



For OFF-ROAD use only.

You Will Need:

- NEW or previously un-mounted tire
- Drill & 11mm or 7/16" bit
- Fine Grit Sandpaper
- 3 Tire Spoons
- Valve Core Remover
- Armor All® or other type of tire dressing
- Squirt Bottle with Soapy Water
- 14mm Wrench
- Small Tip Knife
- Tire Pump or air source capable of 120psi
- Air gauge with 120psi range
- Torque Wrench

1 FIRST Watch Video

GO TO: WWW.TUBLISS.COM

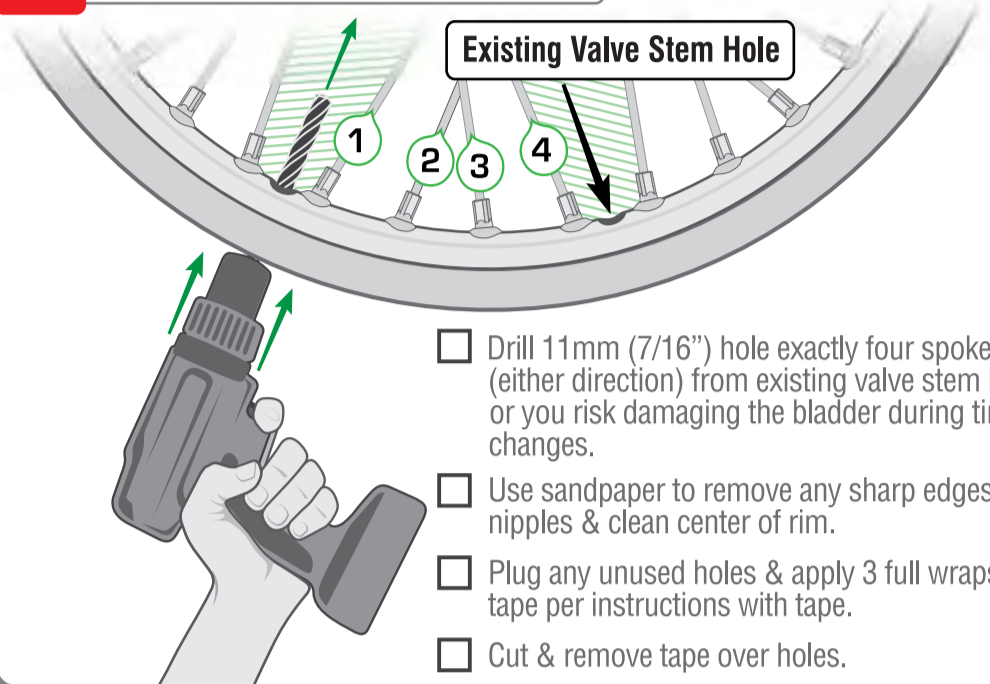
Watch The Full Installation Video.

Does NOT install like a tube!

