

SKS Chromoplastics Mudguard Fitting Guide – swim.bike.run.blog

1) Checking the parts list

This is pretty difficult as there is no part list, and they come supplied with a number of alternative fittings for different methods of attachment.

At the least there should be:

- a) Front and rear guard
- b) 2 x front V-stays (these have the black clip on)
- c) 2 x rear V-stays (these end in a loop)
- d) 8 x black plastic end caps for the stays
- e) 8 x small bolt with a hole in for the stay to fit through
- f) 8 x nut to fit those bolts
- g) Sliding bracket for the rear mudguard
- h) 2 x Allen bolts to attached the front stays to the frame. These are slightly longer than the back ones in order to go through the plastic 'SECU-clip'. If the frame is threaded then you won't need a nut on the end, otherwise you'll need nuts to fit these bolts.
- i) 2 x Allen bolts for the rear stays, with nuts if required.
- j) Method of attachment for rear mudguard to chainstay bridge. In my case, this was a medium bolt with washer, as the frame was threaded, but SKS also include a plate to go around the bridge if there is no hole in the frame.

2) Required tools

- a) Allen key and spanner to fit the provided bolts
- b) Allen key/spanner to fit/remove your brake calipers from the bridges
- c) Hacksaw to cut the stays to the correct length.

3) Fitting the front mudguard

- a) Clip in the 4 black plastic caps into the fixed bridges on the mudguard.
- b) Remove the front wheel and front brake calipers.
- c) Attach front mudguard via the bracket using the front brake bolt and the re-attach the brakes. The bracket is designed to go at the rear of the fork, but the recessed nut for my brakes was too big to fit through the mudguard bracket, so I mounted it on the brake side.
- d) Replace the front wheel.
- e) Hold the V-stays against where they attach and measure if they need trimming. Mark with a felt tip and then trim the excess with a hacksaw. Do this for both sides.
- f) Thread the bolts with a hole in on to the stays, push the bolt through the hole in the mudguard bracket whilst pushing the stay into the black end cap. Do this for both ends of the stay.
- g) Bolt the stay on to the frame.
- h) Adjust the clearance of the mudguard against the wheel, then tighten the nuts to clamp the stay at the correct height.
- i) Repeat F, G & H on the other side.

4) Fitting the rear mudguard

- a) Remove the rear wheel and rear brake.
- b) Fit the sliding bracket to the rear brake bolt and replace the brakes. As in 3.C, the bracket is designed for the opposite side to the brake caliper, but might not fit if you have a recessed nut on your brakes. I mounted mine on the brake side.
- c) Slide the mudguard through the bracket and down to the chainstay bridge. My frame has a drilled, threaded hole here, so I just used a medium length bolt and washer. Otherwise, a nut and bolt or the provided plate could be used.
- d) Re-attach the rear wheel.
- e) Follow steps 3.E-I, to trim the stays and attach them to the frame and mudguard.