Rimskinz two piece (separate valve) installation instructions.

rimskinz are best used with new or near new tyres as they will be damaged when the tyre is removed.
Maximum pressure of 70 PSI.
We recommend using steel beaded tyres, as some Kevlar beads can break or stretch (Some do work but use at your own risk).
rimskinz are designed to work on modern high quality aluminum box section rims.
rimskinz will not work with tyres that are a loose fit to your rim, find another tyre.
rimskinz work in combination with rimskinz tyre Sealing Liquid.

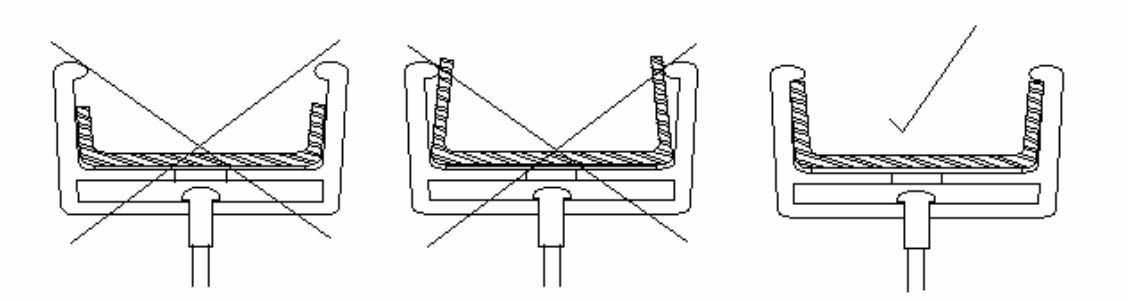
Skills required
The installer must be familiar with removing and replacing bicycle tyres and tubes. These basic skills are assumed and are not explained here in detail. If unsure see your rimskinz stockist for assistance or fitting.

1. Confirm that the tyre to be used is a tight fit on the rim

As not all tyre and rim combinations work, before you start try fitting the tyre without a tube to confirm that it is a firm fit on the rim, as this not only affects the initial seal but the continued reliability of the system.
As a guide, when fitting the last section of the tyre bead to the rim it should require some effort to push it over the edge of the rim.
Once installed the tyre should be a snug fit on the rim.

2. Confirm that the rimskinz you have are the correct width for your rim.

The rimskinz must sit under each bead of the rim to hold it in place, to confirm this remove existing tyre and tube from the rim and push one end of the rimskinz into the rim, see diagram below.



If the skin is too wide, it must be trimmed so that is sits under the rim beads. Cut one edge using scissors.

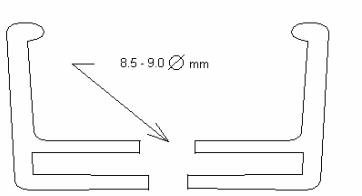
If too narrow, return the rimskinz to be exchanged for the next available size.

Once the correct rimskinz width and the tyre fit are confirmed, continue with the installation.
If in any doubt, now is the time to return the rimskinz or contact your rimskinz stockist.

Tools required.

A bucket with around 20mm water.
You may need a drill and an 8.5 drill bit.
A small spanner or pliers.
Floor pump and pressure gauge.
A soft brush.
A pair of scissors and craft knife.
Plastic tyre levers.
You will NOT need a compressor!

3. Check valve stem hole size.



The internal valve stem hole needs to be 8.5-9.0 mm (see diagram) so that the tapered rubber grommet will fit. Some rims drilled for Presta valves will already have this, rims drilled for Schrader valves are already this size.
Check and drill out the internal hole only if required, being careful not to drill through both holes.

4. Sealing the rim.

Note. There are two types of tape supplied, the thin tape (12mm) is for spoke hole covering and is structurally strong. The wider tape (19mm) is a sealing tape and is installed after the thin tape.

Remove any existing rim tape and sharp edges. Clean the rim so that new tape will stick and seal the rim.

