



NOMOUSSE PRO TUBELESS ASSEMBLY (OFFROAD USE ONLY) Rev Sep./21

TAKE THE BEST ADVANTAGE OF YOUR NOMOUSSE BY FOLLOWING THESE INSTRUCTIONS STEP BY STEP

¿WHAT DO YOU NEED?:

- Your NomOusse pro kit
- Two levers spoon type
- Un beading tool
- Howitzer tool
- Quality tires mounting paste (¿Attention, water soap DO NOT work!)
- Brush
- Anti-puncture gel, water based

KNOW A BIT MORE ... ¿HOW NOMOUSSE WORKS?

It is a tubeless system + running support in which the seal is produced by pressure between the outer flank of the blue NomOusse tire and the inner side of the offroad, with about 10 mm of contact width and 1.5 meters of length on each side.

Sealing requires half the pressure of other tubeless systems and, because the inside of the offroad is not smooth, it needs anti-puncture gel - even bath gel - for a good seal. NomOusse exerts a force of more than 1,500 kgs on the rim flanks, which is why it fixes the tire all the way around, like on a road motorcycle. NomOusse is also designed to protect the rim and tire, running at very low offroad pressures, even without air.

MOUNT YOUR NOMOUSSE STEP BY STEP:

1.- Prepare the rim:

Clean the rim properly, and take care to avoid any internal projection that could puncture the tube. It is important that rim protection tape is perfect condition to protect the tube. We recommend a tape 28mm wide and 0.8mm to 1 mm thick. Mount it so that it fits well without being too tight. The system does not need a tire lock.



2.- Now mounto your NomOusse Pro on the rim:

Pay attention on this step. The first assembly is important for a good NomOusse adaptation.

Take into account that the system has two valves, one for the inner tube and the other for the offroad. Each one should come out through a hole in the rim. Put the NomOusse tube inside the NomOusse, partially, and a little air to the camera so that it takes off. Put the valves in the rim holes and secure with a few turns of the cap.

Next, put the rest of the camera into the NomOusse tire lubricating the NomOusse edges with a quality mounting paste, putting in the tire with the help of our hands until inserting the entire NomOusse and its tube, at the same time, into the rim, by hand, advancing from the valves, without crushing the tube and without pulling the valves. The part of the NomOusse that goes into the rim should be **moved to the central part of the throat**, with a smaller diameter, to facilitate mounting. If necessary, help with a flat lever, spoon type. Inflate slightly with hand pump **-0.5 or 0.6 Bar**, no more to prevent tube deformation- and check that the NomOusse and its valves fit well and centred on the rim.

We finish this step lubricating the entire blue tire well, including both sides. This facilitates assembly and sealed.



3.- Prepare the tire:

Clean the tire and check the internal flanks **removing any foreign element** that could make it difficult to seal.

Lubricate well the inside and outside tire edges, with a good mounting paste.

4.- Mount the offroad tire:

With the nomOusse mounted, **inflated to 0,5 Bar**, must be placed inside the offroad tire. Press tire against the ground so that it remains oval by opening the tire. On very hard tires, such as Desert, it may be useful to use a sling, on one side. Press the rim against the tire to place it inside, better helping with a lever on the other hand.

Now **release all pressure removing the inner of the valve** and insert the tire on the rim on one side, then enter the other side, **STARTING FROM THE OPPOSITE PART OF THE VALVES, WITH THE HELP OF A PRESSION LEVER, AND FINISHING, AVOIDING ALL SIDE PRESSURE ON THE VALVES SO AS NOT TO DAMAGE THEM.** The valves must be in a natural position, without forcing.



5.- Inflate your NomOusse Pro:

At the previous step you should have well lubricated and all NomOusse parts well located in his place. Otherwise, move slightly until the nomOusse tube valve is in position.

Next, tighten the valve nut by hand, lubricating the thread so it does not seize.

Now, put the **wheel in a horizontal position**, inflate the NomOusse until the offroad bumps well (**2 to 4 Bar**). Release the inflator so that **all the air escapes**.

Roll the wheel on the ground, even with light blows, place the inner valve and **inflate in a horizontal position to 5 Bar**.

