



Tech Help:

**How to change a flat
on a clincher rim...**



After getting a flat, Be sure to release the rest of the air if any that may be left inside in order to make it the easiest to get the tire off. *Note: it may be a little more difficult to change tires off of race wheels than training wheels, but don't give up!

How to change a flat: Clincher



Here is an example of a decent repair kit setup that we suggest. It contains a tube, tire lever, inflator, and two CO₂ canisters. There are several different ways to carry a tube with a small pump or different kinds of inflators, whatever works best for you may not be this, that's fine.



First step is to get your tire lever ready, the one used in this situation is a Quik Stik tire lever.



Begin then by peeling back tire bead from rim(in some situations you may need to push bead off of entire rim to loosen tire from wheel in order to make it easier to get off) to make room for the tire lever to fit inside.



Then take your tire lever as shown with the lip facing towards the tire and the flat area on the rim of the wheel.

How to change a flat: Clincher



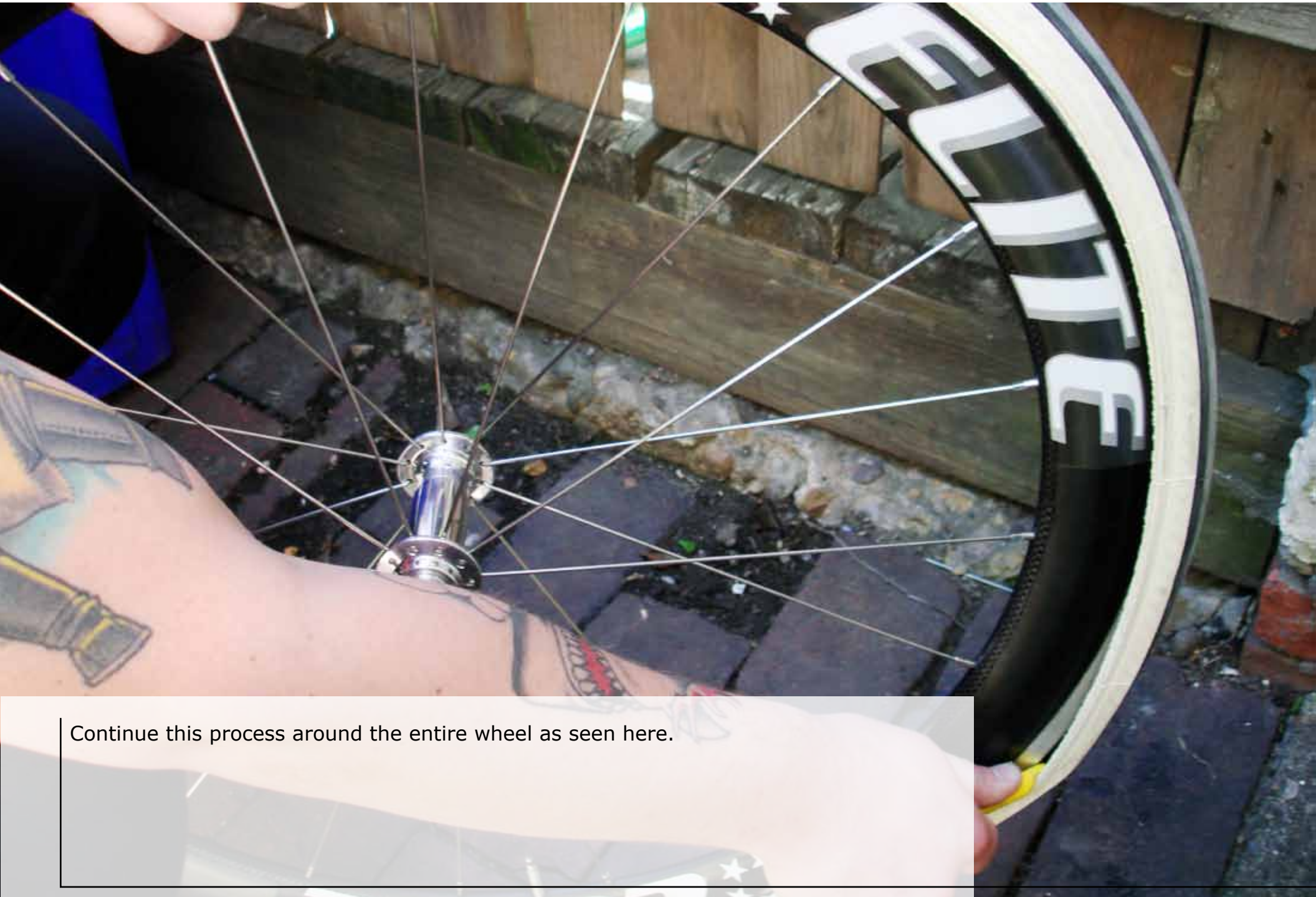
Use the groove on the tire lever to grab the bead of the tire itself in order to pull the tire over the sidewall of the rim.



