Look Mum, no tubes!

STAN'S NOTUBES INSTALLATION. Imagine if there was a system whereby you could replace your tubes and never experience another puncture again. A system that would not only lower rotational weight thus decreasing rolling resistance but also allow lower pressures to be run which in turn increases traction. Sound like a fantasy? Well these are the results that many Stan's NoTubes users have experienced.

The installation is relatively straight forward albeit a little messy, HOWEVER there are several key steps and rules that MUST be adhered to. Failure to do so could result in an unsuccessful installation. As much as males are adverse to following instructions we recommend in this case you do so.

PARTS AND TOOLS REQUIRED:

Stan's NoTubes kit (converts two wheels and eight tyres and includes sealant,two rim strips and nylon rim tape)

Drill with 3/8 inch bit

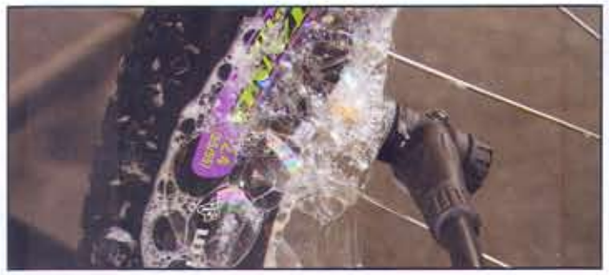
Bucket, Brush, Dish Soap, Water

Track Pump or Compressor (preferred), Tyre Levers, Work Stand or something to support the wheel off the ground

Step 1 With your wheels off the bike remove the tyres and tubes. The valve hole in the inner wall of the rim must be 3/8 inch to allow the special NoTubes rim strip to fit. If it is not 3/8 inch, carefully drill out and remove any burrs with a file. Skip this step if you are using a tubeless rim (e.g. UST, Bontrager, etc).

Step 2 ↑ Wet a Stan's NoTubes rim strip in soapy water (see step 3) and insert the valve through the rim. Applying equal tension to both sides stretch the rim strip into place. Ensure the rim strip is evenly seated underneath the rim's bead hook. You may need to use a plastic tyre lever to ease the strip into place around the valve bulge. Note: Some rim models (e.g. Mavic 317/517) and other rims with a narrow centre cavity may require the existing rim strip to be replaced with the Stan's NoTubes nylon rim tape (supplied in kit) before fitting the Stan's NoTubes rim strip.

Step 3 ↓ In the bucket squirt a generous (1/8 cup) amount of dish soap. Fill with 2 cups of water preferably by spraying into the bucket to generate a large amount of soap suds. The suds are important in helping the tyre beads mount. Using the brush; wipe soap suds around the bead of the tyre and install the tyre onto the rim.



Step 4 ↑ Initially the tyre should be inflated on the rim without Stan's NoTubes sealant. This allows the tyre to 'relax' onto the rim and hold its shape. Ensure the tyre is off the ground during this process, hanging from a work stand is ideal. While it is possible to inflate the tyre using a track pump, a compressor is preferred for its ability to get air into the tyre quickly. Note: 40psi is the magic number. You do not want to exceed this pressure as it may cause the tyre bead to stretch and possibly break. The tyre will leak air at this point as there is no sealant inside to stop the leaks. This is normal.

Step 5 ↓ Once satisfied that the tyre has seated release the pressure and lever off a section of one side of the tyre to allow for sealant to be poured in. Stan's NoTubes sealant contains micro crystals designed to seal small holes. Keep this in mind when cutting the nib off the bottle – a 4-5mm opening is ideal. With your finger over the end of the bottle vigorously shake the bottle in an inverted position to spread those micro crystals throughout the liquid. Keeping your finger over the end of the inverted bottle to control the flow fill the scoop with sealant and tip into the tyre. Narrow 1.75 inch tyres require 1 1/4 scoops. Use up to 2 scoops in tyres up to 2.3 inches. For larger tyres you may need up to 3 scoops. Note: Once you have poured in your required amount of sealant you will see gold coloured crystals in the bottom of the scoop. Scoop some of the liquid back out of the tyre, shake the scoop and pour back into the tyre to ensure all crystals end up in the tyre.

Step 6 While the wheel is still hanging on the work stand rotate the tyre so that the sealant is sitting in the part of the tyre where both sides of the bead are mounted. Mount the rest of the tyre onto the rim. Using the brush apply more soap suds around both sides of the tyre beads.

Step 7 ↓ Inflate the tyre to NO MORE than 40psi. The bubbling soap suds will indicate leaks. To seal these, hold the wheel in front of you for 10-15 seconds allowing the sealant to puddle at the bottom. Then rock the wheel backwards and forwards to coat the entire inner surface of the tyre and rim strip. Repeat this process for the entire circumference of the wheel. Applying more suds to the outer surface of the tyre will identify any remaining leaks. Repeat the rocking process to seal. When finished, sit the wheel flat in the top of a bucket for ten minutes to allow the sealant to seal any sidewall leaks, then flip over. This can be done while you convert the second wheel.

Step 8 ↑ With both wheels having been converted clean any sealant and soap suds off your disc rotors (or rims for vee brake users) and install back on the bike. At this stage a gentle 20-30 minute ride is important to flex the tyre sidewalls, seal any remaining leaks and ensure the tyres have properly seated on the rims.

Step 9 ↓ After allowing the tyres to sit overnight you're ready to ride! Remember not to exceed 40psi. You can now enjoy the luxury of no punctures, lower rolling resistance and increased traction!

> They look innocent enough but these wheels hide a secret – Stan's Notubes!

NZMTBR has converted two bikes to Stan's NoTubes and we'll be seeing how they perform over the coming months. Check out a future issue for the review.

Our regular workshop feature with Gus at Cycle Therapy takes a break this month but will return next issue. In the mean time we'd like to thank Rotorua Cycle Centre for allowing us to use their workshop and tools for this edition and Bryce from Cycletech for guiding us through the installation process.