

Rob's Briefings : Bicycle Renovation & Refurbishment



A series of easy-to-understand guides to help enthusiasts repair or rebuild bicycles

Keeping dry (-ish)

- mudguards and tight clearances

A solution using a pair of standard fitting mudguards (you'll need to assess the width that works best for your frame/tyres)

Front mudguard

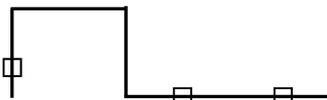
Cut the plastic section immediately in front of (flush with) the riveted on clip and throw away the short bit; file the lower part of the hole in the clip so it stretches down to the riveted part (i.e. it becomes a slot) - fit the guard to the brake bolt as high as you can (the "front edge" of the plastic will be on the back of the fork crown) - depending on the fork crown/headset you may need to bend the top of the clip back to avoid fouling the lower headset cup.

Rear mudguard

Position the guard to fit and mark where it would meet the front (seat tube) side of the brake bridge; cut the mudguard; drill and rivet the clip to the short bit of mudguard to fit the brake bolt - file the hole as for the front clip. This section of the mudguard will then fit in the "quadrant" between the bridge behind the BB and the rear brake bridge.

Source a piece of steel strip about 6" long and about 5/8" wide drill a hole at one end the same size as the brake bolt - then bend the strip to the shape of profile in the drawing (the length of the "loop" will be dictated by the size of the brake - err on the generous side for clearance and safety)

Drill the long part to take pop rivets. The steel strip then bolts to the seat tube side of the brake bridge bolt, the "loop" goes up and over the bridge/brake and the long part is then parallel to the tyre .. position the remaining bit of mudguard and mark the holes - drill the holes and pop-rivet (or short bolts with aero nuts) with the strip inside the mudguard.



Indicative profile of the steel strip - the squares indicate holes for the brake bolt and pop-rivets.

The stainless steel strip I used is from the window stay on an old window casement - do not be tempted to use an alloy strip - my prototype failed at the bends!

... in both cases fit mudguard stays as normal - always using the safety "break-away" clips on the front forks. You have a rear mudguard that's in two pieces with a stepped bridging piece and a small gap - about the depth of the brake calliper and, say, an inch or so clearance.

* Salmon has a range of minimal clearance options - but they are VERY expensive and most are just a very narrow flat strip above the centre of the tyre and not very effective.

If you have any ideas or tips that you would like to share then e-mail : cyclebriefings@beewee.org.uk

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