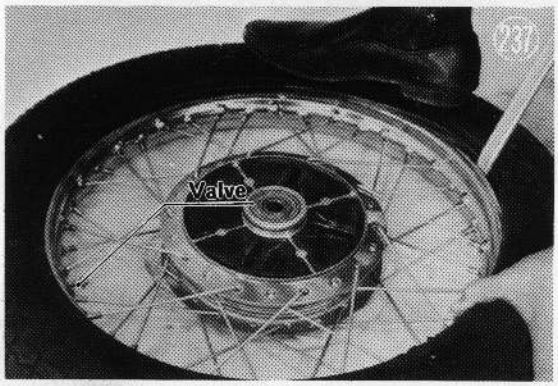
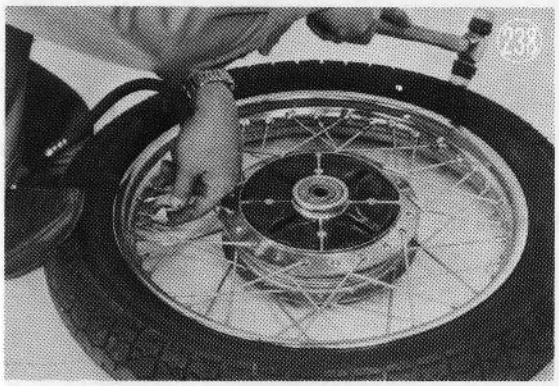
When mounting the tire/tube, first push the tube valve through the valve opening and hold it in place by turning its nut down two or three turns. Put a small amount of air in the tube to straighten it out and pry the tire back onto the rim in the reverse order of unmounting, starting at the side opposite the valve.



NOTE: If the valve stem nut is put on tightly at first, the tube may get pinched between the tire and rim when the tire is mounted.

After the tire is completely mounted on the rim, put air in a little at a time, stopping every so often and hitting the tire to make sure the tube does not get caught between the tire and rim.

Tighten the valve nut and the bead protector nuts.



3) Inspection

a. Tire

For running stability and long tire life, tires should be chosen to match their use and riding conditions, and tire air pressure set to the correct level. If tire pressure is too high the center of the tire will wear excessively, the tire will get damaged easily, it may slip on the road, and every small irregularity in the road surface will be transmitted to the rider. If tire pressure is too low the sides of the tire crown will wear badly, the cord may be damaged and the tire may crack. Steering will be difficult, gas mileage will drop, and the tire may slip on the rim and damage the tube (in the case of the front tire, which has no bead protector).

(1) Wear

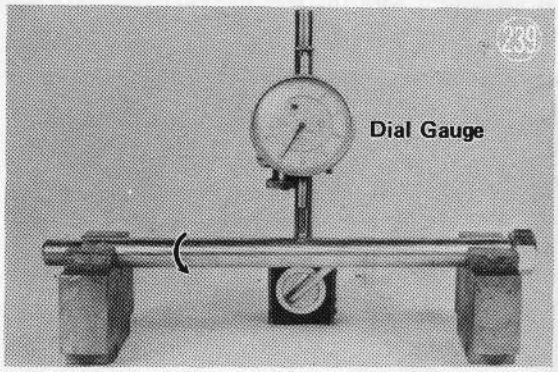
A worn tire is very dangerous in that it will slip easily during sudden braking or on curves, and becomes punctured easily. Judge tire wear by the depth and condition of the tread at the center of the tire.

(2) Cuts

Even small cuts in the tire can cause a blowout if they are deep. Wash the tire and check it for cuts, at the same time removing any stones or other foreign objects imbedded in the tire surface. If there are any deep cuts in the tire, it should be replaced.

b. Front and Rear Axles

A bent axle will cause wheel vibration and unstable handling. Check axle runout with a dial gauge. If runout is over .028" (0.7 mm) and cannot be corrected to within this tolerance, replace the axle. A new axle has under .008" (0.2 mm) runout.



c. Spokes, Rim Warp

Check that all spokes are tightened evenly. Generally loose or unevenly tightened spokes will not only hasten spoke and spoke nipple wear, but will cause the rim to warp and spokes to break. Conversely, a certain degree of rim warp can be corrected by tightening the spokes properly. As illustrated, spin the wheel and check runout with a dial gauge. If runout exceeds the service limit and is not correctable, replace the rim. Also replace any bent spokes.

Table 26 Rim Runout

Standard	Service Limit
Less than .04 in. (1 mm)	.08 in. (2 mm)