

FRONT WHEEL/SUSPENSION/STEERING

With the breaker arm in the horizontal position, place the breaker press head assembly over the breaker arm press block. Make sure the press head bolt is backed out all the way and then position the nylon buttons on the press head against the inside edge of the rim.

Insert the threaded shaft through the appropriate hole in the breaker press head assembly and then tighten the lever nut until both ends of the breaker press head assembly are in firm contact with the rim.

NOTE

Insert bolts through the holes in the rim hub mounting tabs and the adapter to position the adapter properly.

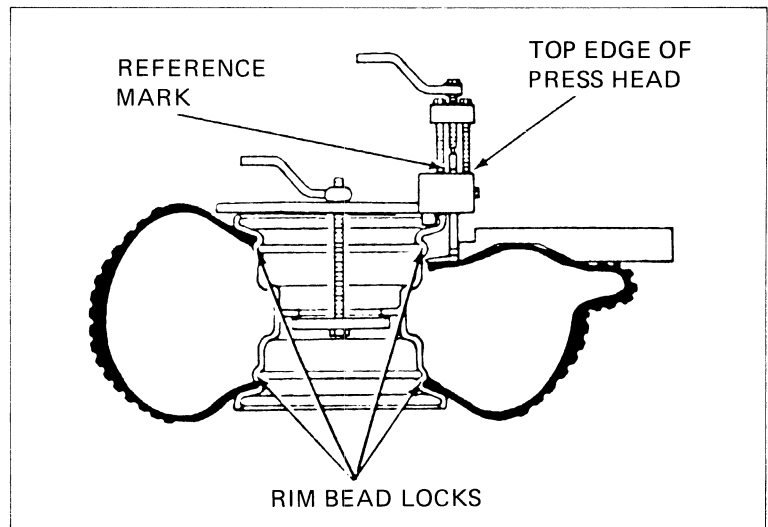
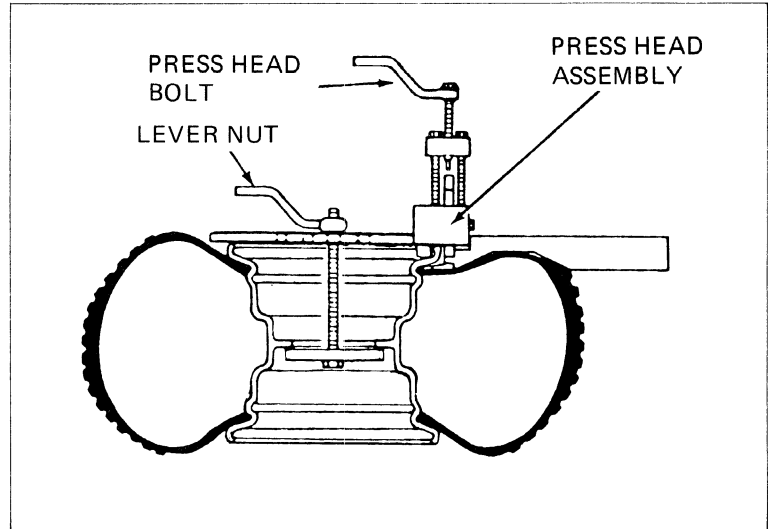
Tighten the press head bolt until the reference mark on the press block is aligned with the top edge of the press head.

If the rest of the bead cannot be pushed down into the center of the rim by hand, loosen the press head bolt and the lever nut. Rotate the breaker arm assembly and breaker press head assembly $1/8$ to $1/4$ the circumference of the rim. Tighten the lever nut and then tighten the press head bolt as described. Repeat this procedure as necessary until the remainder of the bead can be pushed down into the center of the rim.

Assemble the Universal Bead Breaker on the other side of the wheel and break the bead following the same procedures.

Remove the tire from the rim using a tire changer machine or tire irons and rim protectors.

Remove the front tire from the valve stem side and the rear tires from the side opposite the valve stem.



TIRE REPAIR

NOTE

Use the manufacturer's instructions for the tire repair kit you are using. If your kit does not have instructions, use the procedures provided here.

Check the tire for puncturing objects. Chalk mark the punctured area and remove the puncturing object.

Inspect and measure the injury. Tire repairs for injuries larger than 15 mm ($5/8$ in) should be a section repair.

Section repairs should be done by a professional tire repair shop.

