

# BestRest Tire Iron BeadBrakR®

BestRest TireIron BeadBrakR



Read ALL the instructions before you begin.

For the BeadBrakR to work effectively you need to use the proper techniques.

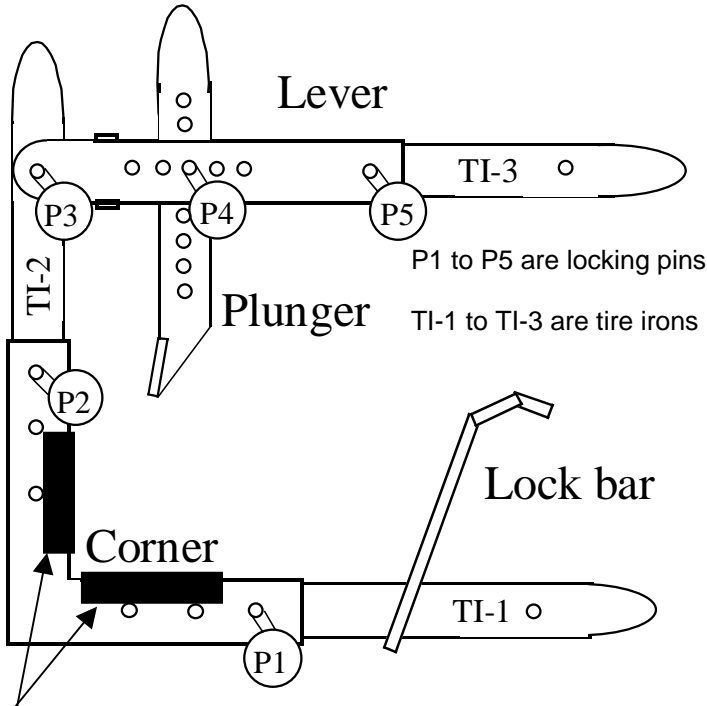
Do yourself a favor - take a few minutes and read this sheet, you'll be glad you did.

Remove the wheel from motorcycle and lay it flat on a hard smooth surface.

Use care to prevent damage to the brake rotors. If necessary, use wood blocks under the outside of the rim to keep the rotors off the ground. In the field you can scoop out a small depression in the earth to make space for the rotor.

Remove the valve stem using the 3-way valve core tool & deflate the tire.

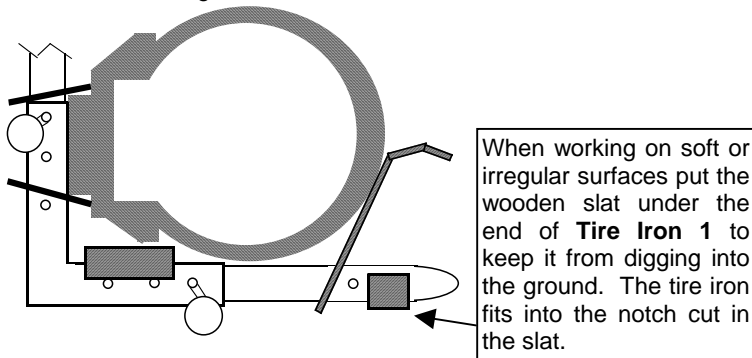
Assemble the BeadBrakR as shown in the next drawing. Insert the flat end of the tire iron into the slots of the Corner and Lever. Pin the tire irons in place using the ring pins.



