



Full Coverage Fender Fit Guide



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This guide is meant to help you determine if our full coverage fenders will fit your bike and as a supplemental installation guide. If you are installing PDW fenders on your bike please refer to the detailed instructions that came with your fenders.

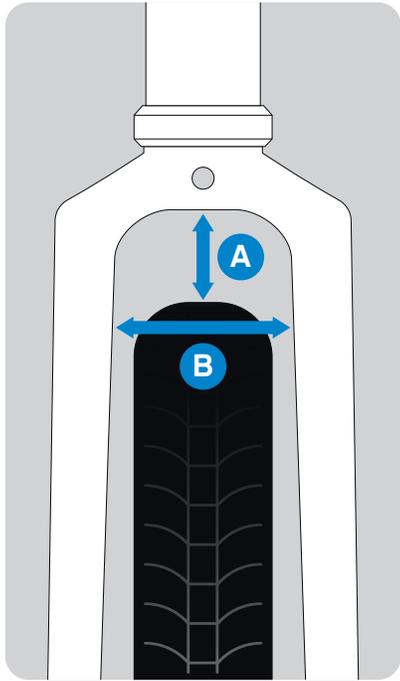
## **Preface**

Thank you so much for your interest in Portland Design Works full coverage fenders. We work incredibly hard to continually improve the design and fit of our fenders, ensuring they are always the best on the market. This guide answers common (and not so common) questions about proper fit and installation. While we have tried to be as thorough as possible there is no substitute for the accumulated knowledge of the mechanics at your local bike shop. If you feel like you're in over your head then get thee to your local bike shop and have a professional install your fenders.

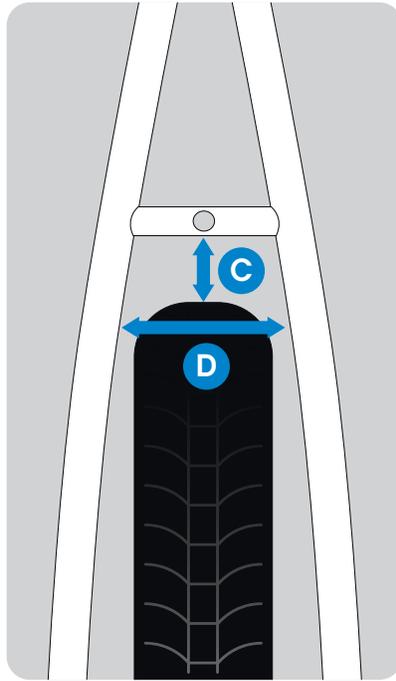
## **Some General Rules Before We Get Specific:**

- In general, you want your fenders to be at least 10mm wider than the widest tire you're going to ride. This is not a hard and fast rule, especially for road bikes which are going to have much tighter fender tolerances. Aesthetics are a big factor here but so is a good/safe fit. The closer the tire width comes to matching the fender width, the more likely you will have rubbing. Will your 700x38 tires work with our 700x45mm fenders? Yes, this will probably be just fine. What about your 700x42mm tires? Now we are getting close to that 45mm fender width and adequate space between your tire and the fender is in question. If the fender is tightly positioned near the wheel you have very little lateral wiggle room. A minor and hardly noticeable wobble in a tire or a slightly out of true rim will be quickly noticeable as rubbing on your fender.
- Disc brakes are almost never a problem. We can work around them (more on this later.)
- 700c tires are larger diameter than 650b tires which are larger diameter than 26" tires. 650b fenders will not work with 700c wheels. 650b and 700c fenders will work with 26" wheels but may not follow the wheel diameter closely (so they'll function but look odd.) 700c fenders will work with 650b wheels but may not follow the wheel diameter closely.

