

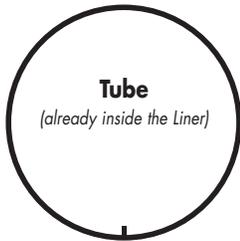


installation instructions

WHAT'S INCLUDED



Liner
with Rim Lock



Tube
(already inside the Liner)



Reinforced
Tape

Guide Plate

THIS PRODUCT IS FOR OFF ROAD USE ONLY!

QUICK TIPS BEFORE YOU BEGIN

- First time installation will require drilling a 10mm hole in your rim.
- After the TUBliss Core is installed on the rim, it stays on the rim. It's not necessary, nor recommended, to remove it when changing tires.
- We recommend installing TUBliss on new tires that have never been mounted. Stock rim locks leave impressions on the inside of your old tire and any tears or damage from a previous installation may cause leaks or other problems.

INSTALLATION

1 Remove existing tire, tube, rim lock, and rim strip from wheel. Thoroughly clean all dirt, debris, and adhesive residue from duct tape securing old rim strip. Use a solvent or cleaner if necessary and allow to dry completely.

2 For first time installation, you will need to drill a 10mm hole or open up an existing 8mm rim lock hole to 10mm. **NOTE: DO NOT use the large valve stem hole on stock Honda rims!** Doing so will allow the rim lock to move causing failure. A 10mm hole **MUST** be used for the rim lock and an 8mm hole **MUST** be used for the valve stem. Carefully inspect *both* holes and remove any burrs or sharp edges with a file or sandpaper.

3 Apply the supplied reinforced rim tape around the inside of the wheel. Be sure to keep it centered so the spoke nipples are completely covered. Carefully cut and remove the tape over the rim lock and valve stem holes with a small knife.

4 Check the tube to make sure the small nut and rubber washer are tightened down to the base of the valve stem against the tube itself. These go *inside* the wheel. The small knurled nut goes on the outside to keep the stem from pulling inside the rim during installation. **IMPORTANT:** Lube the outside of the RED liner with silicone, an "Armor All" type product, or a LOT of wet soapy water to ensure a good seal.

5 Lay the rim on its side. A 5-gallon bucket works best for keeping the wheel off the ground and preventing damage to the disc and sprocket.

TOOLS NEEDED

- Drill and 10mm bit (1/4" smaller bit may be needed for a pilot hole)
- Small tip knife (Xacto or pocket knife)
- 3 Tire irons (spoon type recommended)
- Soapy water in a squirt or spray bottle
- Valve stem core remover
- 15mm deep socket
- TUBliss Rim Guide Plate (supplied)
- Torque wrench (capable to 20 foot pounds)
- Tire pump or air source capable of 110psi.

6 Center the Liner on the outer edge of the rim and align the 10mm rim hole with the rim lock. Now, position the Tube in the Liner so the valve stem aligns with the 8mm hole on the rim. You may need to pull the Tube out of the Liner and reposition it in order to get the stem to align correctly. **NOTE: Proper alignment is critical!** Also notice that the tube is routed around one side of a small triangular rubber piece on the rim lock stem. This is intended to be this way. Take the time to double check the stem and hole alignments. We said it before: Proper Alignment is Critical.

7 Insert the rim lock and valve stems into their respective holes on the rim and secure the nuts onto the first few threads only just to lightly secure them in place. Do not torque or tighten, yet.



STEP 8

8 Starting opposite the rim lock location, use your spoon-type tire irons and reach all the way across BOTH beads of the Liner and work them over the lip of the rim. As the Liner passes over the lip of the rim, be sure to push it into the center, or "well", of the rim. *Pushing it into the center well of the rim is the key!* You only need minimal effort, so do not force installation or you may cause damage or leaks. Continue with your spoon-type tire irons to gently work your way around the rim, completing installation of the liner onto the rim.

9 Now you're ready to install your tire. While standing up, lean the tire against your shins and insert the Guide Plate as shown in the photo below so it hooks onto the bead of your tire. This plate will act like a "shoe horn", helping guide and maintain the rim inside the tire during initial mounting.



