



# Tubular Wheel Setup

ENGLISH

# Tubular Wheel Setup

This is a multi-day procedure. On the first day, you stretch the tire without glue. On following days, you apply layers of glue that must completely dry (usually each layer dries for a full day) as you prepare the rim and mount the tire.

## Required Tools:

- + Truing stand
- + 120 grit sand paper or emery cloth
- + Acid brush
- + Acetone
- + Clean rags
- + Floor pump
- + Knife or scrapper
- + Protective gloves
- + Tubular glue- we recommend using a strada or road specific glue, not a pista or track specific glue. Do not use tubular tape or glues not specifically designed for tubular bicycle wheel use.

### **⚠ WARNING**

**The glue used in this process contains chemicals that are poisonous and flammable.**

## Stretching the Tire

1. Without glue, mount your new tubular tire on the rim to which you plan to glue the tire.
2. Inflate the tire to 10-20 psi (1-1.24 atm) less than the maximum rated pressure. This will stretch the tire, make it easier to install, and make sure it fits the rim. You may want to repeat this for practice because after there is glue on the tire, you only get one chance!

## Preparing the Tubular Rim

If you are gluing a tire onto a rim that was previously prepared, scrape off as much old/loose glue as possible and continue on as if it was a new rim (Figure 20).

1. Remove the tire from the rim and set it aside.
2. Place the wheel in the truing stand.
3. Put on the protective gloves.
4. Starting at the rim's valve hole, lightly sand the surface of the entire tire bed with 120 grit. Sanding removes remaining mold release and leave a texture for the glue to grip.
5. Apply a small amount of acetone to a clean rag (Figure 21).
6. Starting again at the rim's valve hole, wipe the sanded area of the rim. This cleans the rim so that it is ready for glue.

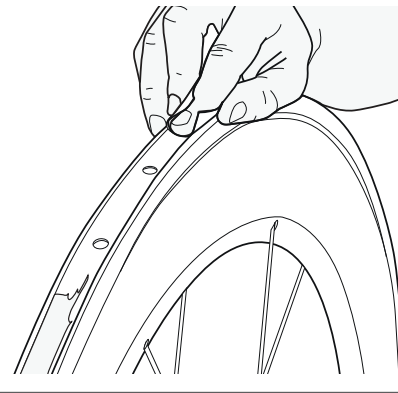


Figure 20. Lightly sand the surface of the wheel bed. Wipe clean with acetone on a clean rag.

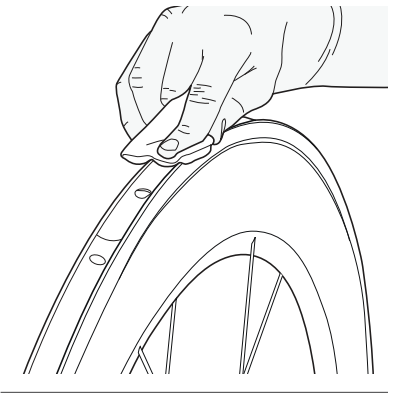


Figure 21. Wipe the sanded area of the rim with a clean rag and a small amount of acetone and prepare it for glue.

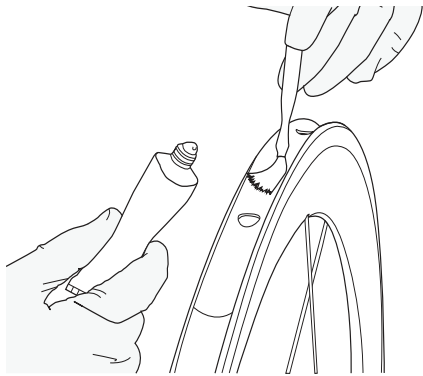
## Applying the First Layer of Glue

Follow the glue manufacturer's installation instructions for using their glue, especially suggested drying times. The first layer of glue on the rim must be very thin and allowed to dry fully (usually around 24 hours). This first layer is the foundation of the correct attachment of a tubular tire.