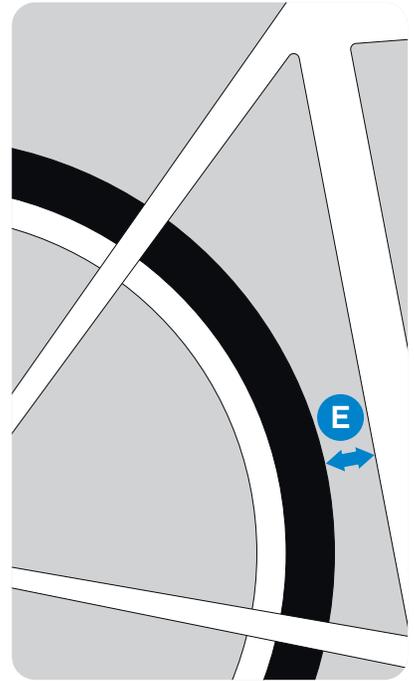
# Minimum Clearances



Fork Clearances



Brake Bridge & Seat Stay Clearances



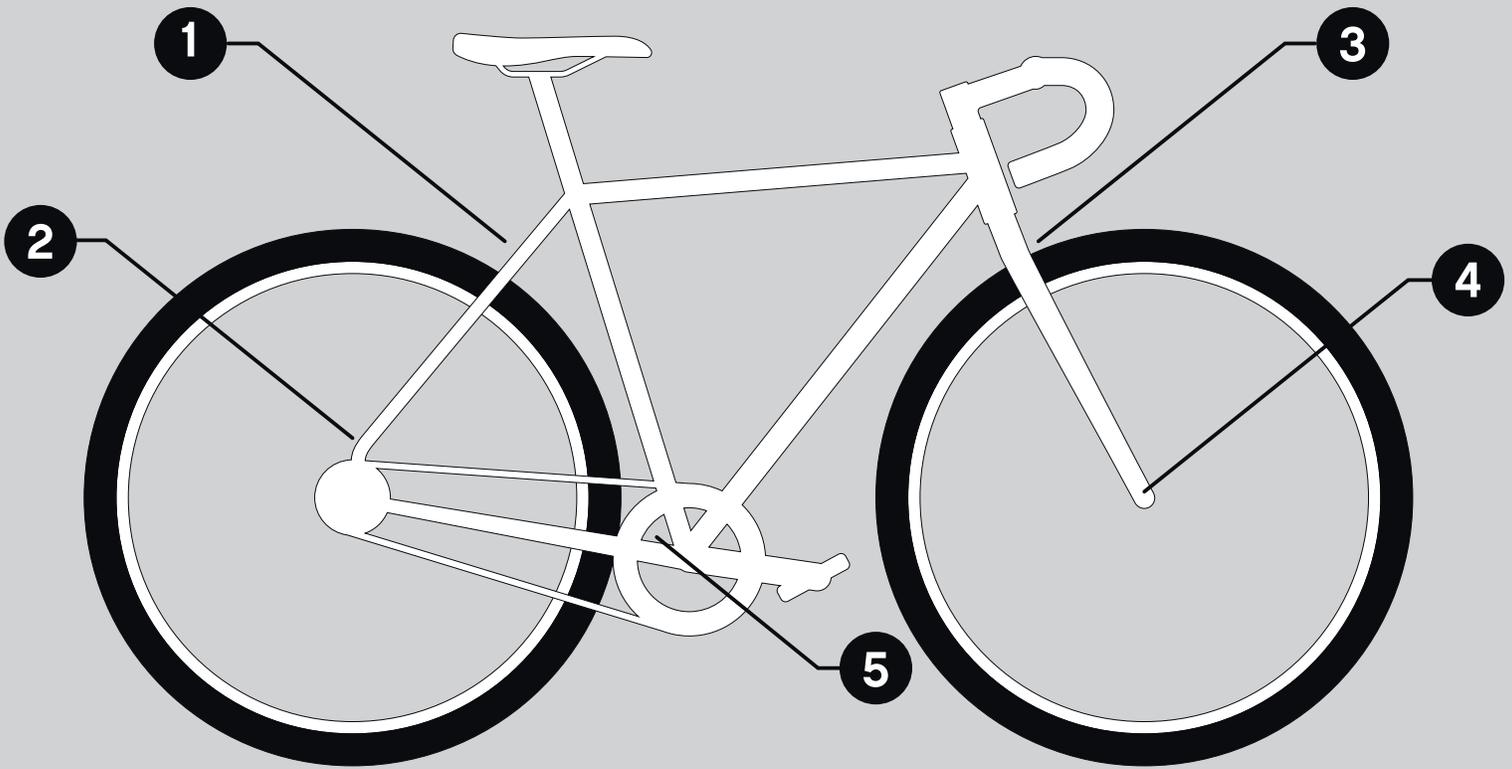
Seat Tube Clearance

- A** Fork/Caliper Brake to Tire
- B** Fork Stanchion Width
- C** Brake Bridge to Tire
- D** Seat Stay Width
- E** Seat Tube to Tire

	700c x 30mm		700c x 37mm		700c x 45mm		650b x 55mm		650b x 65mm	
<b>A</b>	15	17	17	17	17	17	17	17	17	17
<b>B</b>	36	43	51	61	71					
<b>C</b>	15	17	17	17	17					
<b>D</b>	36	43	51	61	71					
<b>E</b>	15	12	12	12	12					15

All Distances in Millimeters

# Mounting Points



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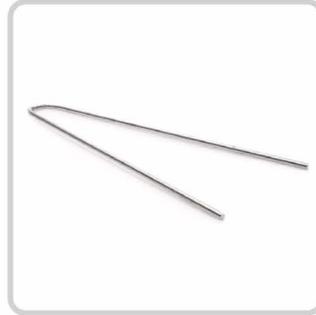
