

## A. Normal Tires

1. Before the tire is fitted, it must be evenly dusted with talc on the inside.
2. Inflate the inner tube a little and place it in the tire. The tube must lie snugly in the tire without creases. The valve must be located at the part of the tire marked with a red spot.
3. Press the lower bead of the tire into the rim all the way round. Use a tire lever to lift the last part of the tire over the rim edge. Use only well-rounded tire levers which are in good condition.
4. Screw an extension piece onto the valve.
5. Then press the upper bead into the rim opposite the valve and hold it in this position. Now use the tire lever to force the tire over the rim edge a little at a time at the left and at the right.
6. Remove the extension piece and install the fixing nut. Then inflate the tire and screw on the valve dust cover.

## B. Tubeless Tires

1. Clean the wheels with the aid of a wire brush (Fig. 40 — 1/1). The shoulder of the rim, the wheel flange and the valve hole must be completely free of dirt and rust.
2. Check the rim for damage. Slight dents at the wheel flange can be straightened out. If there are any chatter-grooves resembling file cuts at the balancing-weight slots and at the wheel flange, or if there is any major damage to the wheel flange itself, the wheel must be replaced.
3. Smear the rubber valve (snap-in valve) with a soap solution and use a special tool or a valve puller chain to force the valve into the rim from the inside (Fig. 40 — 1/2).

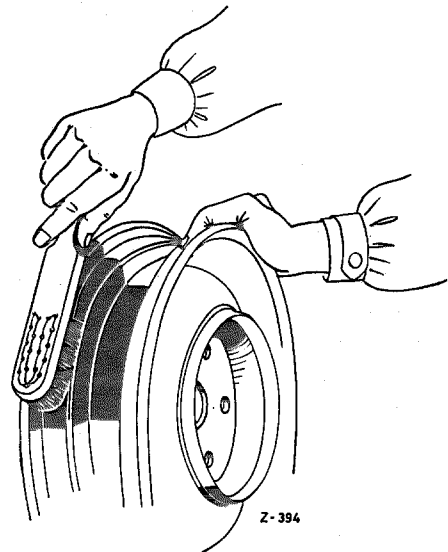


Fig. 40 — 1/1

**Note:** Only rubber valves, so-called snap-in valves, must be used. These valves consist of a mushroom rubber head with a metal neck vulcanized onto it.