Follow each step or you will damage system

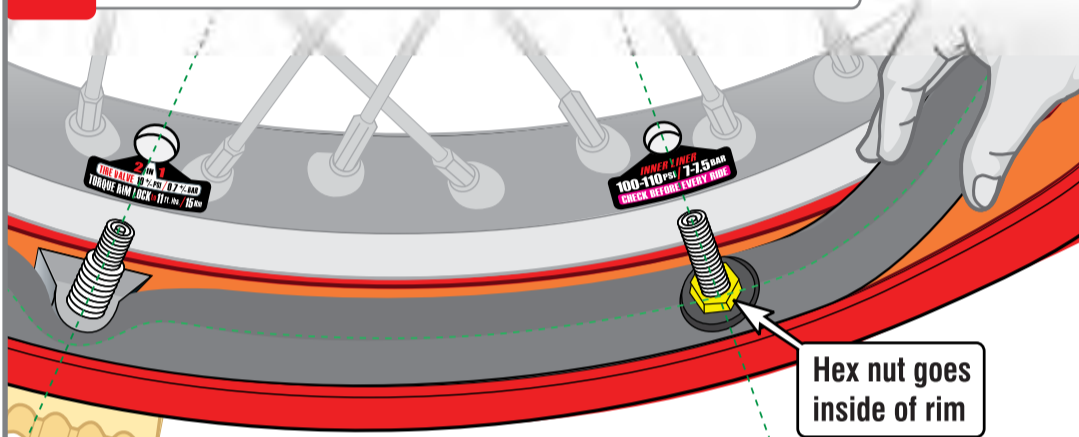


2 Drill Prep & Tape Rim



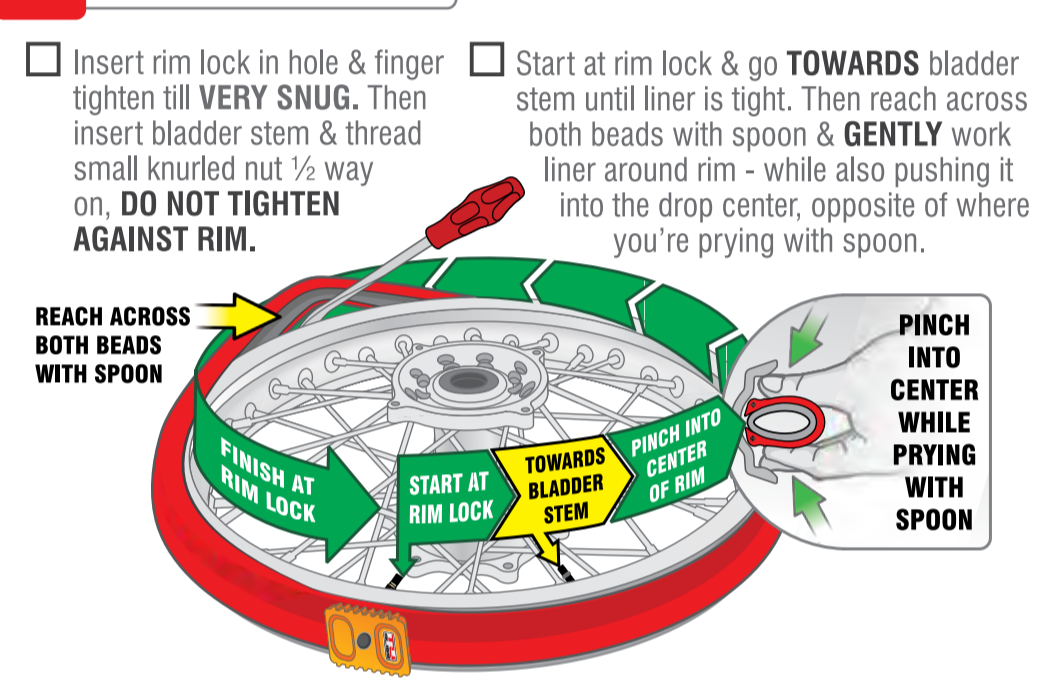
- Drill 11mm (7/16") hole exactly four spokes (either direction) from existing valve stem hole or you risk damaging the bladder during tire changes.
- Use sandpaper to remove any sharp edges from nipples & clean center of rim.
- Plug any unused holes & apply 3 full wraps of tape per instructions with tape.
- Cut & remove tape over holes.

3 Remove Bladder from Liner & Adjust



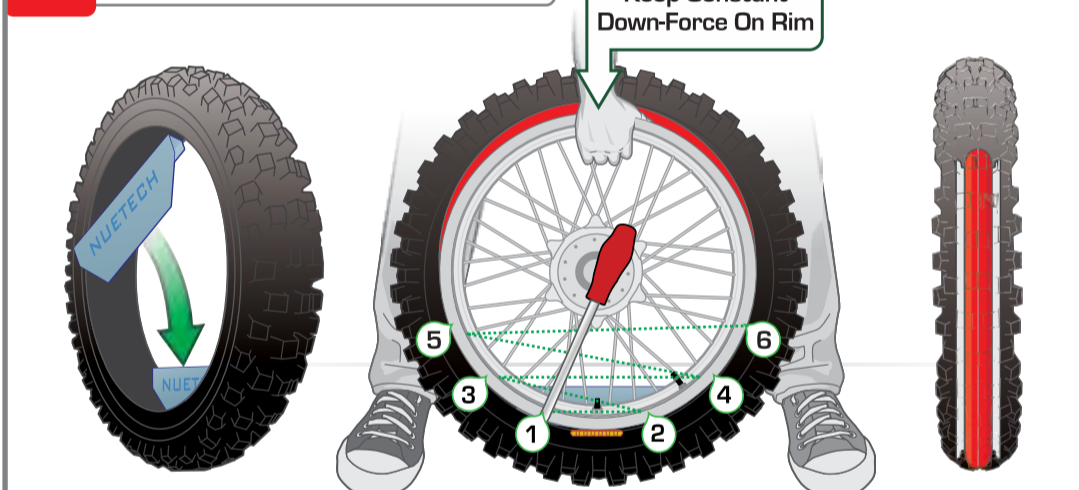
- Thoroughly lube the RED liner with an Armor All type tire dressing.
- Completely remove bladder from RED liner & remove valve core.
- Align rim lock with 11mm hole & center red liner on rim.
- Align bladder valve stem with 8mm hole & insert it back into RED liner.

