



Tubeless Kit Instructions

Hi there. Thanks for spending your hard-earned cash on this Surly product. Surly stuff is designed to be useful and durable. We're confident it will serve you well for years to come.

⚠️WARNING: Cycling can be dangerous. Bicycle products should be installed and serviced by a professional mechanic. Never modify your bicycle or accessories. Read and follow all product instructions and warnings including information on the manufacturer's website. Inspect your bicycle before every ride. Always wear a helmet.

For additional safety information about all Surly products visit: surlybikes.com/safety

Tubeless Kit Compatibility and Intended Use

This kit is intended to only be used with the Surly MOBD rims and tubeless ready tires. We recommend a Surly or 45NRTH tubeless ready tire for best performance.

Parts Included

- Surly nylon rim strip (qty 2)
- Tubeless valve (qty 2)
- Problem Solver valve nut (qty 2)
- Whisky Tubeless Rim Tape 80mm wide

Recommended for Installation

- Surly MOBD rims
- Tubeless compatible tire
- Tubeless tire sealant and sealant injector

Tools Needed

- Scissors or blade
- Rubbing alcohol
- Safety glasses
- Awl
- Air compressor or high volume pump
- Clean rag
- Valve core removal tool

Installation of the Tubeless Kit

1. Clean inner surface of rim thoroughly with lint free rag and rubbing alcohol. Any debris or residue left on rim could inhibit the tape from properly adhering to the rim and create an air leak. Allow rim to dry before moving on to the next step.
2. Install rim strip. Pull (wrestle) the rim strip on to the rim. Make sure that the strip is centered on the rim and that the valve hole lines up with the valve hole in the rim.

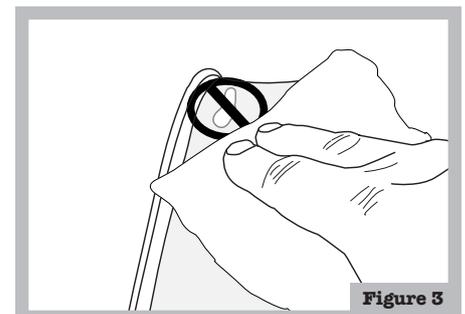
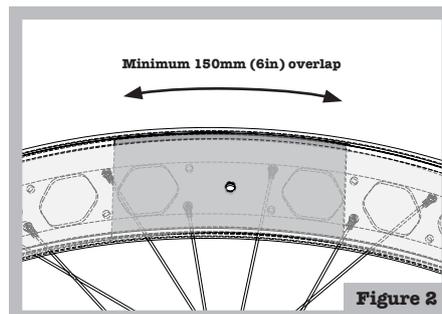
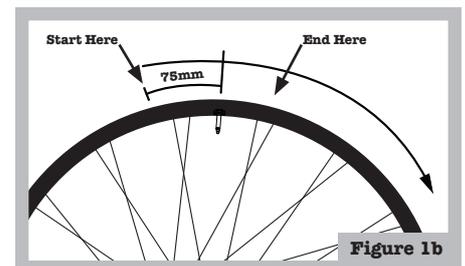
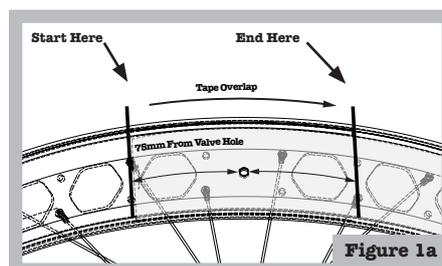
Tip: First temporarily install the tubeless valve through the rim strip and rim to hold things in alignment as you stretch the strip over the rim.

3. Apply tubeless rim tape.

Start the tape about 75mm from the valve hole, pull it tightly, and work your way around the rim (Figure 1a & 1b). Work slowly and ensure that the tape is going on evenly between the sidewalls of the rim and there are no wrinkles or twists. Avoid touching the tape adhesive as much as possible and avoid redoing sections by pulling the tape up after it has already been applied. The rim tape is sized so that it fits nicely between the sidewalls of the rim from bead to bead.

Once you have applied the tape all the way around, cut the tape so that it ends about 75mm past the valve hole (minimum 150mm tape overlap at the seam) (Figure 2). **Note:** The tape seam is a critical point in the system. Make sure you keep'er neat and clean.

4. Adhere the tape to the rim surface by using a rag to rub the tape thoroughly. Be sure to push the rag in to all the corners under the bead hooks. You will notice that the tape changes color in the areas appropriately adhered to the rim. Be careful when rubbing the tape around the seam to avoid peeling up the edge (Figure 3).



Note: This is an important step in the process so take your time to ensure the tape is stuck down well in all areas and eliminate bubbles when possible.

Installation of the Tubeless Kit (continued)

- Find the valve hole on the rim and use an awl to poke a hole in the tape. Puncture the tape from the outside toward the center of the rim, through the valve hole.
- Install tubeless valve. Push the tubeless valve through the valve hole. Thread on the valve nut and tighten it securely to ensure a seal between the rubber wedge on the valve and the inner surface of the rim. **Note:** When the valve nut is sufficiently tightened, the valve should not wiggle or move. (Figure 4). **Tip:** Use a pen or your finger on the rubber side of the valve to tighten nut.
- Install the tire onto the rim. Work the tire onto the rim by placing the tire bead in the center of the rim (POS 1, Figure 5) and working your way around the tire. If the tire becomes tight towards the end, inspect the bead and ensure that it is sitting in the middle of the rim (POS 1, Figure 5). **Note:** If done correctly, you should NOT need a tire lever to install the tire. Install the other bead of the tire with the same method, ensuring that the bead is sitting in the middle of the rim as you work your way around the tire.
- Prepare the tire for inflation. Work your way around the wheel, pulling on the sidewalls of your tire, to move the tire bead to the outer edges of the rim (Figure 6). Make sure that both tire beads are located on the outer edges of the spoke nipples (POS 2, Figure 5) around the entire rim before inflation.
- Seat the tire to the rim bead. Using an air compressor or high volume pump, apply air through the valve until the tire has seated (POS 3, Figure 5) all the way around the rim on both sides. The greater the velocity and volume of the air, the easier it will be to get your tire to seat.