# Full Coverage Fender Small Parts



Hardware Pack  
Road



Hardware Pack  
City



Long Alloy Stay  
Road | City



Replacement Alloy Stay  
Road Plus | 650b



Disc Brake Spacer Set



Safety Tabs



Rear Stay Tabs



Eyelet Set



Front Hanger  
Short | Tall



Simple Rear Hanger  
Road | Road Plus | City | 650b



Rear Hanger for Braze-ons  
Under Brake Bridge  
Road Plus | 650b



Z Bracket Rear Hanger



Mudflap Set  
Road | City



Mudflaps Set  
Road Plus



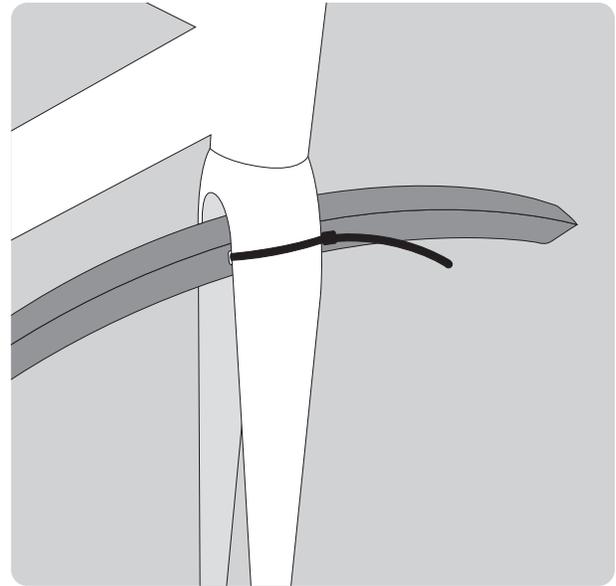
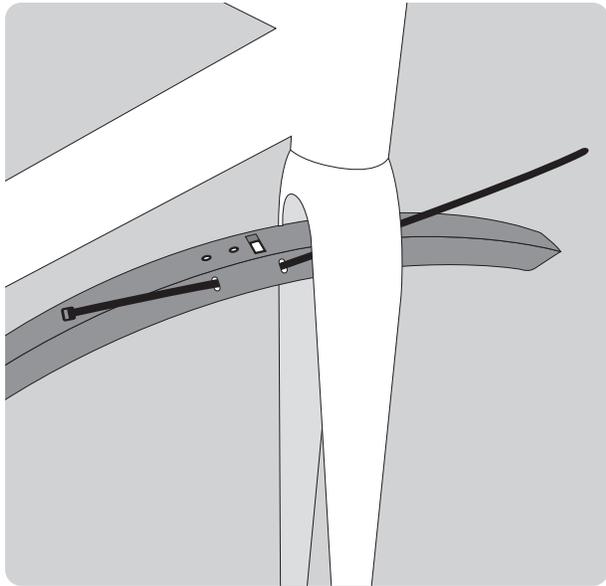
Mudflaps  
650 Beast



