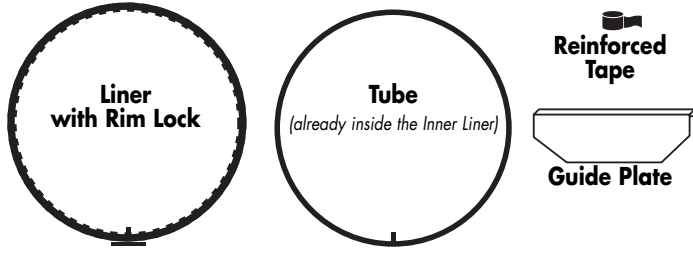




# installation instructions

## WHAT'S INCLUDED



## 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. OEM 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 may need to drill a 10mm hole. **NOTE: DO NOT use the large valve stem hole on Honda OEM 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 for the valve stem. Many rims already feature the extra 10mm hole. It is best to have the rim lock hole and TUBliss valve stem hole next to each other. Reference the photo below for optimum location. If your rim requires drilling of a hole, start a small pilot hole first and then open it up with the 10mm drill bit. Carefully inspect *both* holes and remove any burrs or sharp edges with a file or sandpaper.



## 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.

**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** Coat the inside of the TUBliss Liner with talc or baby powder.

**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.

**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 so the 8mm valve stem aligns with the 8mm hole on the rim. You may need to pull the Tube out of the Liner and re-align the stems. Proper alignment is critical! Once the stem positions match the holes in the rim, re-insert the Tube into the Liner. You may notice that Tube squeezes on top a little wedge on the Liner which houses the rim lock stem. This is intended. Take the time to double check stem and hole alignments. We said it before: proper alignment is critical!

**7 IMPORTANT:** Confirm the small rubber washer is on the base of the Tube valve stem. 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.



**8** Begin installation opposite the rim lock location. With your spoon-type tire irons, reach all the way across BOTH beads of the Liner and work both beads into the "well" of your rim at the same time. You should only need slight effort, so do not force installation.

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**9** Continue with your spoon-type tire irons to gently work your way around the rim, pulling the Liner into the "well" of the rim.



**10** 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.



**11** 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.



**12** Once the rim is **COMPLETELY** inside the tire, you can pull it back up onto the tire bead using tire irons. **IMPORTANT:** Be sure to **start working the tire bead opposite** the rim lock. You want to **FINISH** at the rim lock location, not start there! Flip the tire over and repeat the same procedure for the tire bead, being sure to **FINISH** at the rim lock location. Both sides of the tire bead should now be completely seated on the rim.

**13 IMPORTANT:** Tighten the rim lock with a torque wrench and set it to 20 foot pounds. If you do not have a torque wrench, 20 foot pounds is very very snug!

**14** Inflate the **Liner** (not the tire) to 100PSI 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!**

**15** Inflate your tire to your desired operating pressure through the 10mm valve stem hole.

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

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