4 Tubliss On Rim



- Insert rim lock in hole & finger tighten till **VERY SNUG**. Then insert bladder stem & thread small knurled nut 1/2 way on, **DO NOT TIGHTEN AGAINST RIM**.
- Start at rim lock & go **TOWARDS** bladder stem until liner is tight. Then reach across both beads with spoon & **GENTLY** work liner around rim - while also pushing it into the drop center, opposite of where you're prying with spoon.

5 Put Rim Inside Tire



- Stand tire upright & hang guide plate on back bead of tire.
- Start with rim lock at bottom, pry tire open from side to side with spoon. **KEEP CONSTANT DOWN-FORCE ON RIM** until completely inside of tire.
- End result with rim completely inside tire.

6 Tire Mount



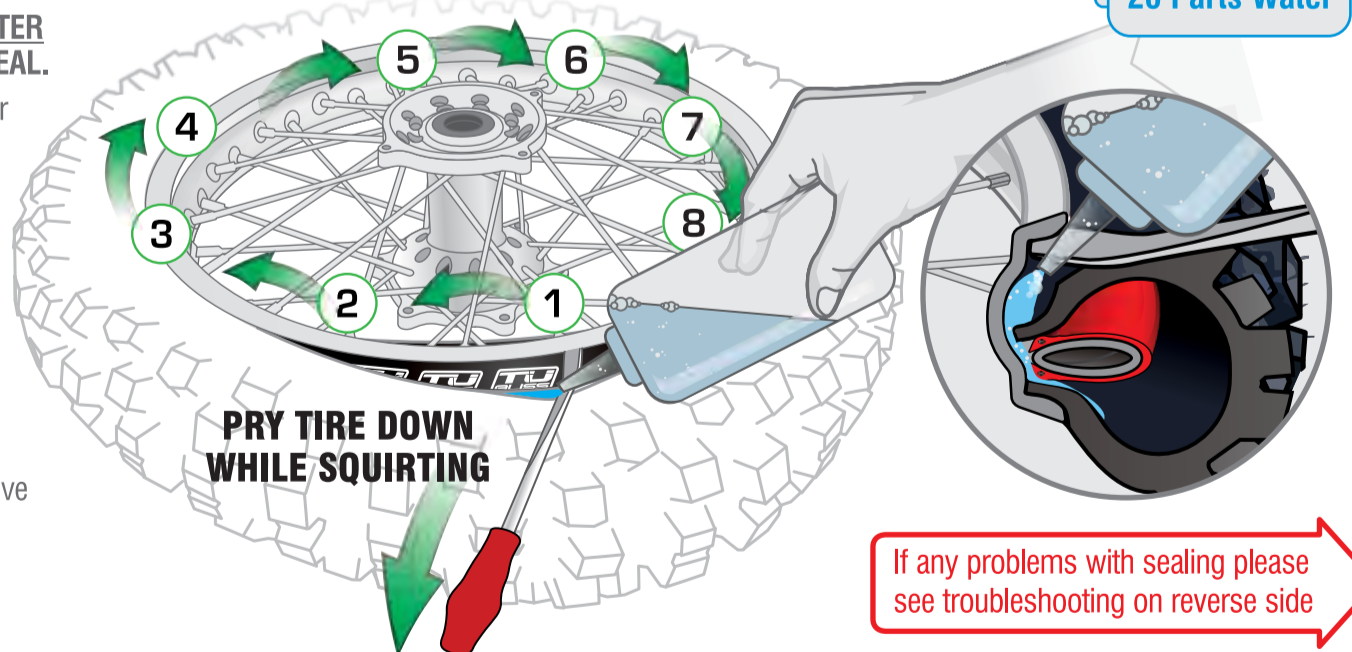
- Start opposite from rim lock - push tire bead fully into drop center of rim. NOTE: The more of the bead that is in the drop center the easier it will go on.
- Finish spooning the last of the tire on **NEXT TO THE RIM LOCK**.
- Flip wheel over and repeat the above mentioned steps.

