



TIPS FOR RIDING WITH TUBLISS

Make sure the liner is inflated to 100 psi before every ride.

It is important to make sure the liner is inflated to 100 psi before every ride. The TUBliss system may hold the tire pressure with less, but for the best rim protection, 100 psi must be maintained.

Check your tire PSI often.

When installed correctly, TIRES will lose very little pressure over time; however, the TUBliss inner-bladder will still lose approximately 1 psi per day due to natural permeation (air molecules leaking through the bladder's membrane). Also note that due to its LOW volume / HIGH pressure design, the inner bladder will lose several psi each time you check the pressure with a gauge. Also note that temperatures can affect tire pressures by several pounds.

Reduce pressure 1psi at a time until you reach optimum pressures.

Recommended tire pressures can vary GREATLY depending on the TIRES; as a general rule, the stiffer the tire, the lower the pressure you can run. As a general rule, TUBliss will allow you to run at least 2 psi less than with standard inner tubes. From this starting point, you can reduce pressure 1 psi at a time until you reach optimum pressures.

We recommend using a TUBELESS TIRE SEALANT in the TIRE only.

If tire punctures are a concern, we recommend using a TUBELESS TIRE SEALANT in the TIRE only. These products are not necessary with the TUBliss system, but are excellent at sealing small punctures.

For larger punctures or cuts, use TUBELESS TIRE PLUGS

For larger punctures or cuts, TUBELESS TIRE PLUGS are a QUICK AND EASY FIX! Just BE CAREFUL not to let the insertion tools make contact with the RED liner when inserting plugs. Also note that most plugs ARE compatible with the tire sealants; the sealant simply acts as a lubricant for the plug when inserting and actually assists in the seal. If possible, practice installing the plugs at home on an old tire. You don't want to be 50 miles away from the truck and find out you're not very good at it.

GENERAL INFORMATION & TIPS

TUBliss is for OFF-ROAD USE ONLY and is NOT recommended for street use

TUBliss is for OFF-ROAD USE ONLY and is NOT recommended for street use. – USING THE CORRECT TIRE for your riding is VERY IMPORTANT! For extremely rocky conditions (especially at high speed), make sure to use a tough 6 ply, desert-type tire to reduce the risk of cutting and punctures.

NEVER USE A TIRE MACHINE

NEVER USE A TIRE MACHINE with TUBliss! It WILL damage the TUBliss system.

Always use NEW tires or tires that have NEVER been previously mounted

Always use NEW tires or tires that have NEVER been previously mounted with STANDARD rim locks: OEM and other standard rim locks leave impressions inside the tire bead that will cause air leaks because the TUBliss cannot seal against this damaged surface.

TUBliss seals to the INSIDE of the TIRE'S bead

TUBliss seals to the INSIDE of the TIRE'S bead (not to the rim), so it WILL work with dinged or tweaked rims.

Pre-warming tires and TUbliiss will make the installation easier

Pre-warming tires and TUbliiss will make the installation easier — if possible, lay both in the sun or allow them to warm up in a heated room before mounting. ALSO use plenty of lubricant on the tire & TUbliiss, we prefer to use an Armor-All type tire dressing.

Most new knobby tires are out of balance and are marked with a white or yellow dot or circle on the sidewall

BALANCE: Most new knobby tires are out of balance and are marked with a white or yellow dot or circle on the sidewall; this mark is generally the LIGHT SPOT of the tire and should be aligned with the rim lock for best balance. For high speed riding, it is important to have the wheel balanced for best results.

MAKE SURE your tire spoons do NOT have any sharp edges.

MAKE SURE your tire spoons do NOT have any sharp edges. When applying force on the lever during installation, sharp edges will cut and damage the casing cords of the RED Liner's bead, causing the TUbliiss system to fail.

Always follow the bike and tire manufacturer's recommendations.

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TROUBLESHOOTING LEAKS

How to troubleshoot leaks in your Tubliss Installation

TROUBLESHOOTING LEAKS

FIRST MAKE SURE THE BLADDER IS INFLATED TO 100 PSI (The bladder **MUST** be inflated to 100psi for the tire to seal correctly.)

