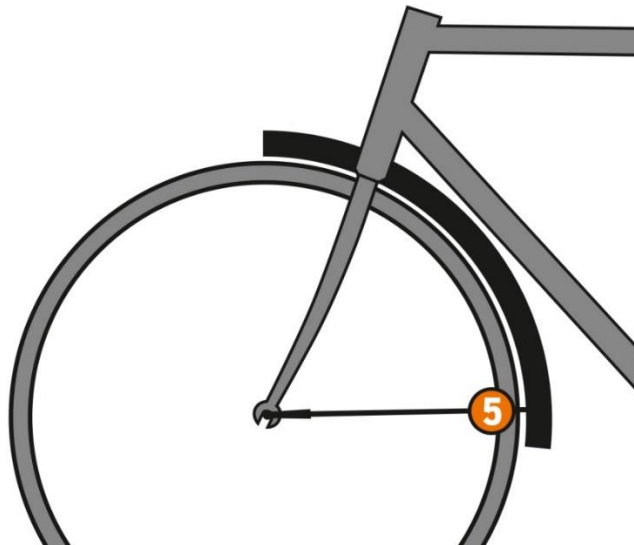


1. The front mudguard needs to be mounted with a constant clearance of 15mm or more from the tire. A clearance under 15mm has to be avoided under any circumstances (risk of accident!).
2. It is compulsory to use a security system on front mudguard's stays, ie. SKS items ASR, SECU-CLIP or ESC. Exception: EDGE AL. Lacking of a security system may result in the mudguard blocking the front wheel while riding the bike (risk of accident!).
3. The mudguards has to be assembled without stretching or bending them, alterations of the profile radius are to be strictly avoided.
4. The shape of the V-stays used on front mudguards has not to be altered, especially the angle between the V-stay's arms. A change of said angle may result in malfunctioning or breaking the SECU-CLIP (risk of accident!).
5. All mudguards supplied by SKS have to be mounted with original SKS accessories (except standard parts). Not following this direction may result in voiding the warranty. SKS won't be liable in case of accidents occurred while riding the bike (risk of accident!).
6. Mudguards equipped with fixed bridges or P-SPB stays assembling systems are supplied with stay end-caps, designed to permanently stay in place and cover the stays' sharp ends. When stay end-caps are not installed the user may incur in skin cuts or other accidents, in which case SKS takes no responsibility. Using edge protectors and spoilers further increases the mudguards safety against personal cuts or injuries.
7. When using plastic mudguards with a width $\geq 65\text{mm}$ and/ or R-Profiles' stay attachments over P-SPB or Zeta 3 have to be avoided.
8. When the mudguards are assembled by using U-stays, SKS recommends the front stays are assembled at the bottom of the fork. A different position may reduce the mudguard's stability while riding and also may cause a malfunction at ESC. In extreme cases this may result in the mudguard breaking (risk of accident!).
9. The DIN EN ISO 4210-3 standard describes the testing procedure on the mudguard itself. Passing this test or not is connected to diverse factors such as the tire tread, the tire pressure, the clearance between the mudguard and the tire, the stays positioning on the fork and the stays positioning on the mudguard itself. SKS has no influence or control on these factors, so that SKS is also unable to provide a warranty for the adherence to this standard. A bike conformity to said standard can only be assessed by carrying out a test according to the standard. The bicycle manufacturer or importer is responsible for performing such tests.
10. 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 w/o 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!).
11. The length of the front mudguard measured from the front bracket (fork assembling) to the front mudguard's edge should not exceed 195 mm. Exceeding the recommended length may result in a mudguard breaking, thus when not following the recommendation a special test has to be carried out to check the bike safety (risk of accident!).
12. The length of the rear mudguard measured from the most rear point where the mudguard is assembled on the bike (i.e. the stays' assembling on the mudguard or the rack fixation) to the mudguard's edge has not to exceed 150 mm. Exceeding the recommended length may result in a mudguard breaking, thus when not following the recommendation a special test has to be carried out to check the bike safety (risk of accident!).
13. Rear mudguard: SKS recommends 4 fastening points for an optimal support of plastic mudguard profiles. With aluminum mudguards according to the SKS standard specification, three fastening points are sufficient. Four attachment points are required for longer aluminum mudguards.

14. Existing standards, guidelines and legislations need to be followed (risk of accident!).
15. Generally, suitable or stipulated work safety precautions are to be taken to keep valid legal practice. Personal protective equipment has to be worn.
16. SKS standard tolerances on extruded mudguards are: profile width: $+2/-1$ mm, radius: $+/-5$ mm, length: $+/-5$ mm, holes position $+/-5$ mm.

For 10): Schematic diagram of the front mudguard:

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



For 13): Schematic diagram of the rear mudguard:

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

