



## INSTALLATION TIPS BY THE STEP

### STEP 1: FOLLOW THE INSTRUCTIONS

Regardless of whether you have changed thousands of tires, there is still only one correct way to install and change tires used with the TUBliss system. PLEASE read, watch and follow ALL of the instructions EVERY TIME! And do not hesitate to contact us should you have any questions. Note that it is important to use a NEW tire or one that has NOT been previously mounted with a rim lock: OEM and other standard rim locks leave impressions inside the tire bead, allowing air to leak because the TUBliss cannot seal against this damaged surface.

### STEP 2: RIM PREP

It is VERY important to position the rim lock and valve stem 4 spokes apart, or you will damage the bladder during tire changes. Make sure to smooth any sharp edges on spoke nipples and around the outer lip of the rim. NOTE that the rim tape does NOT seal in any way; it only acts as a cushion between the spoke nipples and the bladder. It is important to understand that the SEAL is formed between the bead of the RED liner and the INSIDE of the tire's bead. The drop-center of the rim is NOT pressurized at all.

### STEP 3: INNER-BLADDER ALIGNMENT

Thoroughly coat the RED liner and bladder with an "Armor All" type of product. This will help the TUBliss slip onto the rim much easier. Soapy water will also work, but you need to work quickly before it starts to dry and become tacky.

### STEP 4: TUBLISS ON RIM

**At this time ONLY** finger-tighten the nut on the rim lock until the "BLACK RUBBER TRIANGLE DEFLECTOR" presses against the inside of the rim. Only minimal effort should be needed to get the TUBliss onto the rim — if it is not going on easily, STOP! Make sure the RED liner is pinched and fully seated in the drop-center of the rim opposite to where you are prying from.

### STEP 5: RIM INSIDE OF TIRE

KEEP CONSTANT DOWN-FORCE ON THE RIM while prying the tire open with small bites. If you release the down-force, the rim will instantly jump out of the tire & you will have to start over.

### STEP 6: TIRE MOUNTING

TAKING THE SMALLEST BITES POSSIBLE is really the fastest way! And the more you keep the bead pressed into the drop-center of the rim opposite your tire spoon, the easier it will pry on! This REALLY makes tire mounting much easier!

### STEP 7: LUBRICATE, INFLATE & TORQUE RIM LOCK

This is a CRITICAL step, so TAKE YOUR TIME! You need to coat the outside of the RED liner with soapy water AFTER it is inside the tire. NOTE: tire paste will NOT work for this step; you MUST USE A LIQUID! Set the torque ONLY ONCE! Do NOT "RE-TORQUE" after it has been initially set, as it will be too tight and will cause damage.

### TIRE REMOVAL

BE CAREFUL NOT to grab the TUBliss with the tire spoons, or you will damage it. And always inspect the RED liner's bead for damage after the tire is removed.

## TUBLISS REMOVAL

Only MINIMAL effort is needed to remove the system from the rim — follow the instructions exactly! If you are forcing it, you are doing it incorrectly.

## MAINTENANCE

Check pressure before every ride.

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Inspect the sealing bead on the RED liner.

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Replace the inner bladder every 100 hrs or 12 months — whichever comes first.

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## NUETECH WARRANTY

We hold customer satisfaction in the highest regard and do our best to address any and all concerns.

**PLEASE** contact Nuotech directly with any questions or issues.