

Mounting Tires for MTB Tubeless Page 2

How to mount tires on American Classic MTB Tubeless wheels.

IMPORTANT: Slowly let air out of tire. The tire should stay seated. Sometimes the bead sticks and rolls over the barb (not enough soap) and will not stay seated at first. If the beads are not seated at this point, return to Step 3 and use more soap.

If most of the bead is seated (meaning you may have a small section that did not seat completely), you are now ready to install sealant. There are two options for putting sealant into the tire. Start by removing the valve core.

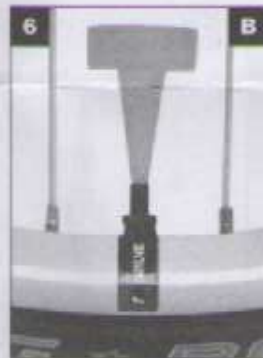
NOTE: We recommend using 3 oz. (89ml) or more of sealant per wheel.



6. After air has been let out of tire and beads are still seated, unthread and remove valve core.



A. Recommended: Attached sealant injector to valve, pinch injector tube, pour sealant into injector, release tube and push plunger.



B. Sealant bottles often come with a funnel style cone cap that can be used if you do not have an injector.



7. Reinstall the valve core. Hand tighten only, do not use a wrench or pliers.



8. With the valve core installed, pump air back into the tire and seat the tire beads.

Inflation:

Some tires require a quick shot of air to "catch" the bead. You may need to use a compressor. Repeat the method that worked for you in Step 4.

Make sure the beads are fully seated. Seating may take more air than you will use when riding. Do not exceed the tire manufacturer's maximum air pressure rating. (PSI/Bar)



9. Once the beads are seated and the tire is holding air with sealant inside, you will need to shake the wheel evenly to spread the sealant in the tire until any small air leaks are sealed. Shake in many directions.

TIPS:

When both tires have been mounted and sealed, you will need to ride them. We recommend riding 1-10 miles staying close to your shop/home to make sure the tires are setup correctly and ready for any longer rides.

Some tires may need to re-inflated several times before they are completely seated and sealed. Riding the wheels evenly spreads the sealant in the tire and fills in any small gaps in the bead seat.

Minimum tire inflation for mtb wheels: follow the minimum pressure rating recommended by the tire manufacturer. Going below the minimum tire pressure can damage the tire and rim causing an accident and injury.

REMINDER:

It is a good practice to carry a spare tube and tire boot in case of a large puncture or tear the sealant cannot fill.

Proper assembly is important to rider safety.
All repairs should be performed by a professional bicycle mechanic.
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Mounting Tires for MTB Tubeless Page 1

How to mount tires on American Classic MTB Tubeless wheels.

- **IMPORTANT:** When running any model of AC MTB Tubeless wheels tubeless, we recommend tubeless ready or standard clincher MTB tires. Do **NOT** use UST tires on the MTB Race wheels. UST tires can be difficult to mount on all other MTB Tubeless wheels and will require extra soaping of the tire and rim, see Step 3. Again, do **NOT** use UST tires on the MTB Race wheels.
- **Tools Needed:** Tubeless Sealant and a Sealant Injector (recommended) - May also need: A Cup, Liquid Soap, Water, a Small Rag.
- Before starting, your rim should be taped with two layers AC MTB Tubeless clear amber colored tape. All new AC wheelsets come taped and with valves in the box. **25mm Tape:** MTB Tubeless, Terrain Tubeless - **28mm Tape:** MTB Race Tubeless, All Mountain Tubeless
- Do not use a tire lever at any point during installation. You should not need one.



Look for any rips, tears or cuts in tape.

1. Inspect clear amber colored tape to make sure it will hold air and seal against the tire bead.



2. Insert red valve stem with rubber O-ring into the tire well.



A. Use the plastic contoured spacer to protect the rim from the nut.



B. Firmly press valve base into rim with your thumb and finger to tighten knurled nut.

UST tire & Tubeless tire Preparation:

3. BEFORE you put the tire on the rim, use liquid soap, a little water and a rag to heavily lather up the edges of the tire (tire bead), both inside and out. Also lather up the inside of rim, on the tape. Use plenty of soap, it will help the beads slide over the hooks and seat correctly!



Very Important!

When starting to install the first tire bead, **start at the rim seam, directly across from the valve, and work toward the valve.**

When the bead is becoming tight, hard to install or slippery, use a dry rag for extra grip. Once the bead is over the sidewall, make sure it is sitting at the bottom of the rim tire well. Repeat to get remaining tire bead onto rim.

Do not use a tire lever at any point during tire installation.



OK



BAD

4. Spread the beads apart at the valve, to make sure the air will enter between them. You should not see the red valve base.

Inflation Tips:

Some tires require a quick shot of air to "catch" the bead. You may need to use a compressor. Sometimes the valve core needs to be removed to allow a quicker shot of air. Do not exceed the tire manufacturer's maximum air pressure rating (PSI/bar).

There is a trick for difficult tires called a "bicycle tire seater." These can be made with a stout string wrapped around the tire tread and tightened, or a ratcheting strap. (Not included)

Pump air into tire.



5. After the beads catch, finish inflating the tire. Do not exceed the manufacturer's maximum air pressure rating. (PSI/Bar)

NOTE:

If the beads do not seat and you have followed the previous instructions, it is possible that your tire will not work. Some tires will not install as the bead diameter is too small and will not go over the bead barb.

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