Lederlappen Mudflaps  
Road | City

# Fork Crown Mounting Tips

- If you don't have a hole in the front or back of your fork crown you can run two long zip ties through the four slots on the 45mm city size fenders and around the fork crown.



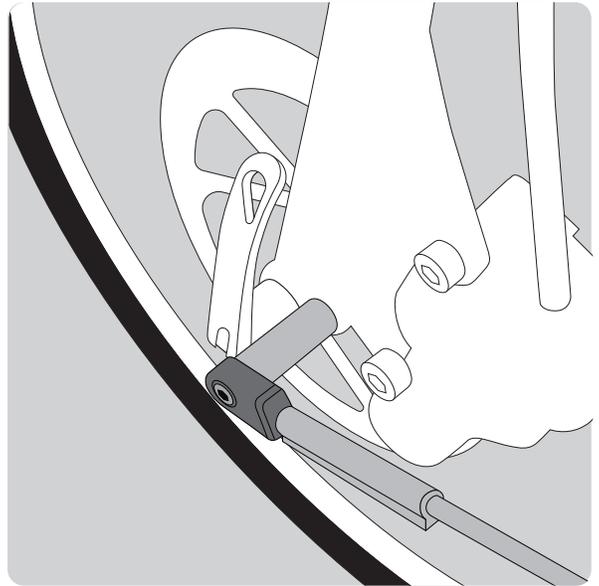
Unfortunately, this will not work for the 30mm or 37mm road fenders because the fender ends up hanging too low and rubbing.

- If there is only a mounting hole underneath the fork crown you can drill a hole in the fender and directly mount to the underside of the fork. Always use a leather or rubber washer between the fender and frame/fork. This will allow you to snug up the bolt connecting the two but will provide some dampening of vibrations. Note: Any added hole to your fender provides a new stress point and that can increase the chance of breaking there.

# Front Fork Mounting Tips

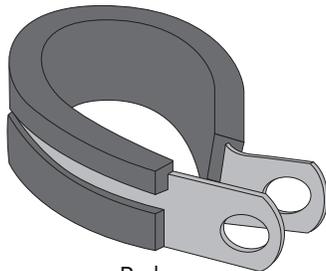
## Bikes with disc brakes:

Many disc brake calipers on modern bikes are low profile and do not interfere with a fender stay attaching to the eyelet near the dropout. For those that do interfere, you can either space the fender stay out from the eyelet with washers to avoid the brake or use one of our Disc Brake Spacer Sets (see spare parts on page 5) to do the job.

