Tech Help:

How to change a flat on a tubular rim...

First, once you get a flat, downshift the bike to your hardest gear to allow the wheel to come out of the dropout easier(and also easier when putting it back in later). Then, after getting the wheel out take tire lever with somewhat of an edge on it and pull the tire back and run the tire lever back and forth to break up the glue “threads” showing to get the lever between the tire and the rim itself.

After getting the tire lever under the tire, continue to push back and forth to pull the glue away from both of them, and pull tire to the side using leverage with the tire lever to get the tire coming off the rim to be able to grab it by hand.

Getting the glue to let go of holding the tire on the rim by bending it back and forth against the direction of the rim and gain more and more leverage.

After getting the tire this far, can then stand over the wheel and use weight and force to start ripping the tire down towards the ground.

After getting the tire down beyond half the wheel, can then pull the tire off of the rim each way to rip towards the valve hole.

Once getting the flattened tire off, open spare, making sure there is a layer of glue on the tire beforehand. Start with the valve hole, by placing the valve in straight.

After placing the valve in straight, put equal pressure down heavily on the tire stretching tire over the rim. The more pressure you put in the beginning, the less you will have to use to get the last part of the tire on.

Keeping pressure continually along both sides of the rim it is a good idea to lean the rim against your leg and crouch to get better leverage on keeping pressure on the stretching the tire.

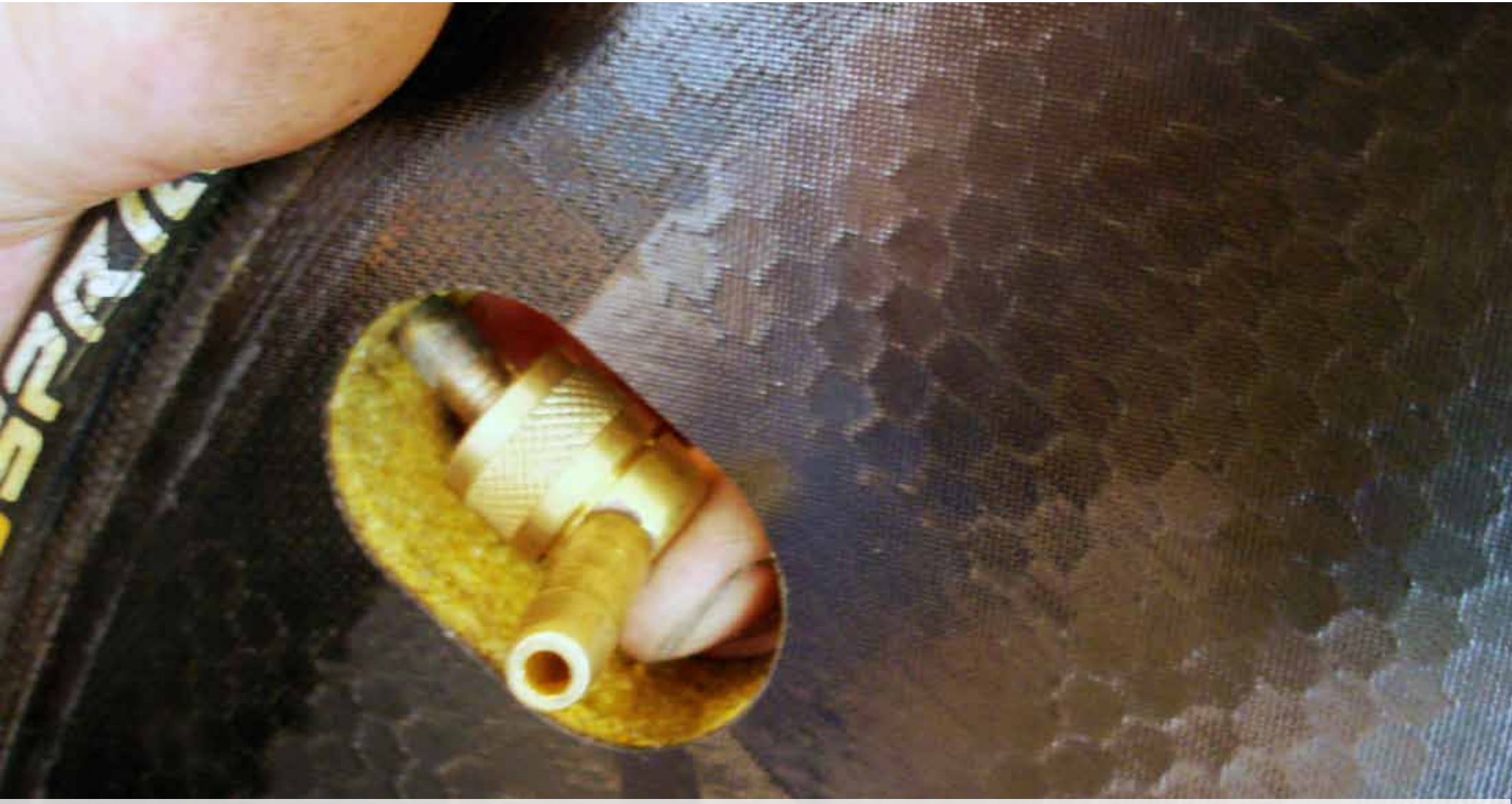
As you keep pressure through the entire process the last part of getting the tire on should be somewhat easy to pop over the edge of the rim.

