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—*Tamis Nordling, April 2024*

Remove, inspect, and replace tire components

This article will tell you how to remove a tire from a wheel, inspect the rim strip, tube, and tire, and how to replace these components.

Please review the entire article and watch the video before determining whether you have the necessary mechanical skills and tools to perform these steps. You should either have a professional bike mechanic do this or have a professional check your work.

⚠️ WARNING:

Attempting to perform these procedures without the necessary mechanical skills and tools can lead to component failure, serious injury, or death. Go to radpowerbikes.com/pages/rad-service for help finding a local professional who can perform these steps or check your work.



This article assumes you have already removed a wheel from your bike. For instructions on wheel removal, please consult the relevant article(s):

- [Remove and Reinstall a Front Wheel with a Quick-Release Lever](#)
- [Remove and Reinstall a Rear Wheel from a Multi-Speed Ebike](#)
- [Remove and Reinstall a Rear Wheel on a RadRunner](#)
- [Remove and Reinstall a Rear Wheel on a RadMission](#)

+ Get ready

+ Remove the tire from the wheel

+ Inspect the rim strip

+ Replace the rim strip if necessary

+ Inspect the tube and tire

+ Reinstall the tube and tire

– Inflate the tire

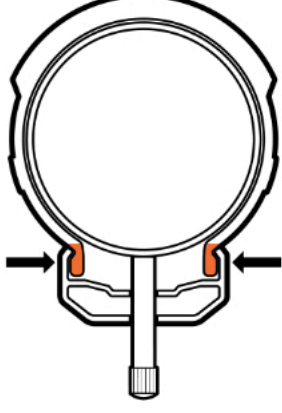
If you have any special flat-preventing tire liners installed, this will affect your tire-inflation process and target pressure. Please consult the instructions for those liners before proceeding with inflation. If you have purchased Tannus liners, please consult these resources:

[Tannus Armour instructions](#)

[Installing Tannus Armour liners](#)

1. **Begin slowly reinflating your tire.** When pressure is starting to display on your pressure gauge (at about 10 PSI), double check that the bead of your tire is still fully within the rim on both sides of the tire.

NOTE: The "bead" of your tire is the rigid ends of the tire, containing a metal wire, that a properly inflated tube presses into the rim of the wheel to hold the tire firmly in place (see the orange sections of the tire in the cross-section illustration). When the tire bead is fully and evenly secure in the rim, it called "fully seated."



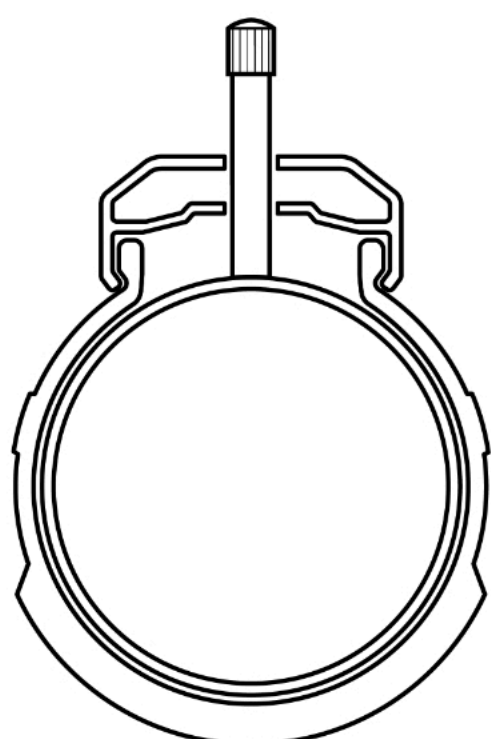
2. **Inflate your tire according to the pressure recommendation on the tire sidewalls.** You'll find this expressed as a PSI (pounds per square inch), or a "bar" value. Do not confuse with the TPI (threads per inch) value or other specifications.

! NOTICE TO RADWAGON 4 CUSTOMERS:

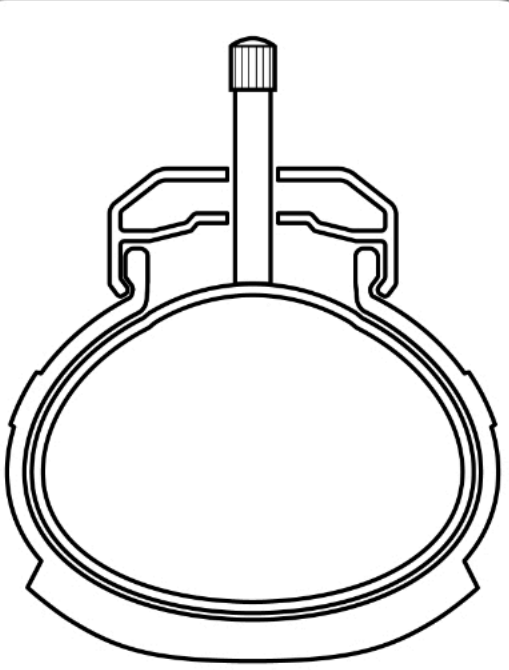
Some RadWagon 4 tires list a PSI of 55-65 on their sidewalls. When these tires are used on the RadWagon, their minimum pressure can be lower than 55 PSI. **The minimum PSI for these RadWagon 4 tires is 35 PSI (2.4 bar) and the maximum PSI is 65 PSI (4.48 bar).** We recommend a PSI of about 40 PSI (about 2.8 bar) for typical rider/cargo weights and typical riding conditions, but follow the advice in this article to fine-tune your tire pressure for your payload and preferences.

All tires have a *maximum* pressure value listed on the sidewalls. **DO NOT EXCEED THIS VALUE.** Many tires also list a *minimum* tire pressure on the sidewalls. Whether or not your tires list a specific minimum value, you should check your tires *visually* before riding to make sure they are not underinflated.

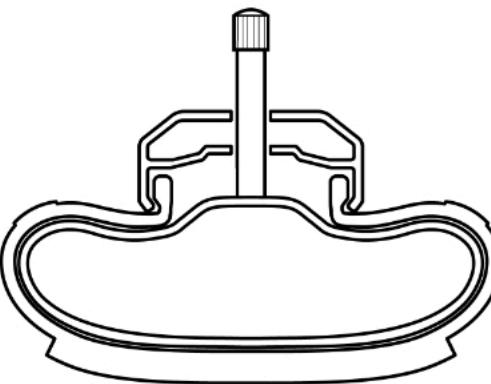
To test your tire pressure, sit on your ebike with whatever cargo you are carrying (do not exceed your ebike's maximum weight capacity listed in its Owner's Manual). Your tires should remain fairly round. If they do not, they are underinflated, and you risk having the rim pinch the inner tube (e.g., if you go over a sudden bump, pothole, or something similar), which can damage the tube and leave you with a flat tire.



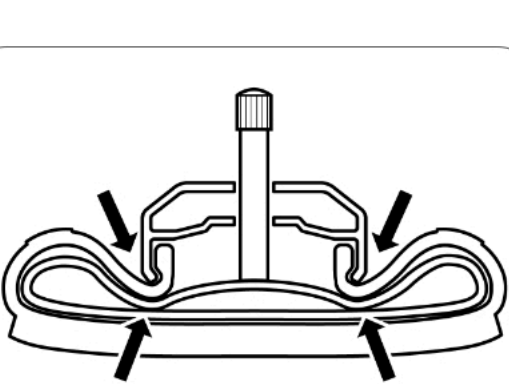
A maximally inflated tire stays very round even with the rider and cargo on the bike.



A minimally inflated tire still forms a roundish shape when the rider and cargo are on the bike, but has enough pressure to prevent the tube from getting pinched.



An **underinflated** tire does *not* retain a roundish shape when rider and cargo are on the bike.



An **underinflated** tire can compress too much, especially if you hit a bump or pothole, causing a pinch flat.

NOTE: Inflating your tires to a relatively high pressure (but not beyond the maximum pressure) will make your ride more efficient, though a bit bumpier, and will keep your tires within an acceptable inflation range for longer (all tires lose air pressure very slowly over time). Inflating your tires to a lower pressure can soften your ride and give you slightly better grip, but will reduce the efficiency of your bike.

⚠️ WARNING:

Overinflating your tires can cause them to burst, potentially causing serious injury or death. Underinflating your tires puts unnecessary wear and tear on your tires and increases your risk of a pinch flat, potentially leading to serious injury or death. Never inflate your tires beyond the maximum pressure listed on the tire sidewalls, and never inflate your tires so little that they don't remain mostly round when you're sitting on your bike.

3. **When you reach your target pressure,** put the valve cap back on and do one more inspection on both sides of the wheel to ensure your tires are evenly seated all the way around. If the tire isn't evenly seated, your options are to deflate and try again, or try again after lightly spraying the tire with some soapy water. See the article "[How to Seat a Tire Bead](#)" for more information. Another option is to take the wheel to a local bike shop for help.

Was this article helpful?

Yes

No

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[RadRunner rear wheel removal guide](#)

[Remove and reinstall a front wheel with a quick-release lever](#)

[Inspect and replace RadWagon 4 tire components](#)

[Rad UI Display and Rad UI Remote replacement guide](#)



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Support agent will contact you.

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