

- b. Never attempt to patch or vulcanize a tire casing.
- c. Inner tubes should be patched only in EMERGENCY situations.
- d. Always locate and eliminate the CAUSE of tire or inner tube damage.

Puncture due to sharp object or severe impact.

Puncture due to loose and broken spokes.

Flat tire due to vandalism or leaking valve core.

Flat tire due to internal chafing or cuts.

Flat tire due to tire shifting on rim.

- e. The inner tube size must correspond to the tire casing size.

Tire removal should be performed in the following manner.

- a. Remove the wheel assembly to be

worked on as described in Front or Rear Wheel Removal, pages 65—67.

- b. Remove brake plate assembly and/or axle, so wheel can be layed flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.

- c. Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.

- d. Step on tire casing to break it free from the rim. Repeat on the opposite side.

- e. Using two small or medium size irons, placed 4–6 in. (100–150 mm) apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons, with your foot. When tire bead is above the rim edge, remove only one tire iron and