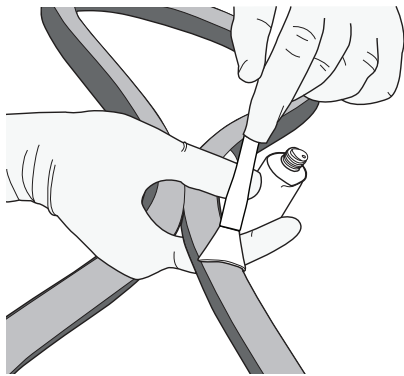
1. Place the wheel in the truing stand.
2. Put on the protective gloves.
3. With the acid brush, apply a thin layer of glue to the rim's tire bed, edge to edge, all the way around the rim (Figure 22).
4. Inflate the tire just until it rolls over and the base tape is exposed (Figure 23).
5. Apply a thin layer of glue to the base tape.
6. Allow the glue to completely dry.

## Applying the Second Layer of Glue

1. If it is not already there, place the wheel back in the truing stand.
2. Put on the protective gloves.
3. With the acid brush, apply a second thin layer of glue to the rim.
4. Inflate the tire just until it rolls over and the base tape is exposed.
5. Apply a thin layer of glue to the base tape.
6. Allow the glue to completely dry.



**Figure 22.** Apply a thin layer of glue to the rim's tire bed.



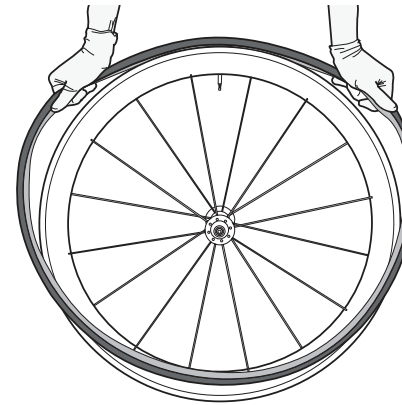
**Figure 23.** Inflate tire until base tape is exposed. Apply a thin layer of glue.

## Attaching the Tubular Tire to the Rim

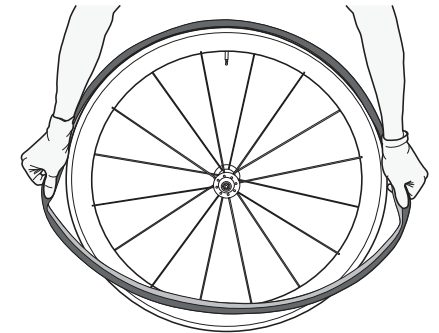
Tighten the removeable valve core before gluing the tubular on the rim. When riding, the valve stem can rattle in a deep section rim. To reduce the chance of noise, prior to this procedure wrap a layer of electrical tape around the valve stem or apply a drop of glue on the side of the valve stem.

As this process nears completion, it is important to work quickly before the glue dries.

1. If it is not already there, place the wheel back in the truing stand.
2. Put on the protective gloves.
3. With the acid brush, apply a third layer of glue to the rim. Let the rim stand for a few minutes. Do not apply any more glue to the tire.
5. Deflate the tire and place the valve stem into the rim's valve core.
6. With your hands at the right and left of the valve, grasp the tread and sidewall of the tire and press down as you work the tire onto the rim bead (Figure 24 and 25).



**Figure 24.**



**Figure 25.**

7. Continue working down the tire, pressing it into rim until there are only a few inches of the tire remaining outside the rim bead (Figure 26).
8. Pick up the wheel and slide the tire on the remaining few inches by pushing with your thumbs (Figure 27).
9. Check the alignment of the valve stem. If it is not straight, slide the tire on the rim until it is.
10. Quickly center the tread over the rim. Place the wheel in the truing stand and look closely at the alignment of the base tape in the rim. If the base tape is not centered over the rim, move the tire sideways so that the base tape is equally exposed. Also check that the tread runs straight.
11. Inflate the tire to slightly less than its recommended pressure and check the base tape tread alignment again. This is the last time you'll be able to move the tire around. When the glue dries, you will not be able to move it around.

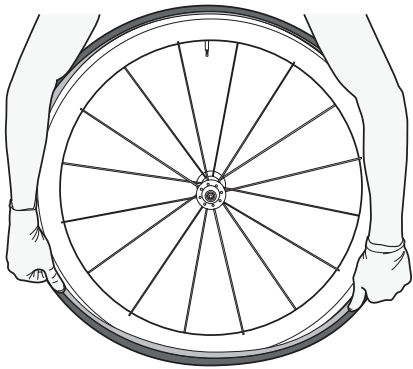


Figure 26.

