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RIM BAND replacement.

This operation always seems to give riders a bit of grief when trying to find that elusive leak from the tubeless rear tyre. First check the tyre itself has no punctures, and your valve is not leaking (a judicious use of a bit of spit in the valve tip, and watch for bubbles). If the leak is from around the spoke nipples it is most probably the rim band that is the culprit.

The tools you will need:



Milk crate or similar
tyre bead breaker
tyre levers
tools to remove axle
Rim savers if working on anodised rims
tyre snake
valve tool
spritzer bottle with soapy water

step 1:

Remove your rear wheel from the bike and place it on a milk crate or similar. The crate keeps the sprocket and brake disk off the ground, and from being damaged. We have tried to use items for this operation found in most riders tool kits and garages - a simple bead breaker, and common tyre irons and tools.

Remember lubrication is your friend when changing tyres, and working on rim bands. A spritzer bottle containing a soapy water mixture is invaluable in all these operations, use it liberally.



step 2:
bust that bead and remove the tyre from the rim. if the rim is anodised invest in a set of rim savers to protect the colour.

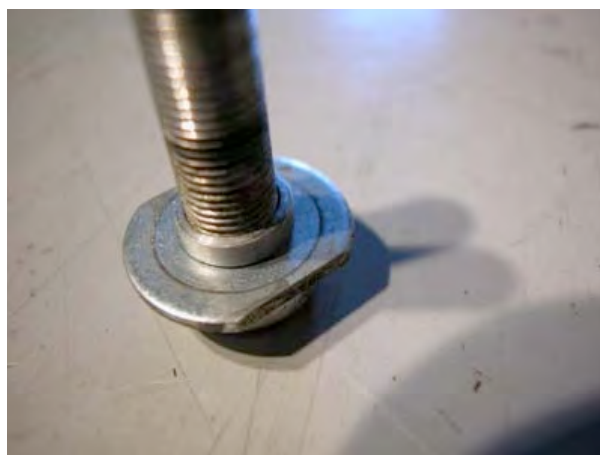


step 3:
remove the old valve and rim band from the rim. now is the time to give the rim a really good clean. remove all grime and old rubber, and use this time to fix any busted spokes or knackered spoke nipples from the rim.
notice on the photo below the machined groove in the rim where the band seats. make sure this is really clean and free of grime and rubber residue.

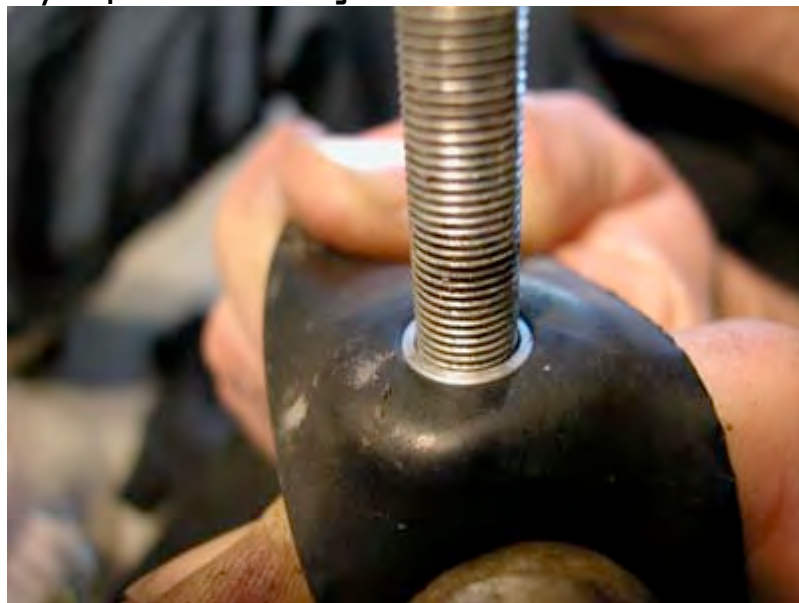


step 4:

These are the parts of a tubeless rim valve, make sure you have all the parts before proceeding.



Place the "o"ring on the valve stem, then the washer, then and the alloy collar. You are now ready to push it through the small hole in the rubber rim band.



This is the most important part of the whole operation, and when not completed correctly allows air to pass around the valve stem. The rim band needs to be stretched over the alloy collar, and held in this configuration when placed back in the rim hole while the securing nut is tightened. A spare set of hands can be invaluable!



This is how the valve and rim band should look after being placed back on the rim.

step 5:

OK, it's now time to seat the rim band in the machined groove in the rim. I usually start by stretching the rim band over the rim and making sure it's evenly tensioned all the way around. Now start opposite the valve stem and work the band into the groove. (The soapy water really helps this go smoothly.)



work the rim band gently all the way around until it is seated in the groove all the way around on both sides.

You will now have an airtight seal, and the tyre is ready to be refitted. The keys to a successfully seal are cleanliness, lubrication and correct fitment of the valve in the rim band and into the rim.

Take your time, and try and con a mates help. An extra pair of hands can really help the inexperienced.

All the best
Paul Arnott, for the Hell team and scorpa Australia.

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