7 Lubrication & Inflation

If you intend on using a tire sealant, please see SPECIAL INSTRUCTIONS on reverse side first as most sealants are NOT compatible with soapy water.

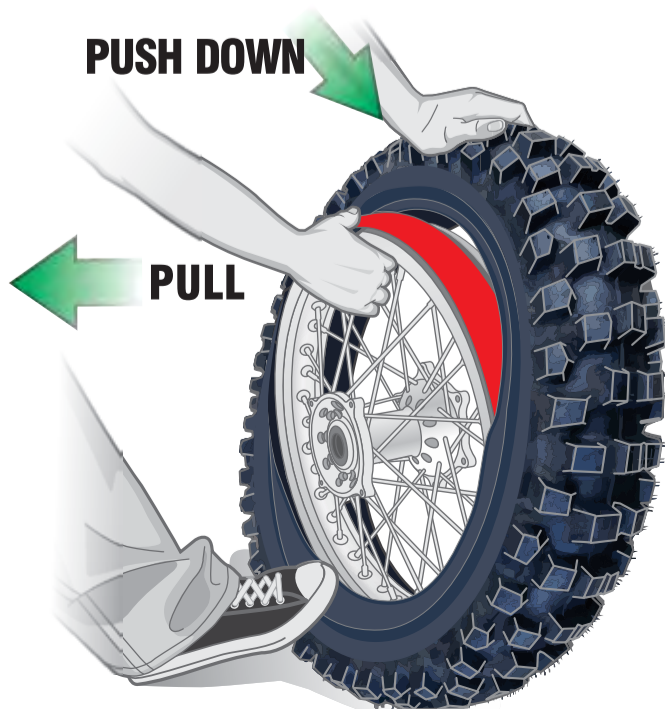
NOTE: SATURATING THE RED LINER WITH SOAPY WATER AFTER THE TIRE IS MOUNTED IS THE KEY TO AN AIRTIGHT SEAL.

- Start next to rim lock & pry tire down while pouring soapy water into drop center of rim. **TOO MUCH SOAPY WATER IS BETTER THAN NOT ENOUGH!** Repeat process every 4 spokes around entire wheel on **BOTH SIDES**.
- Bounce wheel on ground while rotating to ensure soapy water completely covers the outside of the red liner.
- Insert valve cores, inflate black bladder to 120psi & tire to desired air pressure.
- Replace valve stem caps & tighten small knurled nut against valve stem cap. **DO NOT TIGHTEN KNURLED NUT AGAINST RIM.**
- Tighten rim lock nut to 9 ft lbs. / 12 Newton meters.

