

## TUBELESS KIT FOR G LINE

### IMPORTANT INFORMATION

- The correct order of assembly is critical
- Check the rim tape to ensure there is no damage
- Schwalbe Doc Blue remains active for around 2000km or 2-7 months, depending on ambient temperature. Schwalbe recommend checking the sealant in line with the recommended use case.
- It is important to check if your rims & tyres are tubeless compatible. (Check with the manufacturer)
- If you are unsure of the correct fitting process, please consult your Brompton dealer or Brompton Technical Support [support@brompton.co.uk](mailto:support@brompton.co.uk)

### FITTING PROCESS

Use the supplied tyre levers to remove the tyre and inner tube, then wipe the inside of the rim to clear any debris. Check the rim tape to ensure there is no damage.

Remove the valve cap C, lock ring LR and lock ring O- ring OR (fig.1). Insert the valve through the valve hole of the wheel rim R, with the pointed end facing toward the center of the wheel as shown (fig 2).

Fit the O-ring OR onto the valve stem and push it down as far as it will go. Fit the lock the lock ring LR, and tighten (fig 1). The base of the valve has a socket for a 4mm Allen (Hex) so that the valve can be held steady whilst the lock ring LR is tightened. Only tighten using fingers, do not over tighten with pliers.

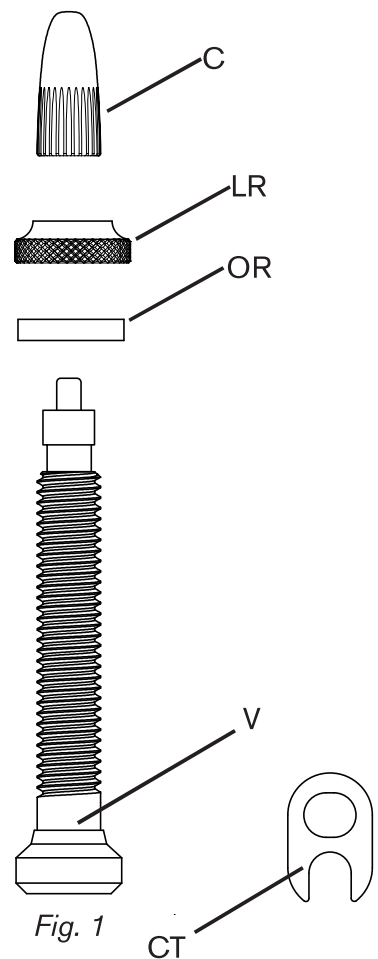
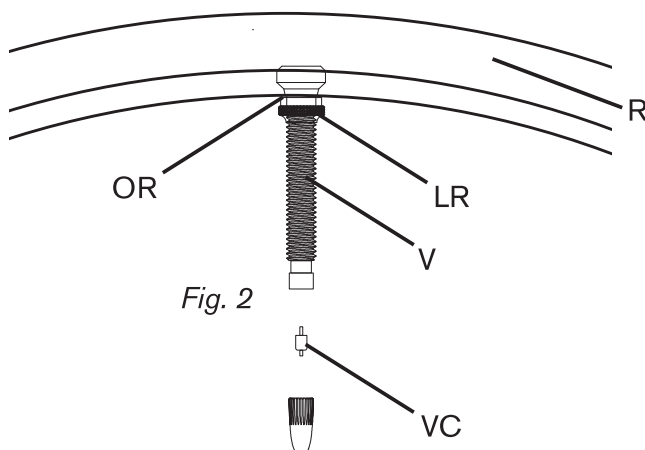
Re-fit your tyre, ensuring the tread direction is correct. (This is indicated by an arrow on the sidewall of the tyre if it has a directional tread).

It is advisable to first inflate the tyre without sealant to ensure there are no issues with obtaining a seal and that the beads will seat correctly. Attach a track (floor) pump and inflate to half the stated pressure of the tyre or rim (whichever is the lower). If there are any issues with obtaining a seal or seating the beads see the **ADDITIONAL ADVICE section. CORRECTLY SEATED BEADS ARE AN IMPORTANT SAFETY REQUIREMENT** (fig. 3).