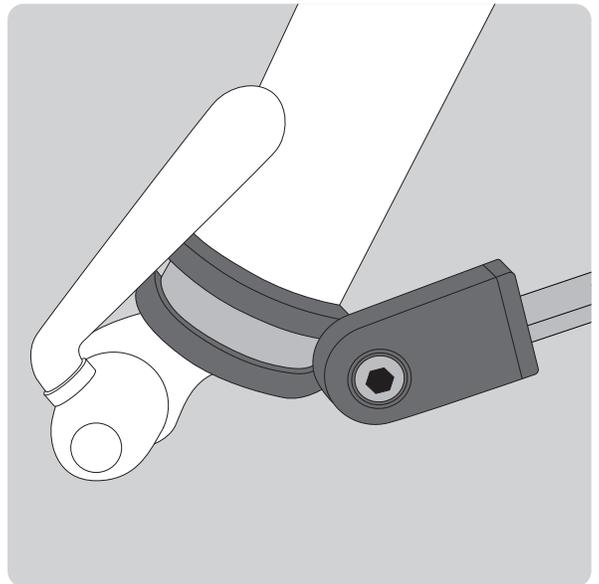


## Bikes with thru-axles and no eyelets:

P-clamps from your local hardware store can be used around lower fork blades and seat stays to attach fenders to.



P-clamp



## Bikes with no eyelets:

You can use p-clamps or our handy Eyelet Sets (see spare parts on page 5) that attach to your quick release skewers. P-clamps (as above) also work and will allow you to remove your wheel more easily.

- If you are attaching fenders to eyelets that are at the mid point of the fork you may need to cut down the stays to appropriate length.

# Brake Bridge Mounting Tips

- If your brake bridge has an eyelet on the bottom rather than a hole that works with our standard rear hanger you can use our special Rear Hanger for Braze-ons Under Brake Bridge (see spare parts on page 5) to directly bolt to the eyelet. This is preferable to drilling a hole in the fender, which will weaken the structure of the fender.
- If your bike does not have a brake bridge it is going to be almost impossible to mount the rear fender. We are working on a solution for this... stay tuned!

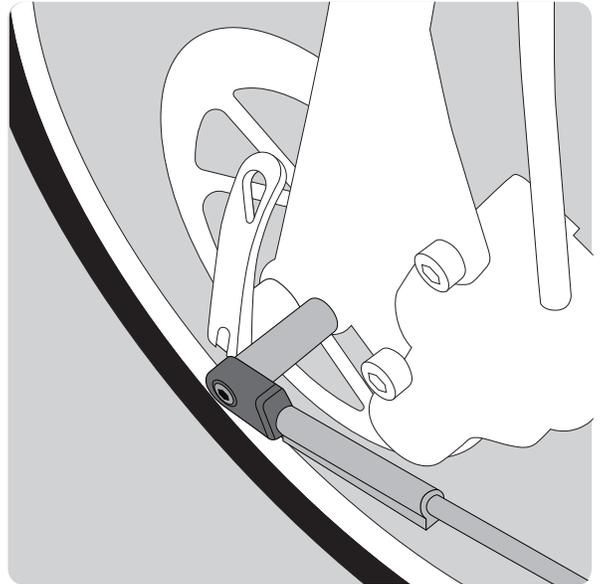
# Rear Dropout Mounting Tips

## Bikes with rear racks:

Ideally your bicycle will have two sets of eyelets so you can mount your rear rack to one set and your fenders to the other. If you only have one set of eyelets you'll have to mount the fender brackets to the outside of the rack legs. If you have a PDW Everyday Rack, there are mounting holes for fenders built right into the rack.