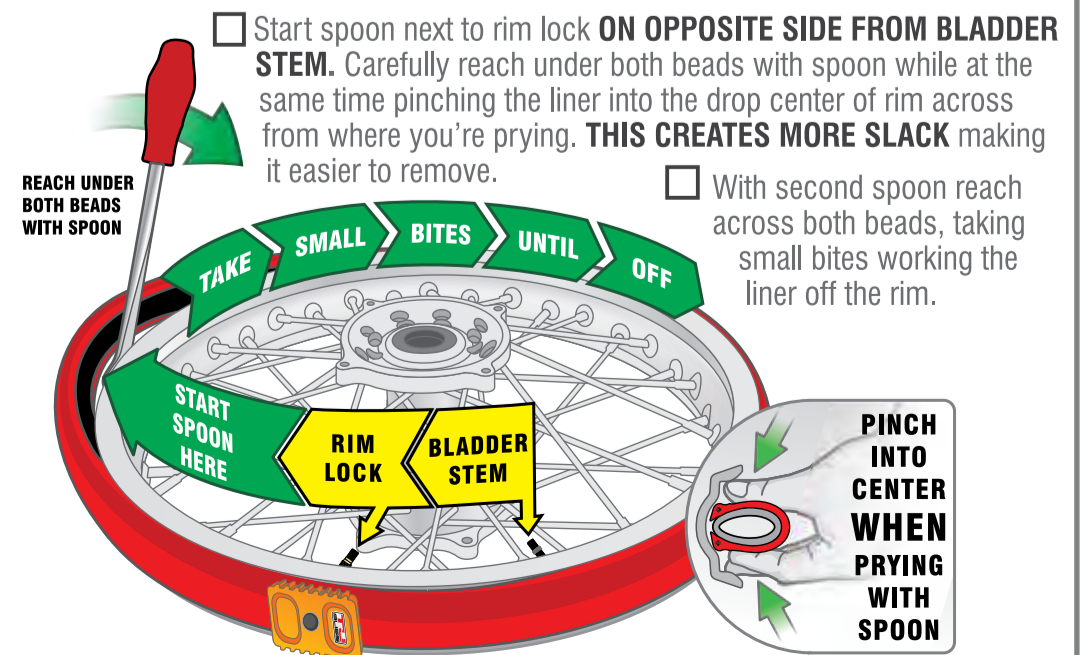


Tire Removal

- Remove both valve cores & nuts
- Start next to rim lock & spoon tire off rim. **BE CAREFUL NOT TO GRAB RED LINER WITH TIRE SPOON.**
- Flip wheel over & repeat process.
- Pull rim out while pushing down on tire.



Tubliss Removal



- Start spoon next to rim lock **ON OPPOSITE SIDE FROM BLADDER STEM**. Carefully reach under both beads with spoon while at the same time pinching the liner into the drop center of rim across from where you're prying. **THIS CREATES MORE SLACK** making it easier to remove.
- With second spoon reach across both beads, taking small bites working the liner off the rim.

IMPORTANT INFORMATION & TIPS

- Always follow the bike and tire manufacturer's recommendations.
- Tubliss is for OFF-ROAD USE ONLY and is NOT recommended for street use.
- USING THE CORRECT TIRE for your riding is VERY IMPORTANT! For extremely rocky conditions (especially at high speed), make sure to use a tough desert-type tire to reduce the risk of cutting and damaging your tires.
- NEVER USE A TIRE MACHINE with Tubliss! It WILL damage the Tubliss system.
- Always use NEW tires or tires that have NEVER been previously mounted with STANDARD rim locks: OEM and other standard rim locks leave impressions inside the tire bead that will cause air leaks because the Tubliss cannot seal against this damaged surface.
- Tubliss seals to the INSIDE of the TIRE'S bead (not to the rim), so it WILL work with dinged or tweaked rims.
- Pre-warming tires and Tubliss will make the installation easier -- if possible, lay both in the sun or allow them to warm up in a heated room before mounting.
- BALANCE: Most new knobby tires are out of balance and are marked with a white or yellow dot or circle on the sidewall; this mark is generally the LIGHT SPOT of the tire and should be aligned with the rim lock for best balance. For high speed riding, it is important to have the wheel balanced for best results.
- MAKE SURE your tire spoons do NOT have any sharp edges. When applying force on the lever during installation, sharp edges will cut and damage the casing cords of the RED Liner's bead, causing the Tubliss system to fail.

Go to Tubliss.com for more details & tips!

INSTALLATION TIPS BY THE STEP -You can also go to Tubliss.com for more installation tips & details.

- 1 FOLLOW THE INSTRUCTIONS:** Regardless of whether you have changed thousands of tires, there is still only one correct way to install and change tires used with the Tubliss system. PLEASE read, watch and follow ALL of the instructions EVERY TIME! And do not hesitate to contact us should you have any questions. Note that it is important to use a NEW tire or one that has NOT been previously mounted with a rim lock: OEM and other standard rim locks leave impressions inside the tire bead, allowing air leaks because the Tubliss cannot seal against this damaged surface.
- 2 RIM PREP:** It is VERY important to position the rim lock and valve stem 4 spokes apart, or you will damage the bladder during tire changes. Make sure to smooth any sharp edges on spoke nipples and around the outer lip of the rim. NOTE that the rim tape does NOT seal in any way; it only acts as a cushion between the spoke nipples and the bladder. It is important to understand that the SEAL is formed between the bead of the RED liner and the INSIDE of the tire's bead. The drop-center of the rim is NOT pressurized at all.
- 3 INNER-BLADDER ALIGNMENT:** Thoroughly coat the RED liner and bladder with an "Armor All" type of product. This will help the Tubliss slip onto the rim much easier. Soapy water will also work, but you need to work quickly before it starts to dry and become tacky.
- 4 TUBLISS ON RIM:** At this time ONLY finger-tighten the nut on the rim lock until the "BLACK RUBBER TRIANGLE DEFLECTOR" presses against the inside of the rim. Only minimal effort should be needed to get the Tubliss onto the rim - if it is not going on easily, STOP! Make sure the RED liner is pinched and fully seated in the drop-center of the rim opposite from where you are prying from..