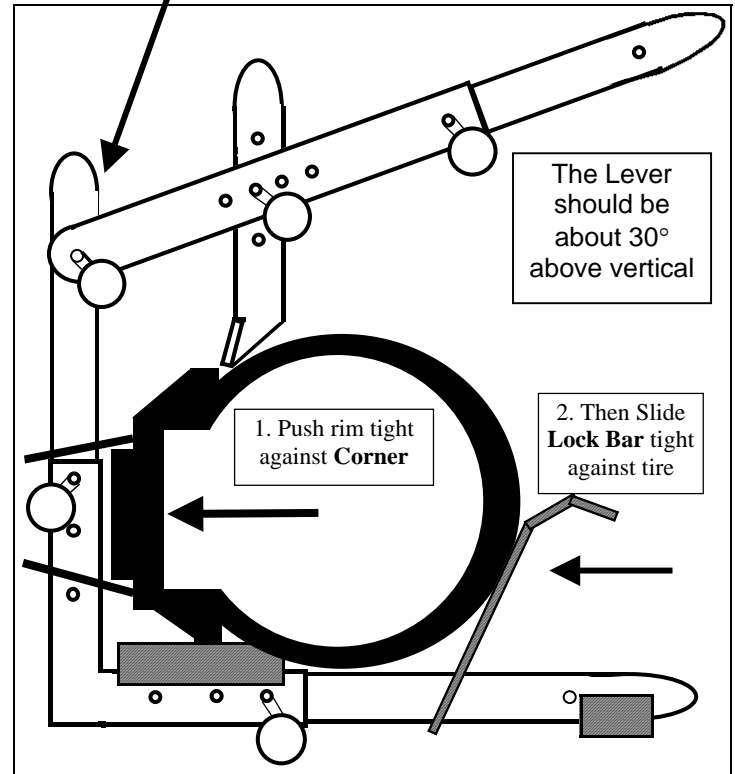
Place wooden blocks over the **Corner** to prevent cosmetic damage to the rim. Use rubber bands to hold the wooden blocks in place.

Once you see how the BeadBrakR is assembled, remove **Pin 3** and set the **Lever, Plunger & Tire Iron 3** aside.

Lower the wheel onto **Tire Iron 2** so it fits thru a wide spot in the spokes. **Tire Iron 2** will be pointing straight up. In the next drawing the wheel is resting on its side and the hub would be to the left.

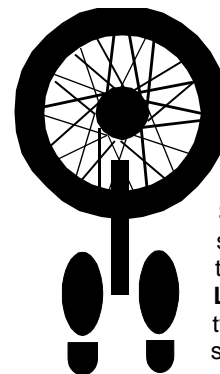


Re-pin the **Lever** at upper end of **Tire Iron 2**.



Throughout the bead breaking process, make sure the rim is kept tight against the **Corner**, and the **Lock Bar** is kept tight against the tire. Make sure all the pins are fully inserted in their holes.

Adjust **Plunger** at **Pin 4** (up-down-left-right) so the **Plunger** is vertical, directly above the edge of the rim & bead.



Stand facing the tire and kneel down so the **Lever** is between your knees. Use both hands to **SLOWLY** press straight down on the end of the **Lever** and **Tire Iron 3**. Don't allow the **Lever** to twist to the side. Don't jerk on it, pound on it, or stand on it.



For best results keep the **Plunger** vertical and as close to the rim as possible. As you press down on the end of the **Lever** the sidewall will compress & the bead will begin to separate from the rim. After pressing down once you may need to readjust the **Plunger** and try a second time. (Continued on reverse)



Don't get frustrated! It may take several tries to get results. By adjusting the **Plunger** at **Pin 4** you'll find a "sweet spot" that works for your tire.

Once the bead has "broken" at one spot, pull **Pin 3** and set the **Lever** aside. Lift the wheel and reposition the BeadBrakR about ¼ of the way around the wheel. Repeat the process around the tire until the bead is free. Flip the wheel over and repeat the process on the other side.

If the bead won't break because the plunger doesn't press the sidewall down quite far enough, slip a tool between the rim and tire sidewall when the plunger is depressed. Then lift the lever, adjust the plunger hole on the lever, and take another "bite" on the sidewall. (Caution – don't put your fingers in this gap!)



Once the bead is free on both sides, thoroughly lubricate the inner rim edges and the tire sidewall beads with **BeadGoop™**. Unlike field expedient tire lubes (shampoo, WD-40, dish soap, etc.) BeadGoop is specially formulated for tire changing – it's slippery when wet and sticky when dry. It makes the tire changing process much easier, so use it generously. It also reduce the air pressure needed to re-seat beads on tubeless tires.

Disassemble the BeadBrakR and use the **Tire Irons** to remove the tire from the rim, or remove the tube for repairs. See Page 3 for tire demounting tips using tire irons.

Remember that bead breaking and tire changing is all about technique, not about brute force. If you bend the BeadBrakR or the tire irons then you're doing something wrong and you'll need to change your technique.

