

Fast-Dry Cement

Fast-Dry Self-Vulcanizing Cement eliminates the most common cause of failed repairs — lack of proper drying time. Fast-Dry Cement activates the chemical vulcanization process to bond repair units to the tire casing. **Flammable. Flash point -4° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case		Case Qty.
			Lbs.	kg	
16-450	1 Qt.	.94	11	5	6

Cleaner Fluid

Dissolves lubricants and contaminants prior to buffing. Also used to help remove excessive buffing dust prior to applying repair units. Fast-cleaning action maximizes adhesion. Available in an aerosol (non-flammable mixture) and spout type (flammable mixture - Flash point -4° F) cans.

Order No.	Size	liters	Ship Wt./Case		Case Qty.
			Lbs.	kg	
Aerosol (Non-Flammable)					
16-481	16 Oz.	0.5	16	7	12
Liquid (Flammable)					
16-471	1 Qt.	.94	11	5	6
16-472	1 Gal.	3.8	32	15	4

Repair Sealer

Restores the air retention qualities to the overbuff area or a damaged innerliner. Can be used in a service application or prior to the repair/retreading cycle. **Flammable. Flash point 14° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case		Case Qty.
			Lbs.	kg	
16-170	1 Pt.	.47	11	5	12

Bead Sealer

Forms an airtight seal between the tire and rim, reducing bead leaks. Bead Sealer is a thick, high-solid content, black sealant. Brush on the beads of tubeless tires during mounting. Quick, economical and profitable way to end comebacks from bead leaks. **Flammable. Flash point 14° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case		Case Qty.
			Lbs.	kg	
16-118	1 Qt.	.94	11	5	6

Patch Dispenser Cabinet

Organize and store all the essentials for a professional tire repair. Dispenser Cabinet features adequate shelf space for cements and cleaners, and a compartmentalized drawer holds valves and accessories. Tools and accessories sold separately.

Order No.	Description	Dimensions
14-216	Dispenser Cabinet	17¾" H. x 19½" W. x 8½" D.



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Fast Dry Cement
16-450



Cleaner Fluid
16-471, 16-472, 16-481



Repair Sealer
16-170



Bead Sealer
16-118

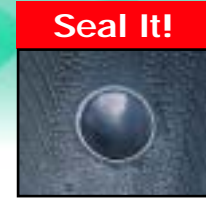
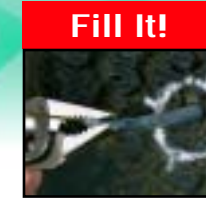


Patch Dispenser Cabinet
14-216

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do it right!



Pilot Wire Patch Plugs



- Combination plug stem and repair unit fills and seals the injury in one fast, easy step
- For 1/8", 1/4", and 3/8" crown puncture repairs on passenger, light truck, and truck tires
- The wire tip eliminates pull-thru wires

Simplify and speed nailhole tire repair with Pilot Wire Patch Plugs. The combination patch plugs fills and seals the injury in one step. Use the 1/8" units to seal pinhole leaks, keeping the injury as small as possible. The 1/8" unit is also acceptable for the repair of Z-rated tires in the tread only. 1/4" units are the maximum puncture repair limit for passenger and light truck tires. Choose any of the Patch Plug repairs for truck tire punctures up to 3/8".

The wire tip, molded into the repair units, eliminates pull-thru wires and makes them easy to thread through the injury from inside the tire. The stem and repair unit are coated with Dual Cure Cushion Gum creating a permanent bond to the tire with increased adhesion compared to chemical cure repair units.

The proper carbide cutter reams and standardizes the injury for the installation of the Pilot Wire Patch Plug (see chart). Pilot Wire Patch Plugs are for use in the crown area on passenger and truck tires if the angle of penetration is not more than 20° from the perpendicular.



Pilot Wire Patch Plugs

Order No.	Stem Dia. Inches	mm	Patch Dia. Inches	mm	Qty/Box	Carbide Cutters*
14-040	1/8	3	1 3/4	44	18	42-393
14-041	1/4	6	1 3/4	44	18	42-378
14-042	3/8	10	1 3/4	44	18	42-379

*For correct hole size use specified carbide cutter number.



do it right!

TIRE PUNCTURE REPAIR PROCEDURES

Repairable Areas & Limits

NOTE: Pilot Wire Patch Plugs are for use in the crown area on passenger, light truck, and truck tires if the angle of penetration is not more than 20° from the perpendicular. If the angle is greater than 20° use a separate plug stem and the appropriate repair unit.