After the tire is on the entire rim, proceed to center the tire on the rim before inflating. The cloth tape on the tire should be showing on both sides of the rim about 3 mm. Check one side and flip the wheel to see if it is even on both sides.

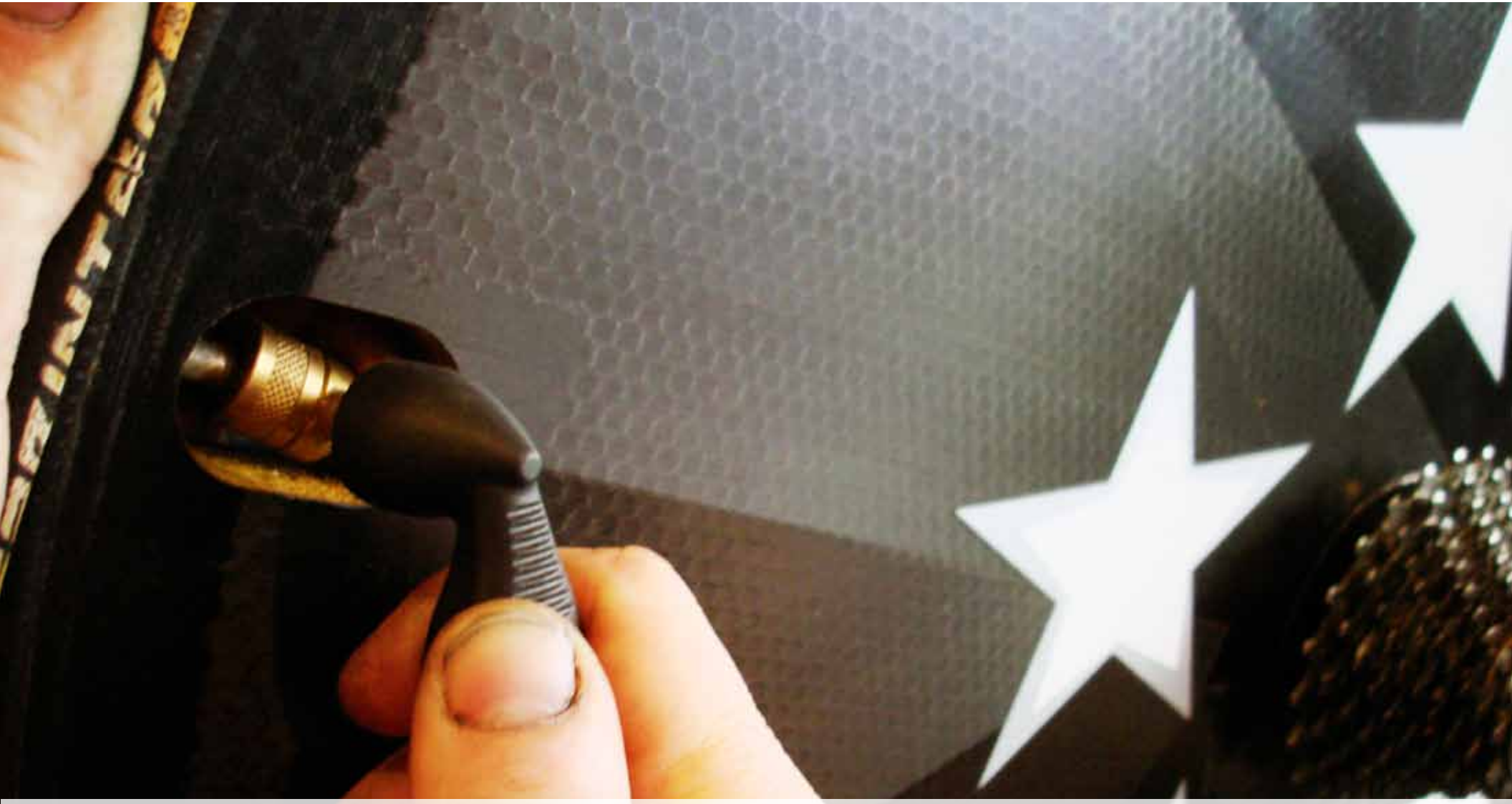
This is where your inflator kit comes in. If you're using a CO_2 inflator, be sure to have a 16 gram size for a 700c wheels and a 12 gram for 650 wheels.

In this case we will be using an angle pump adapter for usage on discs and some other carbon wheels this will be needed.

If you have never used a CO_2 inflator before, screw the inflator onto the canister, this will pierce the tank, which stays closed, then to release the air unscrew the cap slightly.



The next step is getting the angle pump adapter onto the valve of the disc.



Next simply attach the nozzle of the inflator onto the adaptor and slightly unscrew the canister to inflate the tire

Once the tire is inflated you can remove the inflator from the angle pump adaptor. This will not effect the air in the tube from coming back out.

Then you can carefully remove the adaptor and screw the valve down into itself to lock it out.

After valve is shut, you can put the wheel back into the bike and be on your way. Its that easy!