It is important to check the beading and that the position of the pipe valve is correct. The ring that forms the "NomOusse" should centre naturally with the one formed by the offroad and the rim. **If after inflating the nomOusse and heel the offroad it is appreciated that the rubberized valve is not well positioned towards the outside, deflate by removing the valve core and make the wheel bounce against the ground, with the valves up and without breaking the offroad bead.** Inflate again. The recommended pressures are between 4 and 6 Bar for normal or extreme use respectively. Remember that the sealing is done by pressure. If we put more pressure on the offroad, we must keep a minimum difference with the nomOusse of 3.5 bar.

6.- In flate the offroad tire:

Before inflating the offroad, remove the inner part of the valve and put 150 cc of water-based anti-puncture gel - so that it can be cleaned - even bath gel is a good substitute. This gel is used to cover any pores, avoid wear of the NomOusse and damage from dry impacts against the offroad. As long as pressure is maintained on the NomOusse, the offroad tire will be firmly attached to the rim and sealing its edges. Even if it loses all its pressure, it can still rolling reasonably well, without the typical jumps that occur with the tire lock that only holds at one point. The offroad use pressure depends on the type of tire and the user's preference. Even with medium / soft tires, it is frequently used between 0.4 and 0.5 bar, reaching down to 0.2 bar, sometimes and always with gel inside the offroad.





7.- Offroad tire change:

First, you must remove the inner core from the NomOusse tube, remove the valve nut by hand. Take care of **not forcing it so as not to cut the throat**. Next, **push both valves inside so that they remain loose**.

Next, break the bead on the opposite side to the valves, without pressing on them.

Third, apply assembly lubricant all over the edge of the offroad and **ONLY** remove the tire, starting with the valve area, **without taking the NomOusse out, it remains on the rim**.

4th Repeat the same on the other side, press both -rim with NomOusse- to the bottom of the offroad tire and remove by pulling the rim from the side.

Clean everything well, lubricate. Assembly will be done in reverse order.

CARE / SOLUTIONS

A.- CARE OF THE NOMOUSSE PRO: You do not need any except those already mentioned, disassemble carefully so as not to damage it, make a clean and well lubricated assembly. Keep the pressure between 4 Bar and 6 Bar. This way it can be reused many times.

B.- THE NOMOUSSE LOSES PRESSURE: It could be the valve core lose or the tube. If the tube, it must be disassembled and replaced, checking that there is no skewer or protrusion on the rim of NomOusse. You can try before with anti-puncture gel. Below 4 Bar its operation is not guaranteed.

C.- THE OFFROAD TIRE HAS A LIGHT LEAK: If the mounting guidelines have been followed, the pressure loss in one week will be less than 0.2 Bar. If it is higher, it may be due to a slight puncture or a defective seal. Take into account that the length to be sealed is 3 meters and the internal surface of the offroad is usually not smooth. Check by putting the wheel in water in sections.

If the air comes out through the spokes, or the contour of the valves, there is a leak between the offroad and the NomOusse due to dirt, foreign body or lack of gel. It should be disassembled, cleaned and assembled according to the instructions. Check that the conduit and its valve have no leaks. To do this, put in water, plug the outlet hole with a finger and apply pressure to 1 Bar

If a puncture is found, remove the puncture, deflate and seal by inserting cyanoacrylate into the hole or repair with tubeless type puncture kit repair.

D.- THICK PUNCTURE IN OFFROAD TIRE: You can drive without pressure, with caution. Repair with a kit for tubeless wick type punctures. If it is too thick it might need plus.

E.- TIRE + NOMOUSSE PUNCTURE: It is difficult but in the field everything is possible. When we puncture the NomOusse we lose the tire lock, the tire does not hold on the rim, it turns and can come

off. **With 5 m of 4 mm polyamide rope -60 gr in weight-**, wrapping the tire and rim tightly, every three spokes, we can move slowly. In any case, this rope is a very useful safety element in enduro.

If we run without pressure in the chamber, the system is not clamped and can cut both valves. The tube would have to be replaced and a new valve glued to the duct, peeling off the base of the old one or grinding it without touching the edges of the blue tire. Once sanded, clean with degreasing alcohol and apply patch glue to both -duct and new valve-. Once both parts are dry to the touch, press hard.