Taping the rim is an important step as this seals all holes in the rim making it totally air tight.
Start both taping processes away from the valve stem hole and between spoke holes.
First cover the spoke holes with the thin structural tape, wrap it once around the rim so that it overlaps itself by at least 50mm, cut press down firmly.
Now using the wider sealing tape, wrap this once around the rim making sure that once it is installed it is sitting flat, without any crease as this must make the rim airtight. Overlap by at least 50mm or more and press down firmly.
If the rim does not have a welded joint then the rim joint may need to be covered also. Look for any other hole in the rim and cover these with this tape.
Using a sharp knife cut around the edge of the valve stem hole.

5. Fit rimskinz

Start between two spokes and away from the valve stem, push the rimskin into the rim, so that it is tucked under the rim edges (see diagram in step 2).
Do not stretched it to get it over the rim edges trim it using scissors to the correct width if necessary.

Once you have completed the whole rim and reached the installed end, carefully cut the free portion of the rimskin so that it overlaps the installed end by 1-2mm (fig A).

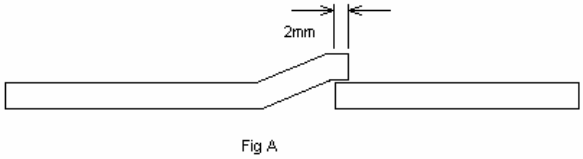


Fig A

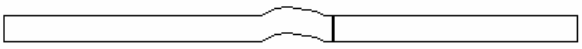


Fig B

Push the cut end up to installed end to ensure a close butted joint (fig B). Press remaining rimskin down into the rim. It's OK to have a slightly rumpled rimskin.

Use the sealing tape provided to seal the rimskinz joint. Run the tape from one side of the rim to the other fully covering the joint (ensure this goes up under the bead).Use a sharp knife as shown to trim once complete.
Unscrew the valve cap and valve stem locking ring, push valve stem through the rimskin and the valve hole in the rim and install locking ring. Tighten the locking (while pushing the valve stem into the rim) as this must be tight to ensure an airtight seal is achieved around the valve stem and rim.

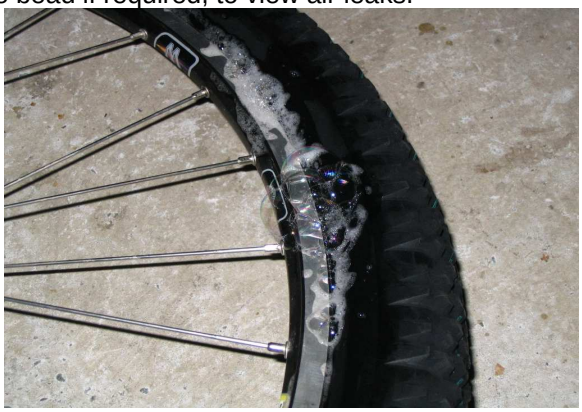
6. Fit the Tyre

Put a little water in a bucket and using a soft brush wet the installed rimskin and both beads of the tyre. This does two things; it helps the tyre to slip on a little easier (as tyre should be snug fit) and it will indicate where the air is leaking once the tyre is inflated. Dry fitting of the tyre is not recommended.

To fit the tyre sit the whole rim inside the tyre (as shown below), then start fitting one bead into the side of the rim. In this way the bead is being fitted to the correct side of the rim. Install tyre without the use of tyre levers as they may damage the rimskinz. Once both of the tyre beads are fitted into the rim, check that the rimskinz has not been folded under the tyre bead and that it is still in place. After you have checked all the way around on both edges the tyre is ready to inflate.

Use a floor pump to inflate the tyre to around 20 PSI (we do not recommend using a compressor as this should not be needed).
It is best done with wheel held off the ground so the tyre is free to seat correctly.

Small bubbles will form around the edge of the tyre, if a large number of bubbles form in a certain area check to find a possible cause. Apply more water around the tyre bead if required, to view air leaks.