Do not use if injury angle is greater than 20° from perpendicular

Puncture Repair Procedure For Passenger and Light Truck Tires With 1/4" Maximum Size Injury In The Tread Area Only. Do Not Repair Sidewall Or Shoulder Injuries.



1. Locate injury and circle with a tire crayon. Consult warning above for repairability of tires. Check that the injury is within the tire's repairable area. Puncture repairs are limited to the tread area. **DO NOT INVERT RADIAL TIRES.**



2. Remove foreign object and probe the injury with a blunt awl to determine the angle of penetration* ***NOTE: IF THE ANGLE IS MORE THAN 20° FROM PERPENDICULAR, DO NOT USE THE COMBINATION PATCH-PLUG. USE A SEPARATE PLUG STEM AND THE APPROPRIATE REPAIR UNIT.**



3. Clean the area around the injury with Patch Rubber Cleaner Fluid and a scraper.



4. Using a low speed drill (500-700 RPM) and the appropriate size carbide cutter*, ream the injury following the angle of penetration four times from the inside of the tire, and four times from the outside. ***REFER TO CARBIDE CUTTERS BELOW.**



5. Use a low speed buffer (max. 2500 RPM) and a buffing stone to buff the innerliner 1/2" larger than the patch (RMA #1 Buffing Texture.) **BE CAREFUL NOT TO BUFF THROUGH THE INNERLINER.**



6. Remove buffing dust with a vacuum, then clean the buffed area with cleaner fluid and a scraper to avoid contaminating the injury channel.



7. Apply an even coat of Patch Rubber Fast-Dry Self-Vulcanizing Cement to the buffed area. Allow to dry completely. Drying time will vary depending on temperature and humidity.



8. Dip awl into cement and insert into injury to lubricate the injury. **DO NOT ALLOW TO DRY. DO NOT DRIP CEMENT ONTO BUFFED AREA.**



9. While the cement is still wet, insert the guide wire through the injury from the inside. Using pliers, grasp stem behind the wire and pull until the patch is seated against the innerliner. Do not over-pull and cause the patch to dimple. **DO NOT USE PILOT WIRE TO PULL STEM THROUGH.**



10. Stitch the repair unit vigorously from the center working outwardly. Use as much hand pressure as possible.



11. Apply Patch Rubber Repair Sealer to the over buff area.



12. Apply Patch Rubber Bead Sealer to the bead of the tire before inflation to help prevent air loss around the bead.



13. After inflating, cut the plug flush with the outside tread area. Return tire to service.

READ THESE PRECAUTIONS BEFORE DISMOUNTING THE TIRE:

CAUTION: Always dismount the tire from the wheel before using a probe, grinding attachment, or repair tool. The use of an aerosol tire sealer-inflator could have a chemical additive that is **EXTREMELY COMBUSTIBLE** and could ignite from using such tools.

ALWAYS WEAR SAFETY GLASSES WHEN REPAIRING TIRES.

DO NOT REPAIR A TIRE IF:

- There is less than 2/32" of tread on any 2 adjacent tread grooves. The tire is not legal for use on U.S. highways.
- The tire cord or steel belt is exposed, there are flex breaks, or severe sidewall abrasions.
- There is any evidence of a separation in the tread area or the sidewall of the tire.
- There is any evidence to indicate the tire has been RUN FLAT. **DO NOT INFLATE**, as reinflation could result in serious injury. Dismount the tire and inspect for innerliner damage.
- There are punctures or damage in the shoulder or sidewall areas.
- Never use any rim that is bent, pitted from corrosion, cracked, or worn. Remove rust, dirt, or foreign materials from rim parts.

ALWAYS:

- Inflate the tire to maximum allowed pressure. **DO NOT OVER INFLATE.**
- Check the surface and the valve for the source of the leak(s) by using water, soap solution, or leak detector.
- Locate the injury and circle with a crayon.
- Remove the valve core to deflate the tire.
- Dismount and inspect the inside of the tire on a well lighted spreader for innerliner cracks, open splices, exposed tire cord or steel belts, broken beads or bead wires, bulges or blisters, or other interior damage. If any damage other than a 1/4" maximum puncture injury in the tread area is present, **DO NOT REPAIR.**

CARBIDE CUTTERS

- 1/8" ● 42-393 for 1/8" Injuries
- 1/4" ● 42-378 for 1/4" Injuries
- 3/8" ● 42-379 for 3/8" Truck Tire Injuries