailing be longer than 65 mm, there is a risk that the front wheel could block (risk of accident!).
10. The leading measure at the front mudguard (clearance in the radian measure from the angle to the end of the front mudguard) is not to exceed 195 mm. As a longer lead can result in the profile breaking, a special test is to be carried out should there be a deviation (risk of accident!).
11. The trailing measure with rear mudguards (clearance in the radian measure from the last mounting point (e.g. the shank or the luggage rack fixture) to the rear end of the mudguard), is not to be longer than 150 mm, excluding mounted parts such as a spoiler, etc. As a longer lead can result in the profile breaking, a special test is to be carried out should there be a deviation (risk of accident!).
12. Rear mudguard: SKS recommends four fixing points for an optimal supporting of the mudguard profile.
13. Existing norms, guidelines and legislation are to be adhered to (risk of accident!).
14. Basically, suitable or stipulated work safety precautions are to be taken in keeping with valid legal practice. Personal protective equipment is to be worn.
GENERAL MOUNTING INSTRUCTIONS FOR EXTRUDED MUDGUARDS

15. The following production tolerances are to be adhered to, should nothing to the contrary be agreed to:
   width: +2/-1 mm; radius: +/-5mm;
   length: +/-5mm; hole tolerance: +/-5mm

To 9): Schematic diagram of the front mudguard:

5 The lowest stay is to be mounted 25-65mm from the end of the mudguard (measured without the spoiler/edge protector)

Schematic diagram showing the optimal fixing points on the rear mudguards:

1 Bottom bracket
2 Seat stay
3 Luggage rack or stay
4 Stay