- 5 RIM INSIDE OF TIRE:** KEEP CONSTANT DOWNFORCE ON THE RIM while prying the tire open with small bites. If you release the down-force, the rim will instantly jump out of the tire & you will have to start over.
- 6 TIRE MOUNTING:** TAKING THE SMALLEST BITES POSSIBLE is really the fastest way! And the more you keep the bead pressed into the drop-center of the rim opposite your tire spoon, the easier it will pry on! This REALLY makes tire mounting much easier!

- 7 LUBRICATE, INFLATE & TORQUE RIM LOCK:** This is a CRITICAL step, so TAKE YOUR TIME! You need to coat the outside of the RED liner with soapy water AFTER it is inside the tire. NOTE: tire paste will NOT work for this step; you MUST USE A LIQUID! Set the torque ONLY ONCE! Do NOT "RE-TORQUE" after it has been initially set, as it will be too tight and will cause damage.
TIRE REMOVAL: BE CAREFUL NOT to grab the Tubliss with the tire spoons, or you will damage it. And always inspect the RED liner's bead for damage after the tire is removed.
TUBLISS REMOVAL: Only MINIMAL effort is needed to remove the system from the rim -- follow the instructions exactly! If you are forcing it, you are doing it incorrectly. *Go to Tubliss.com for more installation tips & details.*

MAINTENANCE *Go to Tubliss.com for more maintenance tips & details.*

- Check pressure before every ride. The BLADDER will lose air pressure through natural permeation (when the air molecules seep through the membrane), at approximately ½ to 1 psi per day, due to the LOW volume / HIGH pressure nature of their design.
- Inspect the sealing bead on the RED liner for damage before each tire installation.
- Replace the inner bladder every 100 hrs or 12 months -- whichever comes first.
- Deflate the high pressure tube when adjusting spokes.
- When installed and maintained properly, the Tubliss system can outlast the bike.

SEALANT NOTE

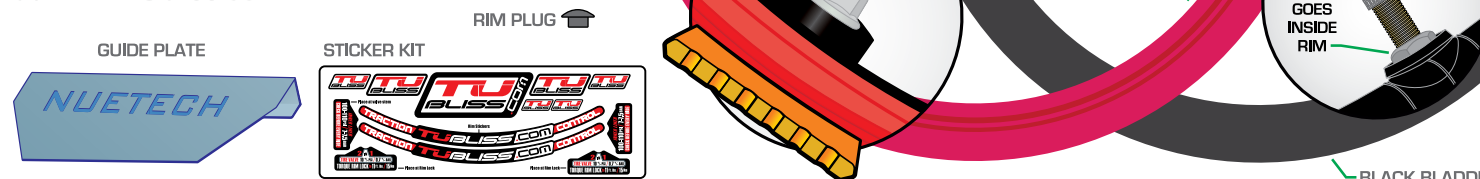
If you plan on using a TIRE SEALANT, do NOT use soapy water to mount the tire as it will ruin the sealant & its sealing properties. INSTEAD use a brush to spread a layer of the sealant directly onto the sides of the RED Liner and onto the inside of the tires beads before mounting. The sealant will act as the lubricant and help everything slide into place & seal properly. If it is necessary to "RESET" the system after the sealant is IN the tire, deflate the bladder, and bounce the wheel on the ground while rotating it. This will work the sealant between the tires bead & RED Liner.