Wear protective eyewear and gloves when breaking beads, changing tires or inflating tires. Keep fingers clear of moving parts. Do not use parts or tools that are damaged, bent, or show signs of failure or fatigue.

**BeadBrakR Tips:**

Read the instructions on the other side of this sheet.

Practice at home before you go out in the field. Once you've broken a bead in your garage, it'll be much easier to do again when you're on the road.

When pressing down on the **Lever**, don't jerk on it or pound on it or use brute force. Use a **Slow, Easy and Steady** downward pressing motion to get the best results.

Some brands of tires are easier to remove than others. Cold tires are stiff and un-pliable. Take them inside where it's warm, or leave them in the sun to warm up and your job will be easier. If all else fails and the bead still won't break free, ride slowly on the flat tire, using extreme caution. The tire will heat and soften and you can break the bead.

If you lose a ring pin you can replace it in the field with a 3/16" rod, a small machine screw, or even a large nail. For safety reasons, only use BeadBrakR pins at P2, P3, and P4.

Rim protectors prevent cosmetic damage to the rim. Once the bead is free, slip the protector over the edge of the rim and tie the string to a spoke. Use the tire irons over the edge of these protectors as you lever the tire off the rim.

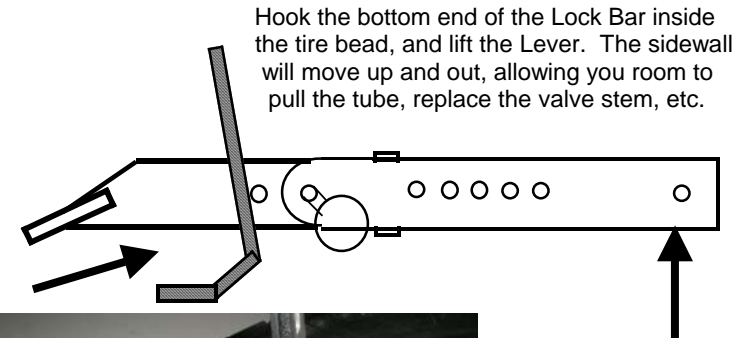
We talk a lot about "breaking" a bead. This doesn't mean that the tire sidewall is compromised or otherwise damaged. It refers only to the process of breaking the mechanical and adhesive bond between the metal rim & the tire's rubber sidewall. The bead breaking and tire changing process is never easy, but with proper tools, practice, and patience it can be made much easier. Don't get frustrated or expect instant results. Stick with it and soon your tires will be ready to roll.

The 3-way valve core multi-tool will remove or tighten a valve core, deflate a tire, insert a new valve stem on tubeless tires, or pull the valve stem back thru the rim when using tubed tires.

**Levering The Tire Away From The Rim:**

You can assemble the Lock Bar, the Plunger, and the Lever into a handy tool that will pry the sidewall upward, giving you room to fit a valve stem or pull a tube out for repairs.

Slide the Lock Bar onto the Plunger as shown. Slide the Plunger into the end of the Lever as shown, and pin the Plunger to the Lever. From the side it looks like a big bottle opener.



Hook the bottom end of the Lock Bar inside the tire bead, and lift the Lever. The sidewall will move up and out, allowing you room to pull the tube, replace the valve stem, etc.



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The BestRest TireIron BeadBrakR™ is Patent Pending. 60/889/710

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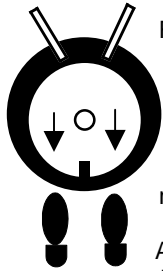
The following tire mounting and demounting tips are provided free of charge. They worked for us, but your situation and skill level may vary. BestRest makes no claims of accuracy or effectiveness for any of these techniques. Improperly mounted tires may result in gradual or sudden loss of air, with subsequent loss of control leading to property damage, injury, or death. The reader assumes total responsibility and assumes full liability for any issue(s) that may arise from following these tire changing tips.  
**BREAK THE BEADS BEFORE ATTEMPTING THESE PROCEDURES.**

### **TUBELESS Tire DE-MOUNTING Tips**

**Thoroughly lubricate rim and tire beads!**

To prevent damage to the rim we suggest using plastic rim protectors. Use extreme care to prevent damage to the brake rotors. Use wooden blocks or other items to elevate the wheel, so the rotor doesn't contact the ground.

