Tyre Repairs

The damaged spot on the tube is easily detected by the noise of leaking air. If a puncture is too small, immerse the tube into water and locate the puncture by watching air bubbles escaping from the water.

Clean off the damaged spot, using a file or an emery cloth, and wash it with a clean petrol to remove the dust. If special patches are not available, use a part or a piece of another tyre tube of a size somewhat larger than a patch to be cut out. Clean this piece of tyre tube and wash it with clean petrol. Coat the damaged spot and thus treated piece of tube (to be used as a patch) with rubber cement, ensuring that the rubber cement-coated area on the tube overreaches the edges of a patch to be made by 10 to 15 mm. After 10 to 15 min, apply another layer of rubber cement and wait until it dries out well, then cut out a patch to a required size, apply it to the damaged spot on the tube. Roll on the patch (to remove the air), starting from centre and working towards the edges.

If the tyre repair kit contains special patches coated with a layer of rubber cement and special protective cloth, these must be used after first removing the layer of protective cloth. Such a patch does not need to be coated with rubber cement, but it must be refreshed with petrol.

The faulty slide valve must be replaced. If the air leaks between the valve and tube, tighten up the nut securing the valve, by using two wrenches.

Mounting the Tyres

To mount the tyres, proceed as follows:

make sure that the outer casing is free of foreign matter that might cause damage to the tube, and, using a paper packet with talcum, evenly powder the inner space of the casing;

if the rim band was removed during dismantling, fit it back on the rim, ensuring that the band hole is matched with the rim hole (the rim band must completely cover all the nipple heads);

on placing a portion of the tyre bead in the rim recess, fit it on the rim by using tyre irons, and shift the tyre bead toward the rim bead;

powder the slightly inflated tube with talcum, insert its valve into the rim hole, give the nut 2—3 turns inwards and place the remaining part of the tube into the casing, taking care that the tube is not creased;

before fitting the other tyre bead, depress the valve to the full extent so that the tyre bead can enter the rim recess at this place;

raise the other tyre bead at the side opposite the valve and hold the casing in this position with both feet;

fit the tyre bead on the rim by hand, gradually moving all the way around the casing circumference;

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