TIPS FOR RIDING WITH TUBLISS

- USING THE CORRECT TIRE that matches your riding & terrain is VERY IMPORTANT! For extremely rocky conditions (especially at high speed), make sure to use a tough desert type tire, or you will cut the tires.
- It is important to make sure the liner is inflated at 100psi before every ride. The Tubliss system may hold the tire pressure with less, but for the best rim protection, 100psi must be maintained.
- When installed, correctly, TIRES will lose very little pressure over time; however, the Tubliss inner-bladder still loose approximately 1 psi per day due to natural permeation (air molecules leaking through the bladder's membrane). Also note that due to its LOW volume / HIGH pressure design, the inner bladder will lose several psi each time you check the pressure with a gauge. Also note that temperatures can effect tire pressures by several pounds.
- Recommended tire pressures can vary GREATLY depending on the TIRES; as a general rule, the stiffer the tire, the lower the pressure you can run. As a general rule, Tubliss will allow you to run at least 2psi less than with standard inner tubes. From this starting point, you can reduce pressure 1 psi at a time until you reach optimum pressures.
- If you plan on running less than 4spi at higher speeds we suggest also using a tire sealant in the tires as it will eliminate the scorching that can occur on the RED liner from it coming into contact with the inside surface of the tire. The sealant will act as a lubricant reducing friction between the two surfaces. This will help to greatly extend the life of the RED liner
- If tire punctures are a concern, we recommend using a TUBELESS TIRE SEALANT in the tire portion only. These products are not necessary with the Tubliss system, but are excellent for sealing small punctures.
- For larger punctures or cuts, TUBELESS TIRE PLUGS are a QUICK AND EASY FIX! just BE CAREFUL not to let the insertion tools make contact with the RED liner when inserting plugs. Also note that most plugs ARE compatible with the tire sealants the sealant simply acts as a lubricant for the plug when inserting and actually assists in the seal. If possible, practice installing the plugs at home on an old tire. You don't want to be 50 miles away from the truck and find out you're not very good at it. *Go to Tubliss.com for more installation tips & details on riding with Tubliss*

PARTS REFERENCE

All parts are available at www.Tubliss.com



WARRANTY

We hold customer satisfaction in the highest regard and will do our best to address any and all concerns! PLEASE contact Nuetech directly with any questions or issues.



Contact:
Phone: (949) 558-5203
Email: jeff@nuetech.com

TROUBLESHOOTING LEAKS

FIRST MAKE SURE THE BLADDER IS INFLATED TO 100 PSI (*The bladder MUST be inflated to 100psi for the tire to seal correctly.*)

IF the Bladder has a slow leak, it is usually due to a loose or dirty valve core seeping air. But ALSO note that due to the LOW volume / HIGH pressure nature of the bladder, each time you check the pressure with a gauge you will experience a pressure loss of 10psi for each one-second of air released. This happens more quickly than with a standard inner-tube and lower pressures. **SOLUTION:** Remove, clean, and reinstall the valve core. On RARE occasions, slow leaks can be the result of a pin hole in the bladder. If this is the case the bladder must be replaced.

IF the Bladder has a fast leak, or will not inflate. The bladder is damaged and will need to be replaced. **SOLUTION:** We do not recommend trying to patch the bladder, as they seldom function with pressures above 50psi. If possible try to determine the cause of the bladder failure (e.g. a sharp edge inside the rim), so it can be corrected and does not reoccur.

A. IF TIRE LEAKS IMMEDIATELY AFTER INSTALLATION (*and the bladder IS inflated to 100psi*).

This is usually due to a twisted or misaligned RED liner and is caused by a dry spot between the inner bead of the tire and the RED liner. Or it can also be caused by torquing the rim lock before the bladder is inflated. In either case the solution is the same.
SOLUTION: Follow the "RESET PROCEDURE" below, this will correct most issues caused by misalignment.

RESET PROCEDURE A & B: It is NOT necessary to remove the tire from the wheel for the reset.

RESET "A":

1. Pull the valve core from the high pressure valve stem so the inner liner and tire both completely deflate.
2. Loosen the nut on the rim lock so that just 1 to 2 of the 10mm threads are showing above the top of the nut.
- SEALANT NOTE: If you are using a tire sealant, do not use soapy water and skip to RESET "B" BELOW
3. Break of tire from the bead of the rim, then start next to the rim lock - push the tires bead away from the rim so you can squirt soapy water into the drop center of the rim. Repeat this every few inches around both sides of the wheel. **Then forcefully bounce the wheel on the ground while rotating it so help distribute the soapy water inside the tire.** The trick here is to get the RED LINER COMPLETELY WET WITH SOAPY WATER, AFTER IT IS INSIDE OF THE TIRE.
4. Re-inflate the inner bladder to 120-psi, and the tire to 15-psi. Wait 5 minutes for trapped air to escape. Then check for a good seal by pouring soapy water around the HIGH Pressure valve stem where it comes through the rim.
5. Last, tighten the rim lock and you're GOOD to GO!! -

IF IT IS STILL LEAKING PLEASE TRY RESET "B" BELOW.