Push lever down over the rim to force the tire's bead to jump over the sidewall.



Once the tire is popping over the rim, push(or pull, whichever is easier) the lever along the rim making the tire bead jump more and more over the sidewall on the outside of the wheel.



Continue this process around the entire wheel as seen here.

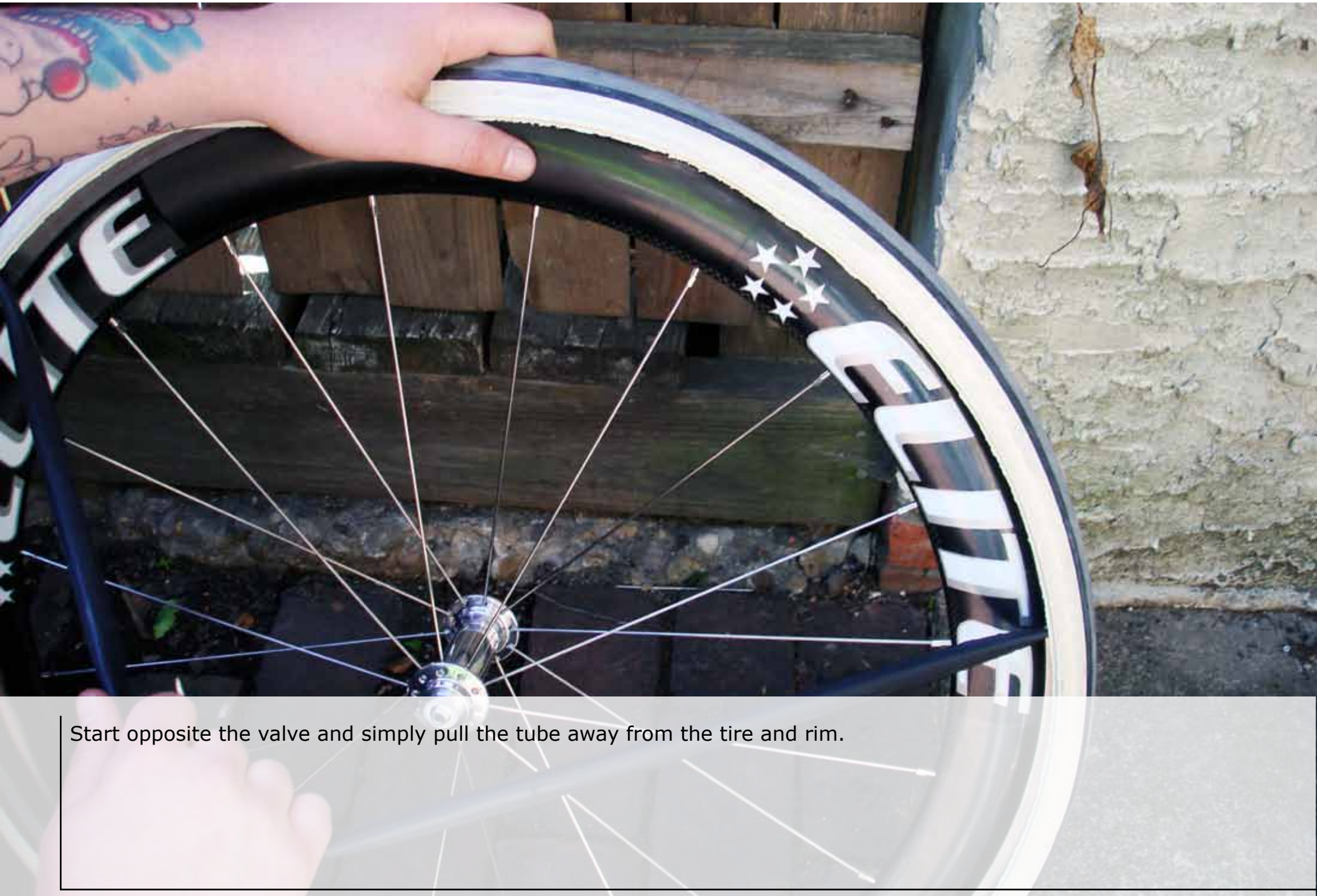


Here is the tire with one of the beads on the outside of the rim, so the tube is ready to be extracted.



Getting the tube out may be a little difficult as sometimes the tube will stick to the tire.

How to change a flat: Clincher





In order to get the valve out, you may have to pull the tire back to allow it to slide out of the rim.



After unpacking your new tube, grab your CO₂ canister with inflator attached. The way these work is that the canister gets twisted entirely into the inflator (which both punctures and seals canister)



And then untwist it slightly for a moment to allow enough air into the tube to give it a little bit of shape. If you have a pump, one or two pumps should suffice how much air should be in the tube to begin. This is done so that the tube will go into the tire easier and not get pinched during installation.



As you ended with the flattened tube, begin at the valve.



Insert the valve through the rim and under the tire.



This is where you begin to push the tube into the tire and away from the rim.



As you push the tube in, it should rest inside the tire and in between both sidewalls of the rim itself.



Here you can see the tube away from the sidewall and inside the tire.



As you push the tube in, be sure to run both ways around the rim to keep the tube from pulling from one side or the other and pulling the valve away from coming straight out of the rim.



As you get the last part of the tube in the wheel, which should be at the opposite of the valve you can use your forearms to keep the tire down to prevent the tube from popping back out.



This is how the entire tire should look with the tube inside around the whole rim. If you see some of the tube sticking out or standing up in a place be sure to push them all down before proceeding.