Use BeadGoop™ to thoroughly lubricate the inside edge of the rim, and the outside of the tire, where it had previously been in contact with the rim. **PROPER LUBRICATION IS ESSENTIAL !!!!!**



Rest the wheel flat on the ground. Kneel on the tire nearest the valve stem and use your knees to compress the tire sidewall so it collapses into the rim "well".

Pull the rim toward you so the bead stays in the rim well.

At a point opposite the valve stem push the tire down slightly into the well. Insert the spooned end of a Tire Iron (TI) into the well and hook the bead, then lever it up and over the rim.

Hold down the 1<sup>st</sup> TI with one hand, and insert a 2<sup>nd</sup> TI a few inches away. Lever the tire over the rim. Repeat until the bead is free. Use a 3<sup>rd</sup> TI if necessary.

Stand wheel UPRIGHT. Adjust tire so the remaining bead fits into the rim well at the bottom.



From the side of the tire that's not free, insert a TI between the bead and the rim. Lever the tire over the rim. Hold the 1<sup>st</sup> TI and insert a 2<sup>nd</sup> TI between bead and rim. Lever the tire over the rim. Repeat until the tire is free.

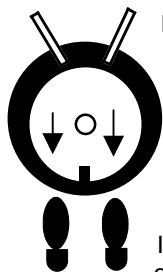
### **TUBELESS Tire MOUNTING Tips**

**Thoroughly lubricate rim and tire beads!**

Identify proper tire rotation – check sidewall for rotation arrow. Replace valve stem if needed.

Find the red dot on tire sidewall – it's usually the lightest spot of the tire & should be aligned with the valve stem, which is usually the heaviest spot of the rim. Follow manufacturer's directions if given.

Rest the wheel flat on the ground. Place tire on top of wheel and push down evenly around the tire. The lower sidewall should easily pop over the rim, if properly lubricated.



Make sure the **INSIDE** edge of the free sidewall is lubricated. Push down the sidewall nearest the valve stem, kneel on it, and pull the rim toward you so the tire fits into the rim well.

Push the sidewall down onto the rim by hand, working both sides until you can't go any further.

Insert a TI between rim and bead and hold the TI with one hand. (The 1<sup>st</sup> TI keeps the bead from creeping around the rim.) On the other side begin working with a 2<sup>nd</sup> TI,

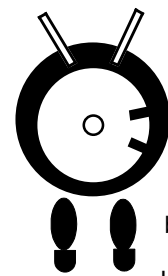
gradually levering the bead onto the rim. Don't try to lever the bead in big sections – use baby steps. Repeat until the bead slips over the sidewall.

Inflate tire using a CyclePump®. If you have problems getting an airtight seal, tie a rope or strap around the circumference of the tire, insert a TI into the rope & turn the TI like a tourniquet. This makes the sidewalls expand & contact the rim. Inflate tire until both beads "pop" loudly into place. Keep your fingers clear of the gap between sidewall and metal rim! Adjust tire pressure as needed.

### **TUBED Tire DE-MOUNTING Tips**

**Thoroughly lubricate rim and tire beads!**

Read the column at left and apply those same principles where applicable.



Loosen (but do not remove) rim locks and valve stem locking nut(s). Push the rim lock inward slightly so it releases the tire sidewalls.

← **Stem & rim lock**

With rim lock & valve stem 90° to your feet, unseat one side of the tire using instructions at left column. If rim lock & stem are opposite stand between them.

Use special care - don't pinch the tube.

Once the first sidewall is free remove the valve stem nut and pull the tube out of the tire. Repair or replace the tube as needed.

To completely remove tire from rim see instructions at left.

### **TUBED Tire MOUNTING Tips**

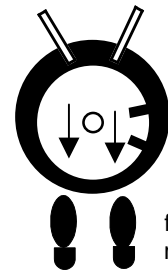
**Thoroughly lubricate rim, beads & tube!**

(inner tube can also be dusted with talcum powder)

Identify proper rotation – check sidewall arrow. Align dot on tire sidewall with valve stem hole. Install rim lock but do not tighten nut.

If mounting a new tire, follow instructions at left & get the first side of the tire sidewall mounted onto the rim.

