

- l. When 80~90% of the tire bead is in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
- m. Insert the valve core and overinflate the standard pressure by approximately 10psi (0.7kg/cm<sup>2</sup>). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 26) and tighten the valve stem retaining nut.
- n. Recheck the tire pressure and install the valve stem cap.
- o. Install wheel assembly as per instructions on pages 70~73.

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***WARNING: Remember when repairing a flat or installing a new tire:***

***1) Always locate and eliminate the cause of the tire failure or it will cause subsequent failure.***

***2) Never attempt to patch or vulcanize a tire casing as this weakens the casing and may result in a blowout.***

***3) An innertube should be patched only in emergency situations. A patched inner-tube is not as reliable as a new tube.***

***4) The innertube size must correspond with the tire casing size or it will cause the tube to wrinkle or to be stretched beyond its designed capacity. In either case the innertube will be weakened increasing the possibility of failure.***

***5) The use of tires other than those listed on the tire information label may adversely affect handling.***

***6) Tire servicing and replacement require skill and special tools. In as much as the safety of the rider is dependent upon the good condition of the tires and wheel assemblies, we urge you to have this***