Moving on to put the tire back on completely to the wheel, again, start at the valve. You may have to push the valve up a little to allow the tire's bead to jump underneath the sidewall properly. This process should start there and move both ways down the wheel to end on the opposite side of the valve.



You can use whatever part of your hand that you need to push the bead properly over the sidewall and get the bead under the lip of the sidewall as shown here using his thumb.



As you get closer to the end of getting the tire on, it will get increasingly harder to push the bead over the sidewall. This is where a little elbow grease comes in handy, a useful technic is to use inside of your knuckles on your hand and somewhat roll the bead of the tire back over the lip of the sidewall, going back and forth between both ends of where the bead is still exposed and working towards the center.



As shown, you can grip the wheel and roll your hand over the tire to get it to jump a little at a time over the sidewalk.



At the end you can use both hands as this is the hardest part of getting the tire on and the tire should pop over at the end of a good effort.



A secondary technique of finishing getting the tire on is to use your tire lever the opposite way you used it to take it off.



Slide the tire lever under the tire with the cutout facing the rim this time and the smooth part towards the tire. Be sure to not get the tube in between the lever and the sidewall of the rim as you will pinch the tube and rip a hole in the tube itself and have to start all over.



Lift the lever up to have the one side of the bead pop over the sidewall.



Here you can see the bead popping over the sidewall and jumping into position on the lip of the rim.



After the lever is positioned properly, simply slide (may be difficult to start, but with a little momentum it is easier) the lever down the rim to let the bead jump accordingly onto the wheel. Be sure not to lift the tire lever over 90 degrees to the rim as you can catch the tube and rip a hole in it as well. After the tire is on, run around the rim pulling the tire back a little, if there is tube exposed, massage the tire until the tube disappears into the tire.



Then go back and grab your CO₂ canister and inflator and finish inflating the rest of your tire and you're ready to rock and roll...