

AEROSTICH RIDERWEAR EMERGENCY TIRE REPAIR GUIDE

Tubeless Tires

A tubeless tire that has gone flat may be able to be repaired without removing the tire from the rim. First, assess the cause of the damage. If the flat is caused by a nail or other puncturing object in the tread, remove the object from the tire. Do not attempt repair if there are cuts or damage to the sidewall.

1. If possible, inflate the tire and apply water (if available) to the damaged area to check if air loss is from one or more than one puncture.
2. Use a Rasp or Reamer tool to determine the size and direction of the puncture, and to clean and roughen the inside of the hole. For puncture damage larger than ¼", the tire should be replaced rather than repaired.
3. Remove any plastic wrapping from rubber plug and center on tip of insertion tool. Apply rubber cement to the plug and the puncture hole. Insert plug snugly into hole with the insertion tool by using a twisting motion.
4. Hold in position for one or two minutes before removing the insertion tool with a rotating motion. Let the plug bond for ten to fifteen minutes before inflating the tire.
5. Once the tire is inflated, trim off any parts of the plug sticking out of the tire as flush as possible to the tread surface.

Your emergency tubeless tire repair is complete. A plug should only be used as a temporary stop-gap to get your motorcycle to a shop or to permanently repair or replace the tire.

Questions? Call 218-722-1927 or email <products@aerostich.com>

EmergencyTireRepairGuide

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Tube-Type Tires

If the hole is in a tube tire, take the wheel off the motorcycle and remove the tire from the rim to repair the punctured tube.

1. Remove the tire by setting flat on the ground with the sprocket or brake rotor side down (placing a towel underneath to protect from scraping on the ground). Deflate the tire completely by removing the valve cap, rim nut and valve core, squeeze the sidewalls to push each bead off the shoulder of the rim.
2. Insert a tire iron at the side of the valve and lift the bead over the rim. To accomplish this, the bead 180° opposite this point must be allowed to drop into the depression in the center-line of the rim. Insert a second tire iron a short distance away and work your way slowly around to remove the bead from the rim.
3. Withdraw the tube, starting from the side opposite the valve. Locate the puncture (if water is available, identify the leaking area by inflating the tube and looking for air bubbles).
4. Dry tube thoroughly and use a buffer to roughen the area to be patched, cleaning off any dust.
5. Apply a thin coat of rubber cement to area and allow to dry for one to two minutes.
6. Remove metal foil from the rubber patch and apply patch over the center of the puncture. Press down firmly on the patch, working from the center, out toward the edges.
7. Insert the valve stem from the repaired tube into the hole in the rim. Replace the valve core and rim nut. Work the tube under the tire into the center of the rim.
8. Start opposite the valve stem and push the bead onto the rim. Work both ways around the tire toward the valve (you should be able to get about half way using your hands), use tire irons to lever the tire on the rest of the way.
9. Check bead to make sure the tube is not pinched. Inflate to about 50 psi to correctly seat the bead. Return the tire to the motorcycle and adjust tire pressure to desired level.

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