IF the Bladder has a slow leak. It is usually due to a loose or dirty valve core seeping air. But ALSO note that due to the LOW volume / HIGH pressure nature of the bladder, each time you check the pressure with a gauge you will experience a pressure loss of 10 psi for each one-second blast of air released. This happens more quickly than with a standard inner-tube and lower pressures. **SOLUTION:** Remove, clean and reinstall the valve core. On RARE occasions, slow leaks can be the result of a pin hole. in the bladder. If this is the case the bladder must be replaced.

IF the Bladder has a fast leak, or will not inflate. The bladder is damaged & will need to be replaced.

SOLUTION: We do not recommend trying to patch the bladder, as they seldom function with pressures above 50psi. If possible try to determine what caused the bladder failure (e.g. a sharp edge inside the rim), so it can be corrected and does not reoccur.

A. IF TIRE LEAKS IMMEDIATELY AFTER INSTALLATION (and the bladder IS inflated to 100psi). This is usually due to a twisted or misaligned RED liner and is caused by a dry spot between the inner bead of the tire and the RED liner. Or it can also be caused by torquing the rim lock before the bladder is inflated. In either case the solution is the same.

SOLUTION: Follow the "RESET PROCEDURE" below, this will correct most issues caused by misalignment.

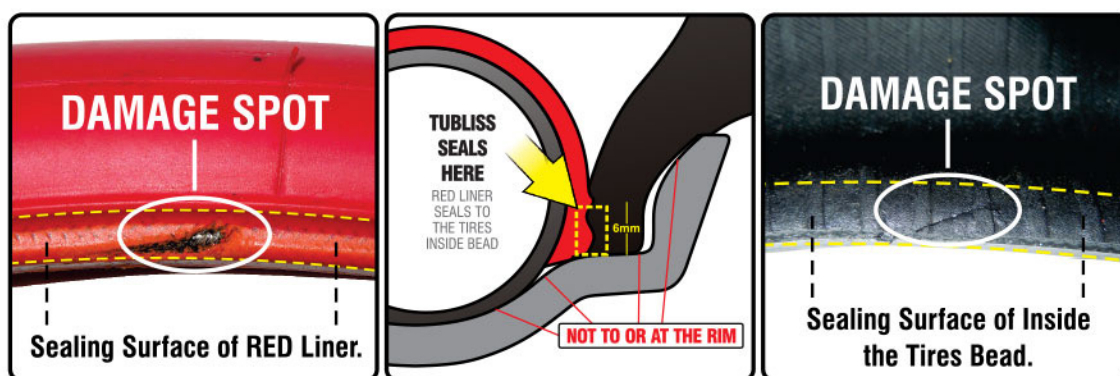
RESET PROCEDURE: Do NOT remove the tire from rim when resetting. The "RESET" procedure usually corrects 99% of leaks on the first try. (unless the Red liner or inside bead of the tire is damaged) If it does not do the trick – we suggest repeating the process a second time before removing the tire to inspect for damage.

1. Remove valve core from bladder to deflate.
2. Loosen rim lock, so that it has slight tension against the rim i.e or is just "Finger Tight".
3. Repeat STEP 7 of the installation instructions, "LUBRICATION & INFLATION."

***TIRE SEALANT NOTE:** If you mounted with a tire sealant do not use soapy water. Instead deflate and bounce the wheel while rotating, to work the sealant between the tire's bead and the RED liner.

HOW TO IDENTIFY DAMAGED SEALING SURFACES:

If the "RESET PROCEDURE" does not fix the leak, there is most likely damage to either the RED liner or the INSIDE surface of the tire's bead. You will need to disassemble and closely inspect both sealing surfaces (see pics below) for damage. If the RED liner is damaged, it will need to be replaced. It is sometimes possible to fix damage to the tire with "Super Glue", RTV silicone, or it will need to be replaced. Also note that the bumps and texture inside of the tires bead are okay, but any damage or impressions beyond the factory textured surface will cause leaks. Also note that the textures can often help to hide the damage, so take your time to inspect them closely and thoroughly.



B. IF TIRE LEAKS DURING OR AFTER A RIDE: (first check that 100psi is in the bladder)

This is usually the result of a puncture, cut or damage to the tire itself. **SOLUTION:** Locate the hole by spraying the tire with soapy water or submerging the wheel in water. Depending on the size of the hole, plug it with a tubeless tire plug or with tubeless tire sealant. We have found the BLACK color string plugs work better than the red/brown colored plugs. Also know that it is VERY RARE- But it is possible - for the RED inner-liner to shift if it did not seat correctly in the first place. The "RESET" procedure will correct this.