STEP 9

10 With the rim lock at the **BOTTOM** (see photo below), place the rim inside the tire against the Guide Plate and **keep downward pressure on the rim** while using tire irons to pull the bead open. Keep pushing downward on the rim until the rim is completely inside the tire. Remove the guide plate.



11 Once the rim is **COMPLETELY** inside the tire, use the tire irons to start pulling the beads back onto the rim. **IMPORTANT:** Always start **opposite** the rim lock and **FINISH pulling the last of the tire bead onto the rim at the rim lock location**. Flip the wheel over and repeat the same procedure again. **FINISH pulling the last of the tire bead onto the rim at the rim lock location**.

12 IMPORTANT: Tighten the rim lock first before doing any inflation. **Make sure to torque the rim lock nut to 20 foot pounds**. If you do not have a torque wrench, 20 foot pounds is very very snug!

13 Inflate the **Liner** (not the tire) to 110 PSI through the 8mm valve stem. This pressure level will seat the tire's bead. Since the Liner uses very small area of space, a compressor can fill the liner quickly. Pay attention while filling. **Failure to have a minimum of 100PSI may result in a flat tire. Always check pressure before every ride! Never inflate over 110 PSI for ANY reason. Doing so is dangerous and will cause damage to your TuBliss Core and void any warranty.**

14 Inflate your tire to your desired operating pressure through the 10mm rim lock valve.

If the bead is not seated on the rim, bounce the area of the tire that is NOT seated on the ground. If this doesn't work, deflate your tire and TuBliss, lube the bead with soapy water, and re-inflate. **REMEMBER :** After TuBliss is installed on the rim, it stays on the rim. It's not necessary, nor recommended, to remove it when changing tires.

Having installation or removal problems or questions? Check out the installation video online and see how it's done!

www.nuetech.com



TU BLISS CORE removal instructions

- 1** Remove the valve cores to de-inflate both the tire and TuBliss core.
- 2** Loosen and remove the nuts on the valve stem and rim lock.
- 3** This time, **start at the rim lock location** and begin dismantling the tire bead. When complete, flip the wheel over and do the same on the reverse side.
- 4** Pull the rim through the tire as shown in the photo at right.
- 5** Start 90° from the rim lock location and with your tire irons, reach all the way across **BOTH** beads of the Liner and begin dismantling.



troubleshooting air leaks...

- A small amount of trapped air in the liner may seep out around the spokes and valve stems for a few minutes after initial inflation. This is normal.
- There is a proper order for inflation. Be sure you pump the RED LINER first to 100-110psi and then inflate the RIM-LOCK stem.
- Check that the RIM LOCK is tightened to 20 foot-pounds.
- Make sure you use plenty of lubricant on the sides of the RED LINER (like a silicone spray) and a lot of soapy water on the tire before inflation. The helps everything slide into proper position and "set up" correctly.

If you've done all the above and you're still experiencing a leak, try the following...

- Pull both valve stem cores out to deflate completely and push the tire off the bead on both sides and re-lube with a lot of soapy water. **DO NOT** loosen the rim lock! Bounce the wheel on the ground a few times while rotating it. This is done to help re-seat the inner liner.
- Re-install the valve cores. Inflate the red liner to **110 PSI**, then inflate the tire to 15psi. Wait a few minutes for the trapped air to escape. In the rare occurrence this does not fix the leak, repeat the process again.

If you continue to have an air leak after following all the tips above, remove the tire and carefully inspect the sides of the RED LINER for any defects, missing rubber at the sealing ribs. Check the tire bead itself for any defects, tire iron damage, or flaps of rubber that may get pushed into the sealing surface. Your tire bead should be clean and smooth. If you see damage on the tire bead, it may be fixable using an RTV type silicone available at most auto parts stores. **NOTE:** it must be fully cured (typically 24 hours) before you can work with it.

If all this looks good, re-lube the RED INNER LINER and reinstall per the instructions.

NUETECH
LABORATORIES
www.nuetech.com

Installation questions or problems?
Check out the installation video online and see how it's done!
(714) 998-1021