

## MENDING A PUNCTURE

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1. Loosen brakes: Hold metal levers together and unclip so blocks are loose and apart



V Brakes:



2. Put into highest numbered gear (smallest cog at cog at back) so that chain is as loose as possible.

*(Front wheels are easier than back wheel as there are no chain/ cogs to worry about)*



3. Turn bike upside down.



4. Remove cap and nut



5. Hold nut on spindle and 'unflip' quick release handle — can feel very stiff— unscrew handle till wheel loose.



6. Lift wheel out and clear of chain. (Stand on side away from oily cogs/chain)



7. Check tyre for thorns, glass etc (use fingernail to check inside of tyre- don't cut your finger)



8. Squeeze tyre away from rim on both side all round wheel. Put wheel on ground. Start removing tyre from 6 o'clock (with valve at 12 o'clock position)

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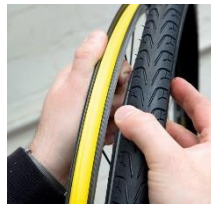
9. Use plastic levers at right-angles to tyres, ease into edge of tyre then ease tyre rim out of the wheel groove. (Very stiff)



Attach hook end of lever to spoke when you get a bit of tyre popped out. Do same with 2<sup>nd</sup> tyre lever 2-3 inches from first. Repeat as above till you can work finger round and pop all the inner tube out.



10. check the ribbon (*in rim of the wheel*) covers the end of the spokes - if displaced, the end of a spoke may rub on the inner tube -this can cause a puncture



11. Pump up the inner tube slightly so that it just inflates to a round shape. This helps the tube fit within the tyre and prevents further punctures as you put the tyre back on.

Replace the tyre, using the tyre levers if necessary, be very careful not to 'pinch' the inner tube against the wheel when you do this

12. Valve needs care - push gently on the valve so that the innertube is held a little way off the wheel -lets tyre rest against the wheel rim without trapping the tube. (*may have to push valve inside tyre a bit and then once tyre snug against rim then gently pull valve out a bit.*)



13. Make sure tyre pattern/tread is same as on front tyre (*i.e. pattern going same way*).

14. Press wheel back into socket, chain back onto the smallest cog. Hold nut on spindle and tighten lever. Return lever to original position of lever - should be quite tight.



UPSIDE DOWN VIEW

15. Chain should be parallel to frame (*largest front cog to smallest rear cog*)

16. Pump up tyre till hard when squeezed. (*60-80 psi*). Replace cap and nut.

17. Wheel back into slot. Tighten quick release lever and nut



18. Then put bike back upright,

19. Check brakes and gears working

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### PUNCTURE REPAIR

1. Carrying **spare inner tube** best option!
2. Traditional **puncture repair kit**

Lay wheel down and keep in position where puncture found. Look for thorn/puncture site,

Pump air into inner tube then listen for air/ feel air on face/ spit on to see bubbles etc.



Mark puncture site with crayon



Roughen edges around puncture site with sandpaper,



dry off tube (paper handkerchief),  
put glue on tube, leave to dry a bit till tacky/almost dry,  
put on patch and press.



Use chalk dust over patch and tube  
to ensure glue does not stick  
tyre.



to

### 3. **Instant adhesive patch**

Roughen with sandpaper  
Apply to clean + dry inner tub

