



You're an adventure rider, a traveller, an overlander ... there'll come a time, when out on the road, you'll need to pull a tyre from the rim; a puncture or just replacing the worn rubber. It will happen. It's that time when swearing and cursing becomes the norm. It's inevitable. But it needn't be a task that induces anger, tension, stress.

Recently receiving a Tyre-Pro tool kit from Eastbound we thought what better way to start work on changing a tyre and replacing a tube; two different bikes, two very different wheels and tyres.

The first thing you notice with the Eastbound Tyre-Pro kit is just how light it is, the kit comes in two small pouches and together weigh little more than 500 grams, a huge difference to the tools we usually carry (1.1 kilograms). Does this mean the quality and strength aren't there?

Absolutely not! The Eastbound Tyre-Pro kit is made from aircraft grade 7075 T6 Aluminium. That's the good stuff; the least workable and strongest of all aluminium alloys, in fact as strong as most steel alloys. The lack of workability means it is extremely resistant to damage. All parts are CNC milled in the Netherlands. You can't fault the quality or engineering.

The Eastbound Tyre-Pro kit comes with all the

equipment needed to remove the wheel and tyre, and of course get it all back together.

First task; to replace the front tyre on a Yamaha XV1600. A stiff, heavy duty cruiser tyre on a 17" rim. This could be interesting. The kit we were supplied came with a 17mm and 24mm pair of full-sized ring spanners. Yes, not suited

to the 22mm needed on the Yamaha - for this part of the review it mattered little, this was a job performed in the TRAVERSE workshop.

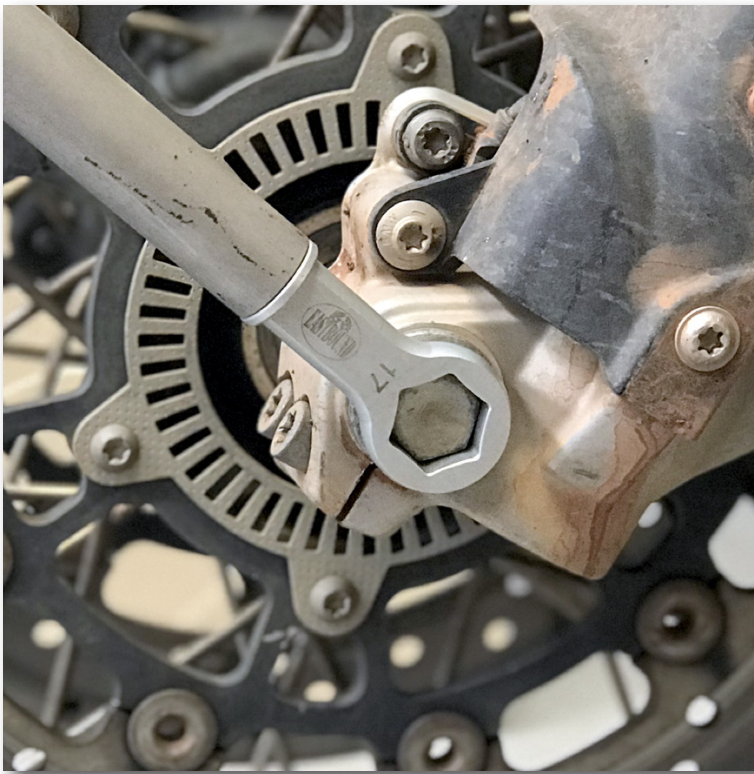
We were told to read the instructions carefully and ask any questions as soon as we struck difficulty. This didn't bode well, we were given the impression the Eastbound Tyre-pro tools would be difficult to use. Nonsense, the Eastbound Tyre-Pro kit is self-explanatory, a quick review of the instructions and we were away.

Insert one of the 'spoons', create a gap, insert the second 'spoon' ... easy. Using the patent pending bead breaker inserted between the two 'spoons' you have a fulcrum that easily levers the bead away from the rim, it opens to 35mm, it would be hard to imagine any bead not being broken away from the rim by this. With the included lever sections connected there is a length of 270mm on each of the 'spoons', the levering force is such





that very little effort is required to open the bead breaker. Done! With the bead broken it was a simple task to 'pop' it from the full diameter of the rim. Using the 'spoons' in the way you would use any similar tool the tyre came off the wheel. Admittedly there was some sweating, swearing and cursing. It would be the same with any tyre removal.



The great thing with the Eastbound Tyre-Pro is that the design meant that the rim was not damaged, even without the use of rim protectors - we removed the protectors after a few seconds! (*They don't come with the kit*)

New tyre. We weren't looking forward to replacing the Shinko 777. Despite being left in the sun for quite some time, it remained hard and stiff. The swearing and cursing

returned, it needn't. Popping the bead back over the rim was easy enough, that final little section, you know the part that always flings tyre levers out with ballistic force, breaks knuckles and has you cursing any and everything within earshot was a breeze.

Using the supplied WheelWedge held the opposing side



of the tyre inwards and therefore allowed for it to be pulled into the centre of the rim. This gave greater flexibility. Initially it was a little hard to work out exactly how to get the WheelWedge to sit in the correct position, however once sorted, resetting the bead couldn't have been easier. This is such a simply designed tool yet one that saves so much time and effort.



On the road. With a packed size of just 160mm x 90mm the Eastbound Tyre-Pro kit truly is pocket sized, and the already discussed weight means it really can be carried anywhere. We threw it into the tank bag of a BMW F800GS and set off into the Australian bush. We'd planned a ride but also needed to replace a well patched tube from a recent ride, perfect excuse for a ride and to test the Tyre-Pro kit in real world conditions.

This time we were able to use the provided XXmm spanner and found that the lightweight design and construction was well up to the job of loosening the axle nut.

On the 21" and slightly softer Mitas E07 front tyre the bead breaking, and tyre removal was much easier than that on the Yamaha. We again used the WheelWedge to

lock the bead in the desired position and had the tube replaced within 15 minutes. A little more getting used to the Eastbound Tyre-Pro kit and we think we could get the whole job done in less than 10 minutes.

At around AU\$140.00 (Euro\$89.00 / US\$100.00) the Eastbound Tyre-Pro kit isn't as cheap as many other kits (you will need to add around AU\$28.00 / Euro\$18.00 / US\$21.00 for each spanner you include in the kit), but neither is the quality or design. Eastbound has certainly made a kit in the Tyre-Pro that is simple in design, effective in execution, and outstanding in quality. It's a product that would sit proud in any travellers' tool kit.

The Eastbound Tyre-Pro kit and all other Eastbound products can be purchased at EASTBOUND.ORG