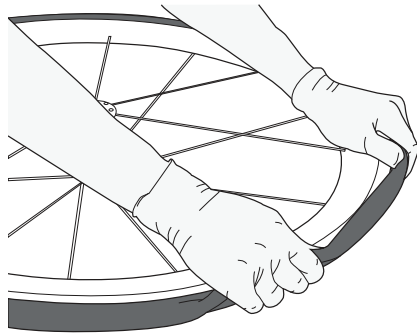
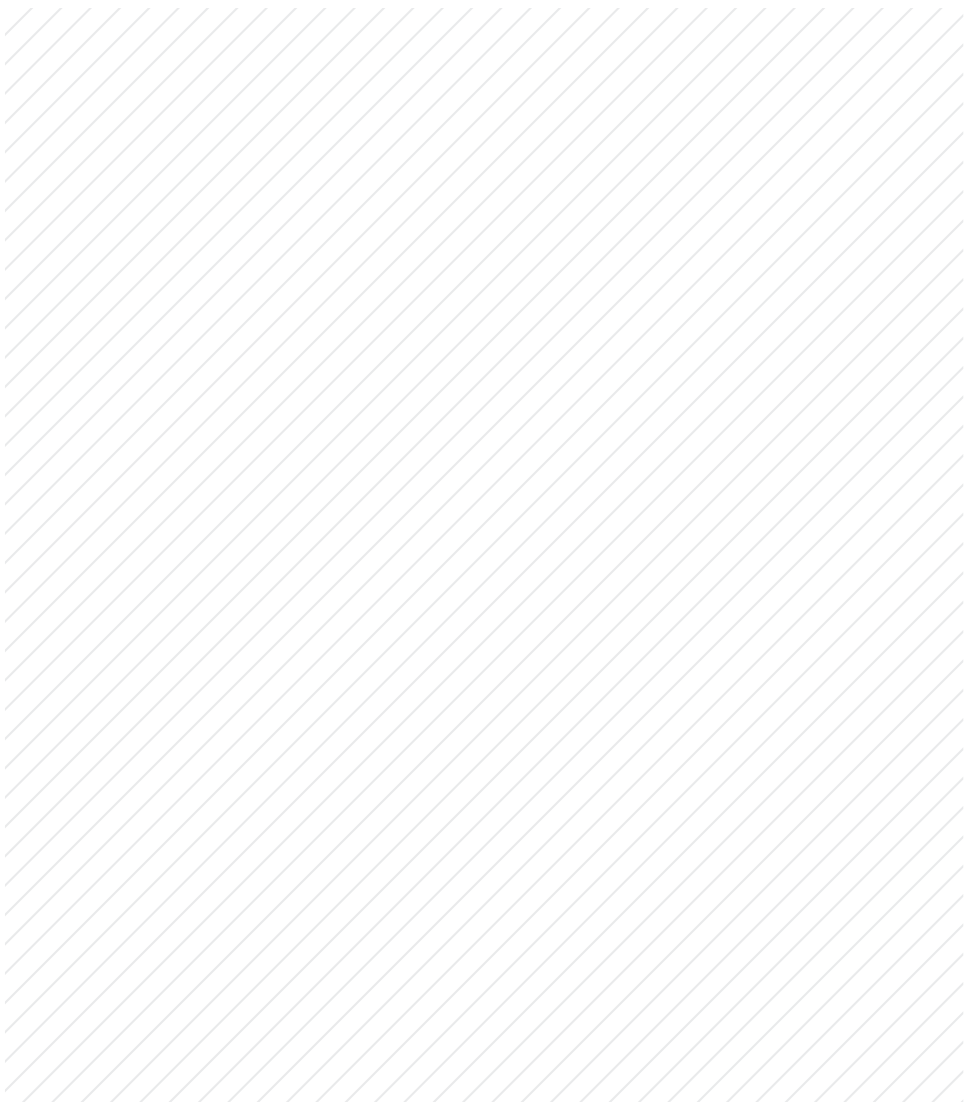


Figure 27.

## Completing the Tubular Installation

1. Inflate tires to the manufacturer's maximum recommended pressure.
2. Check the rim for glue that might be on the braking surface or other areas. If it has, use acetone and a clean rag to clean the rim.
3. Allow the glue to dry for roughly 24 hours.
4. After the glue is completely dry, test the mounting strength. With the tire deflated, roll the tire slightly to check that the tire is adhered up to the edge of the tire well. Check the whole way around the rim and on both sides. If the tire appears to have full adhesion it is ready for inflation.

**Note: You should occasionally check the adhesion of the tire to the rim to ensure the glue is still holding.**



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