7. Cut off any excess insert material, and allow about 5 minutes for the cement to dry.
8. Inflate the tire (see Tire Pump Operation above), and thoroughly inspect the puncture for any leaks. Wait several minutes to make sure there are no additional leaks.
9. Drive carefully! Periodically check the tire to ensure that the repair is holding. Please drive at a safe speed, and have the tire repaired by a tire professional as soon as possible.

TUBE TIRE REPAIR

1. Remove the wheel from the vehicle (tools not provided).
2. Completely deflate air from the tube.
3. Separate the tire bead from the rim on both sides. This can be aided by pressing down on the tire with your feet.
4. Using tire levers (not provided), carefully pull the bead on one side of the tire over the rim. Use caution not to pinch the tube and cause further damage!
5. Remove the valve stem nut (tool not provided), and carefully pull the tube from the tire.
6. Inspect the tube to determine the location of the puncture. It may be necessary to inflate the tube first (see Tire Pump Operation above). If available, apply a small amount of water to a suspect area to help pinpoint the precise location. Allow moisture to dry.
7. Once the puncture is located, use the thumb buffer to roughen an area approximately the size of the patch to be used. Remove all buffing dust.
8. Apply a thin coat of rubber cement, and allow it to dry until no longer tacky (2 – 3 minutes).
9. Remove the metal foil from the back of the patch, and center the patch over the puncture. Smooth the patch over the tube with your fingers, making sure the edges have good contact. Take care not to touch your fingers to the underside of the patch.
10. Wait several minutes for the cement to fully bond. Use this time to check the inside and outside of the tire to make sure there is no remaining foreign material.
11. Place the tube inside the tire, aligning the valve stem with the rim opening. Replace and tighten stem nut.
12. Push as much of the tire bead over the rim by hand as possible, and using tire levers, carefully pry the remaining bead over the edge of the rim.
13. Before inflating the tire, inspect the tire to make sure it is properly positioned, and that there is no possibility of pinching the tube.
14. Inflate the tire (see Tire Pump Operation above), and thoroughly inspect the puncture for any leaks. Wait several minutes to make sure there are no additional leaks.
15. Drive carefully! Periodically check the tire to ensure that the repair is holding. Please drive at a safe speed, and have the tire inspected and repaired by a tire professional

---

Enjoy life – get out and ride more often, but please ride safe and sober. Always wear protective gear and watch out for other motorists. And ride with CruzTOOLS.

IN NO EVENT SHALL CRUZTOOLS BE LIABLE FOR DIRECT, INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES ARISING FROM ACCIDENTS OR INJURY RESULTING FROM THE USE OR MISUSE OF ITS PRODUCTS, INCLUDING DAMAGE TO PROPERTY AND, TO THE EXTENT PERMITTED BY LAW, DAMAGES FOR PERSONAL INJURY, EVEN IF CRUZTOOLS HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGE.

10/03 ©2003 CruzTOOLS, Inc.
CruzTOOLS and TirePro are trademarks of CruzTOOLS, Inc.

INSTRUCTIONS

TirePro™ Universal Tire Repair Kit

TRK1

CruzTOOLS®
P. O. Box 250, Standard, CA 95373
209-536-0491, Fax 209-536-0463
www.cruztools.com

Thank you for your purchase of the TirePro Universal Tire Repair Kit. While effective for temporary fixes, it is highly recommended that you have permanent repair performed by a skilled professional as soon as possible. CruzTOOLS advises against roadside repair of tube tires except when absolutely necessary. If possible, carry a spare tube with you. Please read the instructions and familiarize yourself with its operation BEFORE you need it – you'll be glad you did!

NOTE THAT TIRE REPAIR REQUIRES MECHANICAL KNOWLEDGE AND ABILITY. IF YOU ARE UNSURE ABOUT YOUR ABILITY, DO NOT ATTEMPT MAKING REPAIRS YOURSELF.

CONTENTS

Quantity	*Item*
2	2" Round Patches
3	1.25" Round Patches
1	Oblong Patch
5	3" Tubeless Insertion Strips
1	Tubeless Insertion Tool (with Screwdriver Handle)
1	Thumb Buffer
1	Engine Pump Valve (fits 18mm Thread Size)
3	Adapters for 14mm, 12mm, and 10mm Spark Plug Thread Sizes
1	48" Tire Pump Hose
1	Tube of Rubber Cement
1	Hand Cleaner Towel
1	Instructions
1	Pouch

TIRE PUMP OPERATION

The TirePro uses a time-proven "Engineers" pump for inflation. Deceptively simple in operation, it's based on a two-way check valve. During downward movement of the piston, the valve opens to let cool, external air into the chamber. Conversely, when the piston moves back up, the valve closes – pushing air down the hose to the tire. Compression of the cylinder is greatly reduced by presence of the valve, thereby greatly reducing the draw of fuel and exhaust fumes that would otherwise be pumped into the tire.

Adapters are provided to cover most thread diameters. Three and four cylinder motors should be able to start and run while pumping air, but single and two cylinder engines won't for obvious reasons. In these cases, simply use the starter to turn over the motor for pumping activity. Be careful to use the starter in short intervals with cool-down periods inbetween; otherwise it can overheat the starter.

Single-Cylinder, Two-Cylinder, and Two-Stroke Engines

1. Turn the fuel petcock to the "OFF" position. Start and run the motor until it stops. If you don't have a petcock (as is common with fuel injection systems), skip this step.
2. Remove the spark plug. If a two cylinder engine, remove the second spark plug cap. GROUND ALL LOOSE SPARK PLUG CABLES. Install the pump valve, using an adapter if necessary, and hand tighten.
3. Attach the large end of the hose to the pump valve, and the other end to the tire valve stem.
4. Crank the motor until the tire reaches the desired level, using a tire pressure gauge if available.
5. If an electric start motor, crank about 20 seconds, then pause for approximately a minute to allow the starter to cool. Repeat this process until the tire is pumped to the correct pressure.
6. Remove the pump assembly, and replace the spark plug and cables. Turn the fuel petcock back to the "ON" position.

Three and Greater Cylinder Four-Stroke Engines

1. Remove a spark plug and GROUND THE LOOSE SPARK PLUG CABLE. Install the pump valve, using an adapter if necessary, and hand tighten.
2. Attach the large end of the pump hose to the pump valve, and the other end to the tire valve stem.
3. Start the engine, running ONLY at idle.
4. Detach when the tire reaches the correct pressure, using a tire pressure gauge if available.
5. Remove the pump assembly, and replace the spark plug and cable.

TUBELESS TIRE REPAIR

1. Inspect the tire to determine the location of the puncture. It may be necessary to inflate the tire first (see Tire Pump Operation above). If available, apply a small amount of water to a suspect area to help pinpoint the precise location. Allow moisture to dry.
2. Once the location is identified, use the insertion tool to determine the size and direction of the puncture, and to clean out foreign material. NOTE: punctures greater than 1/4" should NOT be repaired.
3. Thread an insertion strip halfway through the insertion tool opening, and apply a generous amount of rubber cement to both.
4. Insert the strip into the puncture using a twisting motion, trying to follow the same angle of entry by the foreign object. Push until the strip is completely inside the tire.
5. Slowly start pulling the insertion tool back out of the tire, until it just clears the tire.
6. Rotate the insertion tool to remove it from the strip. If you encounter difficulty having the strip clear the insertion tool needle, try using a screwdriver.