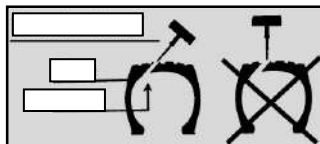
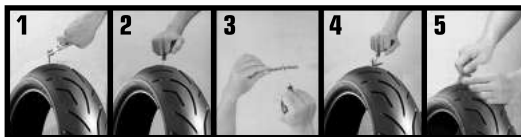


**DIRECTIONS FOR USE:**

1. Make sure you and your bike are in a safe place to perform the repair. Inspect the tire to locate and remove the item that caused the puncture, or use water determine the location of the puncture.
2. Remove attachments from inside the T-handle grip. Attach reamer tool attachment to T-handle grip, then apply rubber solution on reamer tool. Push reamer tool into puncture (at about a 45° angle, making sure not to contact the side wall of the tire), and work the tool in and out until the tool moves easily in the hole. This cleans and prepares the puncture hole.
3. Remove reamer tool attachment from T-handle grip and attach plug tool to T-handle grip. Thread the tire seal/rubber plug into the plug tool until one-half of the tire seal/rubber plug sticks out each side.
4. Push the tire seal/rubber plug into the hole until 1/2" (13mm) of the plug remains outside the tire, then turn the Hook Tool 1/4 turn, and pull it out slowly, leaving the plug in place.
5. Then using the supplied knife, cut the excess tire seal/rubber plug as close to the top of the tire tread as possible, making the plug the same height as the tire tread.
6. If puncture is too big, have tire repaired by a professional repair shop or replace the tire.



**CO2 CANISTER WARNING:**

- DO NOT inhale.
- DO NOT remove canister before it is empty.
- DO NOT leave in direct sun light (Do not allow the canister to exceed 113°F /45°C ).
- Store in cool, dry place.
- When the canister is discharging, the canister instantly drops to -64°F /-53°C , so make sure that you put CO2 canister into an insulator, cover, or wrap the canister with a rag before use to avoid frostbite.
- Please recycle empty cartridges.



**CO2/INFLATION HOSE INSTRUCTIONS:**

CO2 is a natural & pure gas. Each canister contains 16g of liquid CO2

**Directions for use:**

1. Put CO2 canister into insulator, covering or wrap canister with a rag.
2. Check the style of tire valve, then decide which adaptor to use.
3. First, remove the tire valve cap, align and thread the valve adaptor onto the valve stem. Then align the CO2 cartridge with the adaptor valve, and tighten slowly.
4. Once the canister is completely empty, then remove the adaptor valve from the tire valve stem, (DO NOT REMOVE THE CANISTER SIDE OF THE ADAPTOR VALVE FIRST, AS THIS WILL CAUSE ALL THE GAS TO ESCAPE FROM THE TIRE!).
5. Replace the tire valve cap and check the air pressure right away. Used canister is made of recyclable material.

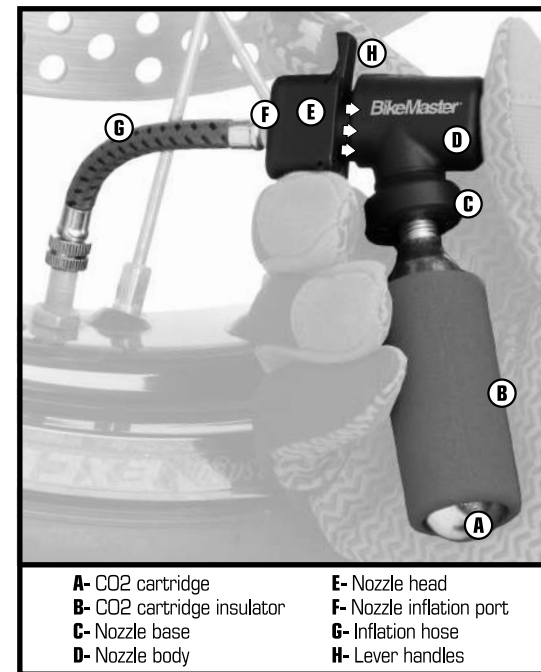
Bicycle MTB tire 26"	16g cart = 1 tire to 40 psi
Motorcycle tire 180 / 55 / 17	16g cart = 1 tire to 32 psi

**CO2/REGULATOR NOZZLE INSTRUCTIONS:**

**WARNING:** Make sure CO2 cartridge is insulated from your hands and skin by an insulator, rag or glove. The rapid release of the CO2 causes an immediate drop in temperature of the cartridge (as low as -64°F/-53°C), without insulation you risk FROST BITE!