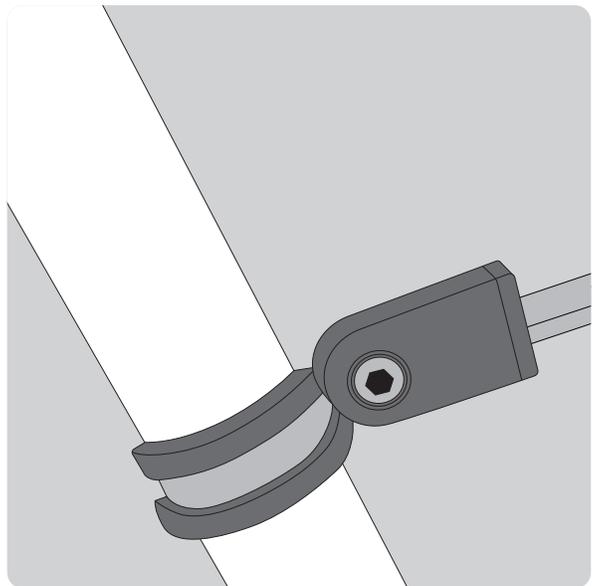
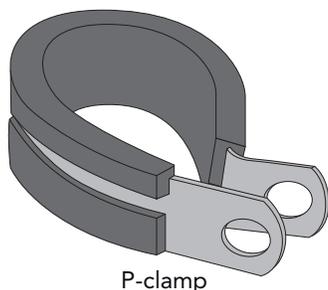
## Bikes with disc brakes:

Many disc brake calipers on modern bikes are low profile and do not interfere with a fender stay attaching to the eyelet near the dropout. For those that do interfere, you can either space the fender stay out from the eyelet with washers to avoid the brake or use one of our Disc Brake Spacer Sets (see spare parts on page 5) to do the job.



## Bikes with thru-axles and no eyelets:

P-clamps from your local hardware store can be used around the seat stays to attach fenders to.

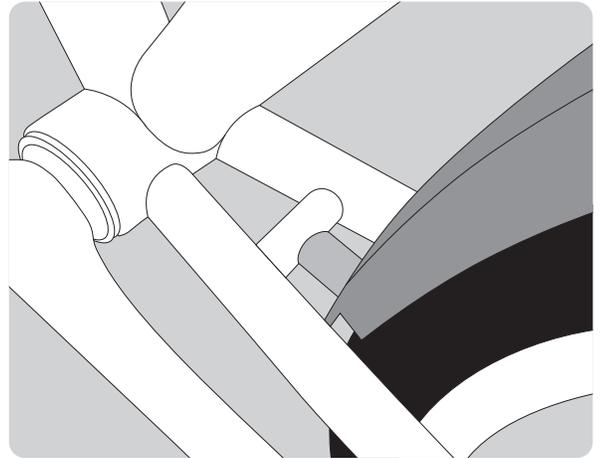


## Bikes with no eyelets:

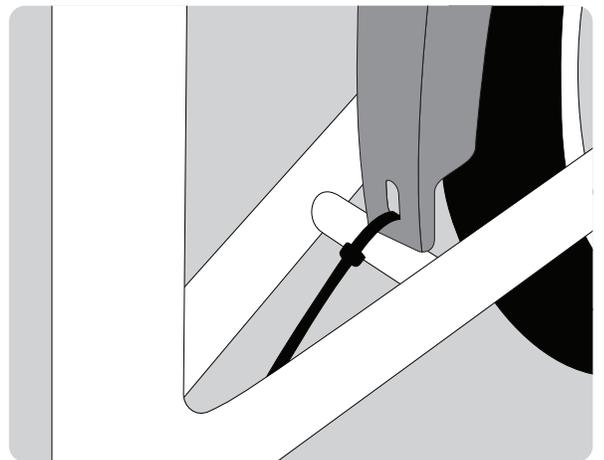
You can use p-clamps or our handy Eyelet Sets (see spare parts on page 5) that attach to your quick release skewers.

# Chain Stay Mounting Tips

- Ideally you have a chainstay bridge with a threaded eyelet. If this is the case you will probably want to space the fender out from the chainstay bridge a bit so that the fender fits closely with the curve of the tire. Washers or one of our Disc Brake Spacers (see spare parts on page 5) cut to fit work great.



- If you have a chainstay bridge with no threaded eyelet you should still be able to run one burly zip tie through the fender and around the bridge without any trouble.



- If you don't have a chainstay bridge at all you can run two zip ties through the hole in the fender and around each chainstay. Make sure to tighten the zip ties evenly so the fender is centered on the tire.