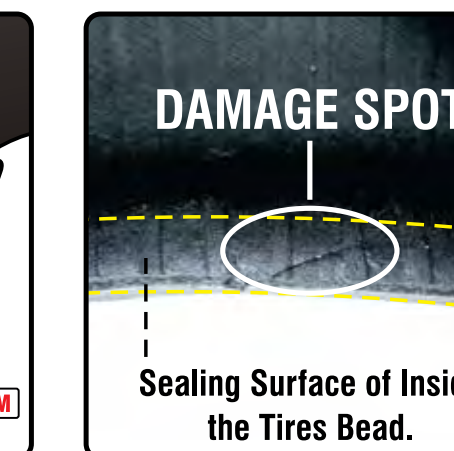
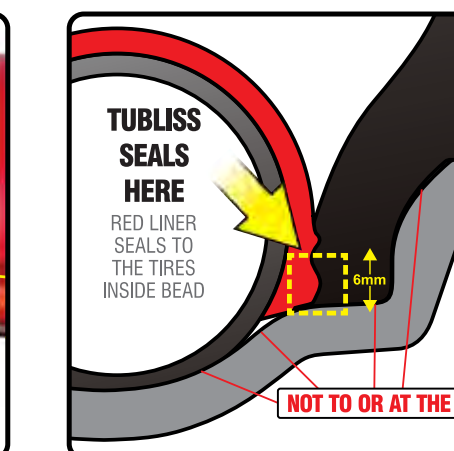
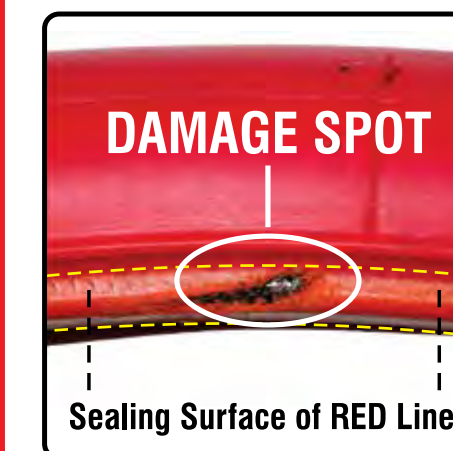
RESET "B":

1. Pull the valve core from the high pressure valve stem so the inner liner and tire both completely deflate.
2. Loosen the nut on the rim lock so that just 1 to 2 of the 10mm threads are showing above the top of the nut.
3. Forcefully bounce the wheel on the ground while rotating it so help distribute the soapy water inside the tire.
4. Re-inflate the inner bladder to 120-psi, and the tire to 15-psi. Wait 5 minutes for trapped air to escape. Then check for a good seal by pouring soapy water around the HIGH Pressure valve stem where it comes through the rim.
5. LAST - Tighten the rim lock and your GOOD to GO!!

The reset procedures above correct most leaks unless there is damage to the sealing bead of the Red Liner or damage to the inside surface of the tire where the TUBLISS seals to it.

HOW TO IDENTIFY DAMAGED SEALING SURFACES:

If the "RESET PROCEDURE" does not fix the leak, there is most likely damage to either the RED liner or the INSIDE surface of the tire's bead. You will need to disassemble and closely inspect both surfaces (see pics below) for damage. If the RED liner is damaged, it will need to be replaced. It is sometimes possible to fix damage to the tire with "Super Glue", RTV Silicone, or it will need to be replaced. Also note that the bumps and texture inside of the tire beads are okay, but any damage or impressions beyond the factory textured surface will cause leaks. Also note that the textures can often help to hide the damage, so take your time to inspect them closely thoroughly.



B. IF TIRE LEAKS DURING OR AFTER A RIDE: (*first check that 100psi is in the bladder*)

This is usually the result of a puncture, cut or damage to the tire itself. **SOLUTION:** Locate the hole by spraying the tire with soapy water or submerging the wheel in water. Depending on the size of the hole, plug it with a tubeless tire plug or with tubeless tire sealant. We have found the BLACK color string style plugs work better than the red/brown colored plugs. Also know that it is VERY RARE - BUT it is possible - for the RED liner to shift if it did not seat properly in the first place. The "RESET" procedure will correct this.