SCAN HERE



FOR VIDEO INSTRUCTIONS



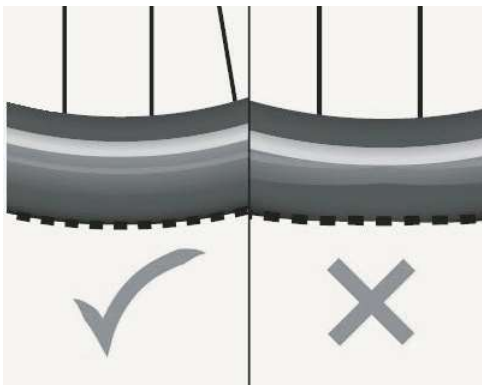


Fig. 3

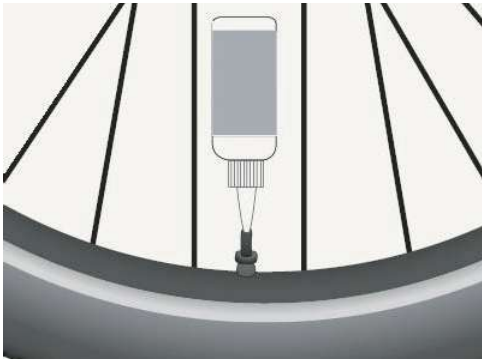


Fig. 4

Before adding any sealant, remove the valve core VC using the supplied valve core remover tool CT (fig. 2). Shake the bottle of Doc Blue sealant very thoroughly to maximize its effectiveness. Remove the blue cap, unscrew the nozzle, remove the seal and re-fit the nozzle. Rotate the wheel so the valve is at the 12 o'clock position. Push the end of the sealant bottle nozzle on to the open end of the valve stem V. Holding the sealant bottle in place, gently turn the wheel so the valve is now in the 6 o'clock position (fig. 4). Slowly squeeze the sealant bottle, release and squeeze again until the entire content on the sealant bottle is added to the tyre.

Re-insert the valve core using the tool CT, being careful not to over tighten it. Then inflate the tyre to the required pressure. **YOU MUST NOT EXCEED THE MAXIMUM STATED PRESSURE (PSI/BAR) INDICATED ON THE TYRE OR FOR THE RIM (WHICHEVER IS THE LOWER).** Don't forget to re-fit your Valve Cap C.

Once inflated, check the tyre bead to ensure it has seated (see above and fig. 3). Shake the wheel around to distribute the sealant evenly within the tyre. It is then advisable to go for a short ride to make there are no issues with sealing or air leakage and to further distribute the sealant around the inside of the tyre.

## ADDITIONAL ADVICE

**If you are having difficulty establishing a seal between the bead of the tyre and the rim in order to inflate the tyre here are some points which may help you:**

- Try inflating the tyre with valve core VC removed. This will allow for a greater flow of air which can assist in establishing a seal and seating the tyre. However, most pumps won't directly attach to the valve stem V with the valve core VC removed. Therefore you may require an additional person to assist by holding the pump head onto the valve stem V. If a seal is established quickly refit the valve core VC before too much of the air pressure is lost. Then top up the pressure to 75% of maximum and leave over night for the bead to bed into the rim.
- Another option is to follow the above procedure but instead of using a track (floor) pump, use a compressor to provide a strong blast of air pressure. Small portable compressors that have a maximum pressure of 8 bar and a receiver tank capacity of 4 to 10 litres are more than sufficient.

**SAFETY WARNING - WHEN USING A COMPRESSOR WEAR EYE AND EAR PROTECTION AND DO NOT INFLATE ABOVE THE MAXIMUM PRESSURE STATED FOR THE TYRE OR RIM (WHICHEVER IS THE LOWER).**

- Finally, either in isolation or in combination with the above, using Schwalbe Easy Fit tyre mounting fluid (available separately) can help establish a seal.

**If you are having difficulty seating the tyre correctly here are some points which may help you:**

- If the bead of the tyre is not fully seated around its full circumference on both sides then the use of Schwalbe Easy Fit (available separately) will, in most cases, solve the issue. On the tyre just above the bead there is a moulding seam line. If the tyre is correctly seated on both sides this seam line should run concentrically and evenly above the lip of the rim without dipping down at any point (as per fig 3.). Applying Easy Fit lubricates the beads of the tyre allowing them to slip in to the correct position. It then evaporates without leaving any residue behind.
- **CRITICAL SAFETY POINT - IT IS ESSENTIAL THAT THE BEADS OF THE TYRE ARE CORRECTLY SEATED ON BOTH SIDES AS DESCRIBED ABOVE. INCORRECTLY SEATED TYRES CAN DERAIL FROM THE RIM DURING RIDING.**