TIPS AND TRICKS TO SEAT TIRE

If you are using all the recommended components, these steps should not be necessary; however, if the components you chose aren't playing nice together, use the tips below to get the job done.

- Remove the valve core during inflation. This will allow a greater amount of air to pass through the valve quickly. This works great with a traditional floor pump or air compressor.
 - Look and listen for any air gaps between the tire and rim tape during inflation. Sometimes a little hand pressure in the appropriate spot while inflating is all it takes to get the air to catch.
 - With the valve core removed, use an air compressor with a rubber tipped nozzle attachment to shoot air directly in. This is the ultimate way to get the most air in the tire at one time.
 - Make a large loop out of two Surly Junk Straps and put it around the tire to squeeze it inward, toward the center of the wheel.
 - First seat the tire with a tube. You will need to first remove the tubeless valve and then install a tube to do this. Seat the tire with the tube installed and then unseat the tire on only one side. Remove the tube carefully not to disturb the seated side of the tire. Reinstall the tubeless valve and then focus on seating just one side of your tire tubeless. During this process, hold the wheel level so that the unseated side of the tire is on the bottom, using gravity to help get the tire to sit against the rim and make the necessary seal.
 - If you know the fit between your tire and rim will be loose after it has been seated, you might want to do some prep work before you apply your tubeless tape, to build up the bead of the rim and tighten the tire fit. You can do this by applying a few layers of electricians tape to each bead of the rim before installing the tubeless tape.
 - Spray bead with soap and water to help tire slide into Position 3 (Figure 5)
- Install tubeless tire sealant. After the tire has seated, deflate the tire and remove the valve core from the tubeless valve. With the sealant injector, install the sealant per through the tubeless valve per manufacturer instructions. From our experience, at least 4 ounces of sealant is needed for a 26 x 3.5" tire. **Note:** There are more ways to skin this cat (getting sealant in the tire), but this is the one seems to work best for us.
 - Reinstall valve core into valve.
 - Re-inflate tire to +10 PSI.
 - Spread the tubeless sealant around tire. Shake tire in all directions and orientations to spread tubeless sealant throughout the inner surface of the tire and rim.
 - Inspect tire for leaks. Examine setup by looking and listen for any air leaks. If there are any leaks, rotate the wheel so that the sealant pools in that area of the tire and shake to allow sealant to fill any air leaks.
 - Install wheel on bike, adjust pressure to desired level, and go ride!

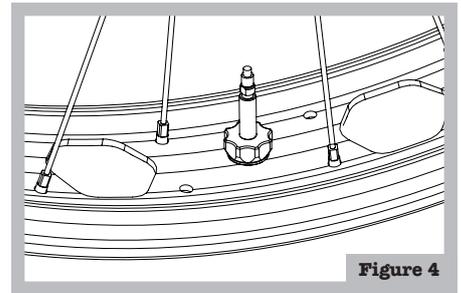


Figure 4

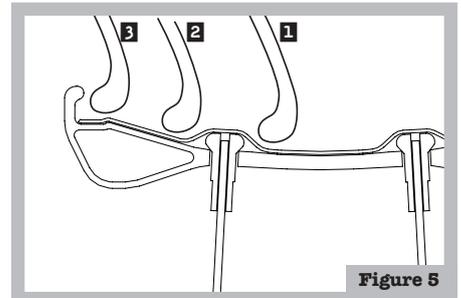


Figure 5

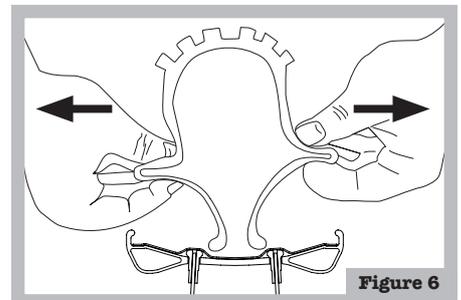


Figure 6

Ongoing Maintenance

During your first couple of rides it is not uncommon to lose some air. No worries, your tire sealant just needs to work around and fill those last few air gaps in the system. Re-inflate the tire and shake sealant in the direction of leak if necessary.

After a considerable amount of time, tire sealant can dry up and lose its glorious sealing properties. We recommend you follow the tire sealant's instructions to determine what interval the sealant should be replaced in the system and periodically check to make sure the valve nut is tight.

Limited Warranty

This Surly product is warranted against defects in materials and workmanship for one year from the date of retail purchase of the product, subject to the limitations detailed below. Save your dated receipt for proof of purchase.

This warranty does NOT cover the following:

- Damage due to improper assembly or follow-up maintenance or lack of skill, competence or experience of the user or assembler
- Products that have been modified, neglected, used in competition or for commercial purposes, misused or abused, involved in accidents or anything other than normal use
- Installation of components, parts or accessories not originally intended for or compatible with Surly product as sold
- Damage or deterioration to the paint, surface finish, aesthetics or appearance of the product
- Normal wear and tear
- Labor required to remove and/or refit and re-adjust the product within the bicycle assembly

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Surly

6400 West 105th Street
Bloomington, MN 55438

The Watts Line: 877.743.3191

The Email: derby@surlybikes.com

The Web Address: surlybikes.com