



## Tyre-Pro Tools User Instructions



Step 1; Remove the wheel, lay it on a flat underground. Take care of sensitive parts like ABS rings and brake rotors. Don't let dirt enter the seals and bearings.



Step 2; Assemble the spoons & levers. Push spoons 1 between rim and tyre. Lever it up and down to loosen (a possibly sticky) tyre somewhat from the rim. Repeat over an area of approx. 10 inch.



Step 3; Push spoon 1 down as far as possible and insert spoon 2 next to spoon 1 with the tip facing downward.



Step 4; Push spoon 2 as deep as possible while keeping downward pressure on spoon 1. The tip of spoon 2 should catch behind the tyre bead. You can feel it when it does.



Step 5; Take spoon 1 out again while making sure spoon 2 stays in place. Now place the fulcrum on spoon 2 as indicated in the above picture.



Step 6; Place spoon 1 in the fulcrum with the tip pointing up. Push spoon 1 carefully between the rim and the tyre. Make sure that spoon 2 stays in place. Be careful not to push spoon 1 over the rim. This could cause scratches. If spoon 1 does not slide easily between rim and spoon 2, wiggle spoon 2 up and down to create space. See (\*)



Step 7; Grab the two levers with both hands and push them together while keeping pressure on the set, pushing it toward the rim.



Step 8; The bead breaker will open and push the tyre and rim apart. The tyre must be pushed over the safety hump inside the rim. If the tyre is not pushed off the first time, repeat the action two inch to the left or right.



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### **Important Note to User:**

*Changing or repairing a motorcycle tire or tube requires specialist skills! Using an incorrect technique will damage the tire, tube, rim or tools. If user is unfamiliar with tire removal and installation procedures it is essential that user takes part in motorcycle tire repair workshops or checks in with his/her local motorcycle shop to practice with a specialist in a controlled environment before embarking on (solo) trips. In addition, the Tyre-Pro tools have different properties and functionality than conventional tire levers. For this reason it is also essential that all users try and test the tools in a controlled environment before embarking on (solo) trips. A rough and remote area is definitely not the place where you want first test and try the tools. Supplier will not accept any responsibility for damages caused to motorbike or tools or any kind of bodily harm or death of user due to incorrect use of the Eastbound tools.*

### **General Notes on the use of the Tyre-Pro tools;**

- **IMPORTANT TIP:** When a tire has been on a rim for some time, the tire bead can become “vulcanized” to the rim. It will be near impossible then to break it with light hand tools. It is strongly recommended that, before you go on a trip where self-reliance is key, you check this and if necessary take the bike to a shop and have the beads broken on a tire machine, clean the rim bead seat and lubricate the tire bead with tire grease. You will prevent a lot of problems when you get a puncture a couple of weeks or months down the road!
- The spanners/wrenches can be used with maximum 3 lever sections. Do not extend the levers with additional sections or pipes or other means. This can damage the spanners and your motorbike.
- The easiest way of using the spanners is to take off the lever sections after breaking loose the axle nut, so the spanner can be spun around freely to loosen the axle nut completely (and with tightening vice versa), so the levers will not clash with brake calipers, plastic parts etc.
- Do not exceed the torque settings of the axle nuts as specified by the manufacturer of your motorbike. Over torqueing of the axle nuts can damage your bike. Under torqueing can cause the danger of the nuts coming loose.
- (\*) Bead breaker use; take special care at step 6 above. It can sometimes be difficult to push the upper lever between lower lever and rim. This takes a certain move; push the upper lever forcefully down and then in. Not forward towards the center of the rim, this could cause the spoon to shoot over the edge and scratch the rim. Practice the use of the bead breaker.
- Tire spoon use; the spoons are made 7075 T6 Aluminium and are considerably less damaging to your rims than steel levers but they still can cause scratches. Therefore the use of rim protectors is recommended when removing a tire from the rim and reinstalling it.
- The tire spoons can be used with maximum 3 lever sections. Do not extend the levers with additional sections or pipes or other means. This can damage the spoons and tire or rim.
- Do not lubricate the tire before the bead is successfully broken. It would cause the loss of friction/traction of the tools on the rubber which is required for breaking the bead successfully. Lubrication of the bead with tire grease, liquid soap (or even WD40) is essential for a proper installation.
- Using brute force to remove or install a tire will cause irreparable damage to the tire bead, the rim or the tools.

### **Maintenance.**

- After use, remove the sand and mud of all parts. Regularly check the O-rings for damage. Although they are not essential to the safe operation of the tools, these are important for the convenient use of the tools. Grease the O-rings occasionally sparsely with acid-free petrolatum, chain grease/oil or normal bearing grease. Wipe excess grease off.
- Replacement O-rings; 9,25mm x 1,78mm. NBR or equivalent.

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