You've just bought tubeless ready wheels.

We've installed tubeless tape and tires. All you need to do now is:

1. Use a small adjustable wrench to remove the valve core from the valve stem.
2. Install tire sealant
3. Replace the valve core, inflate tire to manufacturer's specifications.

Some helpful tips

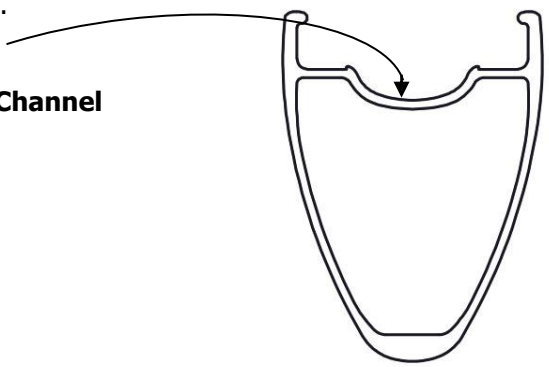
a. Inflation. When you inflate your tires, you will hear at least two "pings". This is the bead of the tire popping over the bead lock and it is supposed to sound like that.
b. Carry good tire levers. Tubeless tires and tubeless compatible wheels generally fit tighter and sealant can make tires slippery and harder to roll on. Even if you are someone who prides themselves on getting tires on by hand, you will want levers in case you are wrong.
c. Use the drop channel in the rim. This exists specifically to aid getting tires on and off. With stiffer, inelastic tire beads, tubeless tires are a tighter fit on the rim. Squeeze the bead of the tire down into the drop channel of the rim.
d. Work the tire to the valve hole last. Always start installing so that you finish at the valve. When removing, start at the valve. The valve blocks the drop channel so you want it out of the way so you use the drop channel all the way around as you install/remove.
e. Carry lightweight (thinner) tubes. The beads of some tubeless tires are bulky and they can fill the drop channel. Thinner inner tubes leave more room for the tire beads in the channel.
f. Valve Install: Poke a small hole through the tape, smaller than the valve, now force the valve into the rim. Use your thumb and press firmly *while* at the same time tightening the presta nut onto the valve to firmly seat the valve. This should be hard enough to leave an imprint on your thumb. **IMPORTANT:** If your tubeless valves came with an o-ring for the presta nut, *do not use it*. You do not want to seal the rim cavity. Also: If you ever have sealant leaking out of the threads around the base of valve where the presta nut is, deflate your tire immediately, and go to your local bike shop for help.
g. Pressure loss: Initially, don't be surprised if you lose all the tire pressure over night. Air the tires back up and go for a ride. It'll take a real bike ride or two to get the sealant everywhere. Tubeless tires lose air faster than tubes. Even with good sealant, tires are still air-permeable. You'll want to check your tire pressure before each ride.

Warning: if you are unsure of any compatibility have a professional at your bike shop work on your bike.

Regular tires and tubes: You don't have to go tubeless. You can use regular tires and innertubes. No problem.

Tubeless tires and no tubes: **You must use tubeless tape and it must cover all spoke holes**. Y**ou must use tubeless specific tires**. This will be printed on the tire. If it does not say it, it is not a tubeless tire and will not work. With low pressure mountain bike tires there is some flexibility, but for road, the tire needs to say "tubeless".

Tubeless tires with inner tubes: This could occur if you are running tubeless but you got a cut in your tire big enough that sealant can't seal it. To get home you may need to boot your tire and install a tube. Depending on your tires and tube, it may be more difficult than expected to reinstall a tire.



940 Wilson Street
Eugene, OR 97402
tel: 541-868-1715
email: info@rolfprima.com
www.rolfprima.com