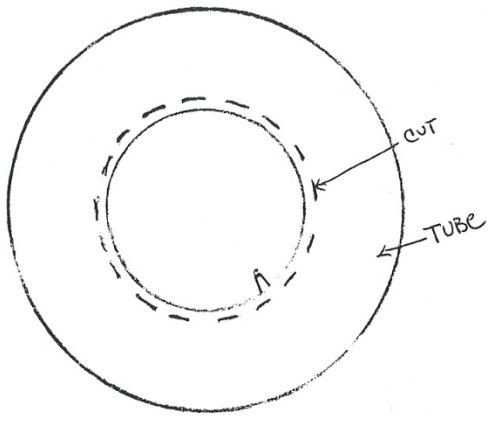
Flat Tire Solutions

After a series of flat tires several years ago, I decided to replace the existing tubes with new tubes. The dilemma I had was how to take off and replace the tires without badly scratching and nicking the newly-painted rims. The solution was simple. I put black friction tape over the tire iron where the iron would/could come in contact with the rim, and also put friction tape around the rim itself. The result was no nicking or chipping of any paint!!!

Another problem I noted was the tire flaps placed in the tire to protect the tubes had folded in some places, making heavy spots and creating possible pinches in the tube. Flaps are not cheap, they are a bear to install, and I wasn't satisfied with the folding I noticed. What to do? A cheap and easy solution was to make "new" rim liners by taking an old 15" tube and cutting the tube into strips. Here is what to do: Cut a hole in the tube about one inch away from the valve stem. Now take a pair of scissors and make a cut the entire circumference around the tube (see drawing). Now cut another hole one inch away from the valve stem on the other side of the valve stem. This allows the rim liner to be about two inches wide. Now make a cut around the circumference which parallels the first cut. Cut the valve stem out of the tire, make a round hole where the valve stem was, and stretch the "flap" over the rim placing the hole where the stem was on the rim where the tube valve stem will go.



CUT TUBE ALONG THE DOTTED LINE

The rim liner has virtually no weight and the tube will never come in contact with the steel rim. This is far superior to using duct tape on a rim, which I have seen done on many occasions. Using one old tube, you can usually get at least five to six flaps.

Clincher 30 x 3½ Tire Installation

Pinched tubes are the cause of many tube failures. I was taught how to install a tire properly in 1966 by using only a rubber mallet. The mallet is designed for tire use with some weight in the head of the hammer and a very long handle.

Start with a clean rim and a good tube and tire. Inflate the tube until it just takes the shape of the tire (not too much air). Place the tube into the tire and then place the valve stem of the tube into the hole in the rim. Place the rim and tire on the ground and push both inner and outer beads of the clincher tire onto the rim. Now take the rubber mallet and "beat" the tire onto the rim. Be careful so as not to have the valve stem become cock-eyed in the hole by alternating where you hit the tire in relation to the valve stem (hit the tire on one side of the valve stem and then hit the other side). Once you have the tire mounted, inflate the tire to 25 pounds and let the air out of the tire. This is to "seat" the tube. Do this a couple of times. Finally, install the valve core and inflate to 55-60 pounds.

By using this method, you never have the possibility of pinching the tube with a tire iron, and a future flat. I have some tires that have the "original" 1966 air in them as proof.