NOMOUSSE PRO TUBELESS ASSEMBLY (OFFROAD USE ONLY) Rev Oct./2020

A CORRECT ASSEMBLY IS A SATISFACTION GUARANTEE

HOW NOMOUSSE WORKS: It is a tubeless system 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 1,000 kgs on the flanks of the rim, which is why it fixes the tire all the way around, like on a road motorcycle.

1.- RIM PREPARATION: It must be clean and without any internal projection that could puncture the tube. The rim must have the spoke protection tape in good condition to protect the tube. A tape 28mm wide and 0.8mm thick is fine. Mount it so that it fits well without being too tight. The system does not need a tire lock.

2.- NOMOUSSE PRO MOUNTING ON THE RIM: 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 camera of the nomOusse inside the nomOusse, partially and a little air to the camera so that it takes off. Put the valves in the holes in the rim and secure with a few turns of the cap. Put the rest of the camera into the nomOusse tire. Lubricate the edges of the nomOusse with mounting paste and insert 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 -1 Bar- and check that the nomOusse and its valves fit well and centered on the rim. Lubricate the entire blue tire well, including both sides. This facilitates assembly and sealing.

3.- TIRE PREPARATION: The tire must be clean. Check the internal flanks well and remove any foreign element that could make it difficult to seal.

4.- OFFROAD TIRE ASSEMBLY: The rim with the nomOusse mounted, inflated to 1 Bar, must be placed inside the offroad tire. Lubricate well the inner sides and edges of the tire. Press against the ground so that the offroad 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. Release the pressure from the nomOusse to 0,5 bar. Put the tire on the rim on one side and then on the other, 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.- INFLATING THE NOMOUSSE PRO: As everything is well lubricated, everything must be in place, otherwise, move slightly until the valve of the nomOusse tube is in position. Tighten the valve nut by hand, lubricating the thread so it does not seize. Inflate the nomOusse up to 4 Bar. With 2 Bar in the nomOusse it is enough to bead the offroad tire and hold it firmly around the entire contour of the rim. Check the beading and that the position of the pipe valve is correct. The ring that forms the "nomOusse" should center 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.- OFFROAD TIRE INFLATION: 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 nomOuse, the offroad tire will be firmly attached to the rim and sealing its edges. Even if it loses all its pressure, it can still roll 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: **1st** Remove the core from the nomOusse tube, remove the valve nut by hand, without forcing it so as not to cut the throat, and push both valves inside so that they remain loose. **2º** Break the bead on the opposite side to the valves, without pressing on them. **3º** 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. **5º** 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 . The assembly will be done in reverse order.

CARE AND 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 or 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.

If a puncture is found, remove the puncture, deflate and seal by inserting cyanoacrylate into the hole or repair with tubless 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 was too thick it might need a patch on the inside of the offroad.

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.