You should now be able to pump the tyre up to the required pressure, this may take some pumping as without the sealing liquid air will leak.

This is a good test as to whether this tyre and rim combination will be successful before it gets messy.

If you cannot get the tyre up to at least 20PSI, **Do Not Continue**. We suggest trying another type of tyre.

7. Adding sealing liquid

Shake bottle well before use.

Remove cap and tamper ring from the measuring compartment and screw on the extra nozzle and tube provided. Carefully squeeze the bottle to transfer the required amount of liquid to the measuring compartment. As a guide, use 50-60 ml of liquid for a standard 2.1 x 26" mountain bike tyre. Deflate the tyre and remove rimskinz valve stem inner and push the tube over the valve stem thread careful not to lose any liquid before the tube is connected. Once connected invert the bottle and squeeze to transfer liquid into the tyre.

Once liquid is inside the tyre, remove the nozzle and tube and wash these out with water. Replace the standard cap on the measuring compartment and store the sealing liquid in a cool place away from direct sunlight with both caps firmly closed.

Re-install the valve inner (use a small spanner or pliers). If this is only tightened by hand air will leak around the valve.

The sealing liquid should last 2-6 months depending on the temperature.

8. Final inflation and sealing

Using a floor pump inflate tyre to around 20 PSI. Then rock the wheel from side to side while slowly rotating to ensure the whole inner surface of the tyre and rimskin is covered with sealing liquid. This should seal around the tyre bead and rim.

Water bubbles will indicate where more liquid is required. So continue to move and rock the wheel to cover these areas. Coating the tyre sidewalls with water may reveal holes in standard tyres that need to be sealed. If there are a number of bubbles that will not seal in the sidewalls then leave the wheel sitting flat on top of the bucket for 5-10 min on each side.
If bubbles form around the valve stem, then try tightening it to get a seal.

Now inflate to the required pressure. If the tyre is completely sealed, no bubbles will be visible. If bubbles are visible, continue rocking the wheel to allow the sealing liquid work. Install the wheel back onto your bike and Ride !

Note:The tyre may initially loose pressure between rides, but the seal formed inside the tyre will improve over time. Riding your bike moves the sealing liquid around to where it is required.
Check tyre pressure before each ride. If pressure continues to be lost then remove the wheel form your bike and use water to find where it is leaking.
If the bike is left un-ridden the tyre may deflate slightly so **check the tyre pressure before each ride**.

F.A.Q

What pressure should I run?

You should run tyre pressures around 5-10 PSI lower than usual. However the lower the pressure, the more chance of rim damage or tyre roll off. If your tyres are run at too low a pressure this will adversely affect the bike handling during hard cornering or on off-camber sections of track. Check the tyre pressure before each ride.

How do I prevent the valve stem from blocking?

Rotate the wheel so that the valve is positioned between the 4 and 7 o'clock position (at the bottom) and give time for any sealing liquid to drain out of the valve stem before deflating or inflating the tyre.

How will I know when to top up the sealing liquid?

If your tyre starts to loose air and needs to be continually re-inflated, chances are you need to add more sealing liquid. You can use an old spoke as a dip stick through the valve stem (with valve inner removed) to confirm if there is any liquid left.
Check liquid level before each critical race or ride or during summer check every 6-8 weeks.

The tyre may lose some air pressure if it is not ridden, so get out there and ride!

Care of your Tubeless System.

1. Check tyre pressure before each ride.
2. Always carry a tube in case of a large puncture that will not self seal
3. Check sealing liquid level as it will dry up over time (an old spoke can be used as a dip stick when the valve inner is removed). Check every month in summer less frequently when it's cooler.
4. Always rotate the wheel so the valve stem is at the bottom (pointing up) and allow time for any sealing liquid to drain out before inflating or deflating the tyre. This prevents the valve stem blocking.
5. Never leave the bike sitting on fully deflated tyres, as this can damage the rimskinz surface.

When a new tyre is fitted replacement foam strips can be purchased from your rimskinz stockist.