

- i. Align the tire balance mark with the valve stem hole in the rim and insert a new inner tube of the correct size by inflating very slightly. Leave the valve, core in the valve stem.
- j. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tightly onto the valve stem. Remove valve core.
- k. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.
- l. The tire can now be stepped into place using your heels. Place both heels on the tire bead opposite the valve core and press the tire bead into place progressively with each step in opposite directions around the wheel.
- m. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
- n. Insert the valve core and overinflate the standard pressure by approximately  $0.7 \text{ kg/cm}^2$  (10 psi). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 24) and tighten the valve stem retaining nut.
- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on pages 85–88.

### Wheel Balance

During high speed riding, the balance of the wheel will have considerable effect on the steering stability, therefore, the balance should be checked periodically.