Use your fingers to work the tube into the gap between the rim and sidewall. Start the valve stem thru the hole and loosely thread the nut. Work the tube around inside the tire so it doesn't have any kinks or twists. Add a few PSI to the tube and the kinks will disappear.



Make sure the **INSIDE** edge of the free sidewall is lubricated. Push down on the sidewall nearest to your feet, kneel on it, and pull the rim toward you, so the tire and tube fit into the rim well.

Push the sidewall and tube down onto the rim by hand, working both sides until you can't go any further. A bit of tube may show on the edge of the rim, push the tube into the rim gently, but don't damage the tube!

Put some lube on your tire irons. Use special care so the irons don't pinch the tube. If this happens remove the tube and make repairs.

Insert a TI between rim and bead and hold the TI with one hand. (The 1<sup>st</sup> TI keeps the bead from creeping around the rim.) On the other side begin working with a 2<sup>nd</sup> TI, gradually levering the bead onto the rim. Don't try to lever the bead in big sections – use baby steps. Repeat until the bead slips over the sidewall.

Inflate tire using a CyclePump®. Tighten the rim lock. Tighten the valve stem nuts. Adjust tire pressure as needed.

### BestRest TireIron BeadBrakR Warranty:

This Warranty covers the BeadBrakR against defects in workmanship and materials for a period of 90 days from date of purchase.

BestRest does not guarantee or otherwise represent that the BeadBrakR will "break the bead" on every tire, during every application, or during each use.

We've done extensive testing to confirm that the BeadBrakR will perform as advertised when breaking beads on most large bore motorcycle tires, however there are situations where no hand-held bead breaking device will separate the rubber sidewall bead from the metal rim.

Due to the extreme forces generated during bead breaking and tire removal, some bending of parts the BeadBrakR parts may occur if you use the tool **improperly**. This is not covered under Warranty unless BestRest determines that the part is defective. Proper use of the BeadBrakR, according to the instructions provided by BestRest will prevent the parts from bending.

Warranty is limited to purchases within the United States of America only. Warranty does not cover fitness for a particular purpose or use, other than those purposes or uses specifically stated in the instruction manual. Warranty does not cover any incidental, indirect, or consequential loss, damage, or expense that may result from using the BeadBrakR, or for any defect, failure, or other malfunction, whether this occurs during or after the Warranty period. Warranty does not cover failures that result from misuse, Purchaser abuse, neglect or failure to operate product in accordance with BestRest's published instructions. Warranty does not cover willful acts on the part of the Purchaser or others, which are contrary to BestRest's published instructions, or which are contrary to the stated purpose of the product. Warranty does not cover normal wear and tear as a result of operation, use, transport, or other common causes.

We diligently strive to provide the finest products so warranty claims are very rare. Refer to our website for a full explanation of our refund and warranty policies.

#### BestRest's Return Policy

1. For products purchased from one of our dealers (not BestRest) you must take your returned item to that dealer.
2. If purchased from BestRest, contact us for a Returned Merchandise Authorization (RMA)
3. Items may be returned within 14 days. A 15% restocking fee applies.
4. Items returned without an approval or RMA may be refused
5. A copy of the original invoice must accompany the return
6. Items must be in "**like-new**" condition, with all parts, pieces, and hardware present.

7. Your decision to use this product may affect eligibility for returns or refunds

8. Customer is responsible for all return shipping fees

9. Customer is responsible for insuring all packages for the original purchase value

10. Returned items are subject to inspection; damaged items will be discounted

11. No refunds will be given to a different account than originally used for the purchase.

12. No cash refunds.

13. No refunds without a receipt

14. Allow 30-45 days for a refund to appear on your credit card statement.

15. Items returned after 14 days are subject to a 15% restocking fee AND will be given a store credit ONLY

16. Store credits are good for other BestRest products, ONLY

17. Items that are used, damaged, or missing parts are eligible for store credit ONLY

18. Items that are used, damaged, or missing parts may be discounted at our discretion

19. Defective merchandise will be replaced with the same model and style as the original item.

20. The term "defective" describes items that are clearly manufactured improperly or are otherwise unserviceable due to substantial manufacturing or assembly defects.

21. All credit card purchases subject to the terms of this policy

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