**NOTE:** DO NOT compress nozzle head into nozzle body until ready to inflate tire as compressing the nozzle will release the CO2.

1. Thread and tighten the CO2 cartridge (A) into round nozzle base (C).
2. Thread inflation hose (G) into inflation port (F) on nozzle head (E).
3. Remove valve stem cap from tire, then align and thread the inflation hose (G) onto the valve stem and tighten.
4. With your hand insulated from CO2 cartridge, open side lever handles (H) on nozzle head (E). Use lever handles for a secure grip on nozzle and pull lever handles (H) to compress nozzle head (E) into nozzle body (D) to release CO2 into tire for inflation.
5. Once the cartridge is completely emptied, and the tire inflated, remove the inflation hose from the valve stem.



6. Check the tire pressure immediately and bring the tire to the manufacturers recommended tire pressure before riding by removing air or using additional or partial cartridges if necessary.
7. Replace your valve stem cap, it protects your valve from dust and debris that could cause deflation.

**THIS KIT IS FOR EMERGENCY USE ONLY.**

**CAUTION!** Not intended for use for major tire damage. Always have the tire inspected by a professional as soon as possible after repairs have been made. Extreme caution should be used while using tools to prevent injury. Eye protection should be worn while repairing tire.

**WARNING:** Rubber cement mixture contains volatile chemicals. Harmful if inhaled or swallowed. Use in a well ventilated area. Avoid prolonged breathing of vapors. First aid: if swallowed do not induce vomiting, call a physician or poison control immediately. Eye and skin irritant. If splashed in eyes, flush with water for 15 minutes and call a physician. KEEP OUT OF REACH OF CHILDREN.

Tire plugs and inner tube patches are for emergency use only. They should be used only when necessary to get you to a location where the inner tube or tire can be replaced. They are not to be considered as a permanent repair of the tire or tube.

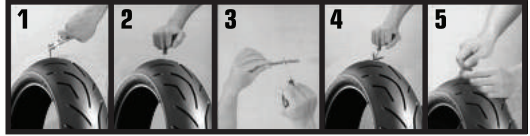
You should not ride at high speeds once the repair has been accomplished. You should proceed at as slow a pace as it is safe to do so, for the traffic and road conditions. Proceed to the first dealership or professional repair facility where your tire and tube can be examined and professional advice can be given.

Repairs should be performed only in the treaded area of the tire. In an emergency, should a repair be necessary to the side wall of the tire, this should be considered VERY TEMPORARY, and should only be considered if there are no other alternatives, and staying in that location is dangerous or not possible. Repairs to the side wall of a tire are dangerous, as the flexing of the side wall can cause the repair to fail, causing sudden deflation of the tire. Therefore, VERY slow speeds (walking pace) should be used after a repair to the side wall, and the tire replaced as soon as possible.

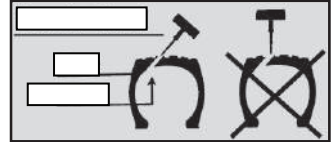
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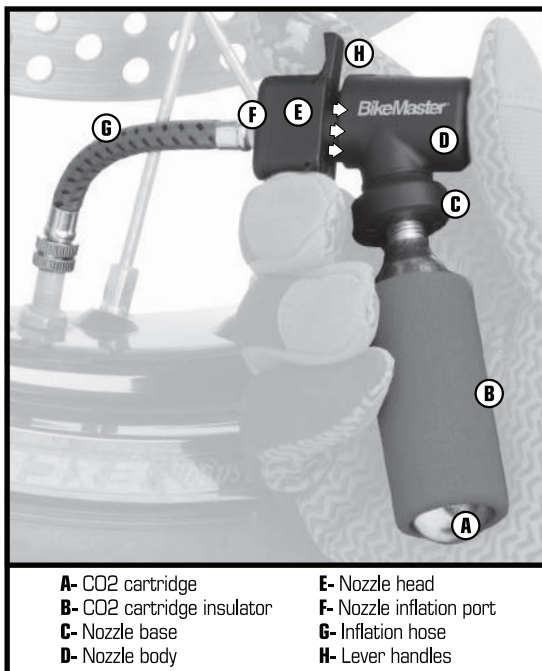
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