LEAK TESTING

TUBLESS INSTALLATION

The tubeless installation on an MH Series wheel can be tested to check for leaks using a plastic container with a rim that is slightly greater diameter than the bolt circle on the wheel. If you try to submerse the entire wheel/tire, you can be easily confused by air leaking from the bottom and appearing to rise from the center and conclude a tire leak is from the o-ring. This method allows you to see just the upper side, one side at a time.

Reduce the air pressure to perhaps 15 psi maximum and remove the hub. This leaves the 3 inner 0.3125 inch bolts holding the wheel halves together. (the picture is with a 6 inch wheel but the concept is the same any MH Series wheel) **DO NOT allow the bearings, race, or hub to get wet!.** You will need a container with about a 4.5 inch inner diameter top. It needs to be large enough to be just larger than the OD of the center bolt pattern. (Fig1)

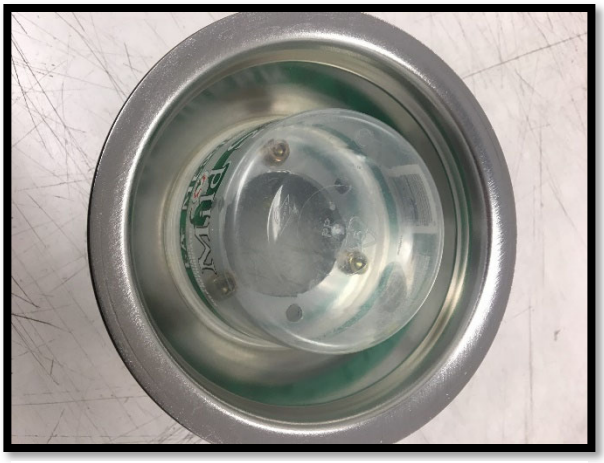

Fig. 1

This example uses a salsa container that was about this diameter. The height of the bowl is adjusted so that it will support the wheel and tire with the wheel half resting on the top of the bowl. (Fig 2 & 3)

Fig. 2

Fig. 3

With the container in place around the bolts and the wheel tire assemble suspended by the rim, you can fill the container with water by pouring down through the center of the wheel into the container. (Fig 4) The seal between the rim of the container and the face of the wheel was sufficient for me. Continue filling until the water level is as high as the maximum point on the tire before the water level starts to overflow the tire.

Fig. 5

Fig. 4

You now have the wheel and tire sitting with an interior 'lake' of water. (Fig 5) Any air bubbles from the wheel half interface, bead seat, tire, or the valve stem (when the valve stem is under water) will be visible. This allows the wheel and tire be checked for leakage around the beadseat, at the wheel half interface, the valve stem, and the tire up to the point of maximum width. After you complete the inspection on one side, turn the wheel over and repeat.

Remember that a tube type tire may seal fine initially and for some period of time but the air is always working to establish a leak path through the tire. Once it finds the path, that leak is not sealable by conventional means.

NOTE: If the wheel-tire combination has been functioning fine and then suddenly starts leaking, it is most likely that the leak path has developed and the tire is not tubeless type.