



To Make The Job Easy

Best done on a tailgate or camp table so as to allow the operator to keep their back straight, giving much more control over the whole operation whilst keeping foreign matter (mud and crap) out of the way.

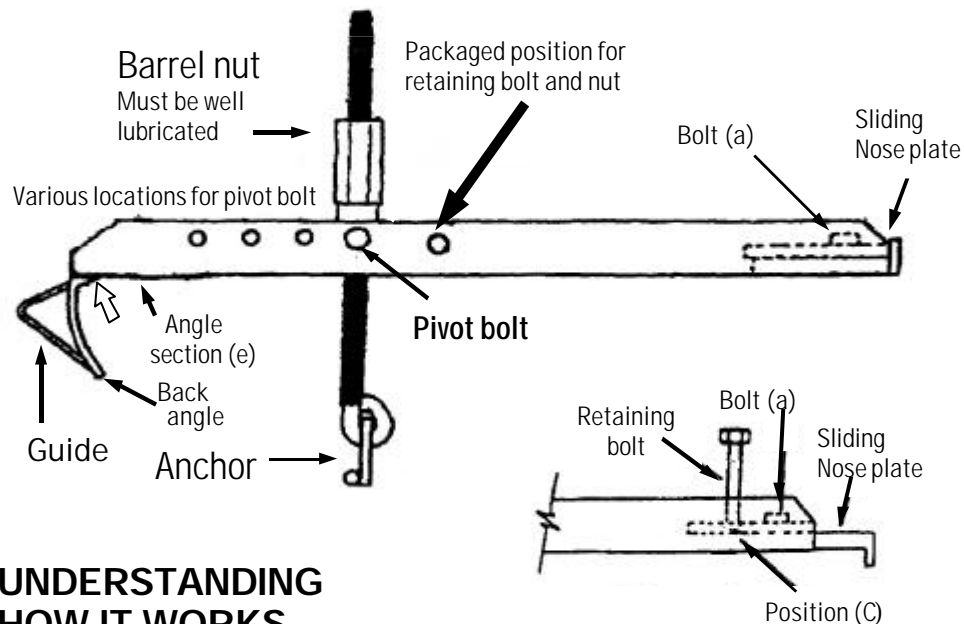
R&R BEADBREAKER
AND TYRE RE-FITTING TOOL

USERS MANUAL



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COMPONENTS OF THE R&R BEADBREAKER



UNDERSTANDING HOW IT WORKS

The **back angle** is wedged between the rim and bead of the tyre. Tightening the barrel nut pushes the bead over the safety section.

The **back angle** should move forward about 10-15 mm across the rim as it goes down keeping it close to the rim.

The angle of pull must be between 50 ~ 70 degrees for all this to happen. It is essential for you to correctly make this adjustment by selecting the correct location for the **pivot bolt**.

The **threaded rod** must be lubricated before use. Remove the nut and brass washer, put some grease into one end of the nut then smear about the amount of toothpaste you would put on a tooth brush, evenly onto the rod.

Put the greased end of the nut onto the rod and wind it up and down with your fingers several times to within 10-20 mm of the weld.

Refit the rod back into the tool and at the same time also coat the brass washer with some grease. This is a messy but very necessary job.

Mix up a batch of soapy paste - two tablespoons of lux flakes (contents of sachet in your **TRK**) one part of water and mix with brush until you make a smooth paste. Metal will not move on rubber and vice versa. Apply this lubricant with a brush to aid movement.



Dear Customer,

Thank you for buying this quality product. We are confident that you will get many years of valuable service from it.

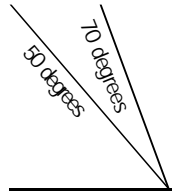
We ask that you complete and return the enclosed Warranty Registration within 30 days.

Listed below are a few tips which you will find helpful when using your R&R BeadBreaker and Tyre re-fitting tool.



The Barrel Nut must be well lubricated

The angle of pull must be between 50 ~ 70 degrees for The **back angle** to move forward about 10-15 mm across the rim, as it goes down keeping it close to the rim. It is essential for you to correctly make this adjustment by selecting the correct location for the **pivot bolt**.



Un-assisted, metal will not move on rubber and vice versa. Use plenty of lubricant ~ soapy paste ~ to overcome this.

Before you start, mark the tyre next to the valve and balance weight positions so that you can refit the tyre in the same position to retain the wheel balance as close as possible to what it was originally.

When re-fitting any tyre make sure the **nose plate** is hooked over the rim.

When re-fitting 13 and 14 inch tyres do not wind the **barrel nut** all the way down as this may apply excessive tension on the tyre.

OPTIONAL TYRE SPREADER ATTACHMENT

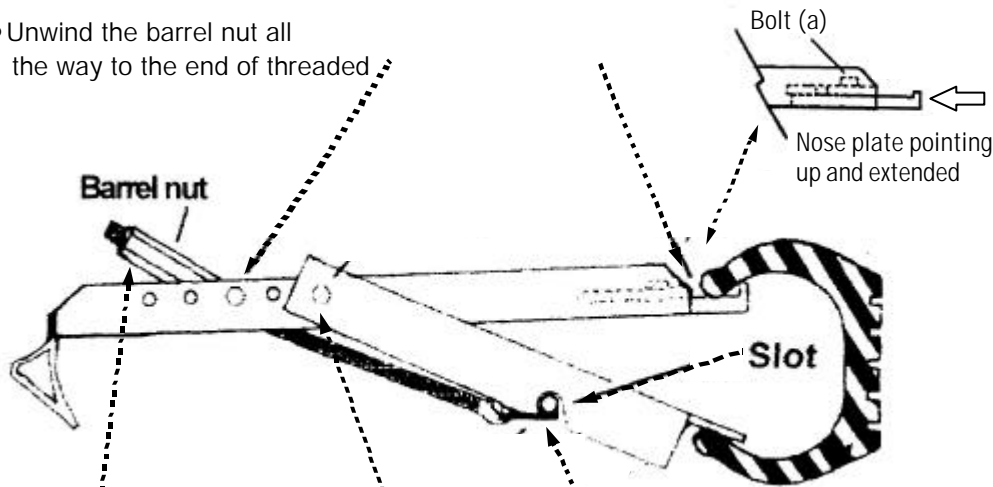
PURPOSE

- A. To tension side walls to allow preparation for internal patching.
- B. Inspection and allowing you to remove cause of injuries internally.

ATTACHING THE TYRE SPREADER TO THE R&R BEADBRAEKER

Adjust the nose plate and fit the pivot block as shown here.

- Unwind the barrel nut all the way to the end of threaded



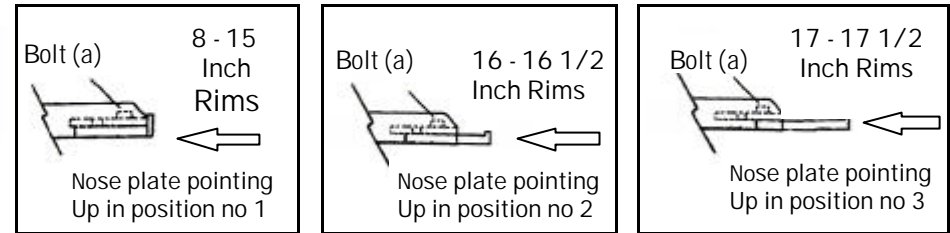
- rod leaving no thread visible.
- Attach the spreader with retaining bolt and nut finger tight only.
- Clip the T-piece into the slot as shown and sit the spreader in the tyre.
- Wind the barrel not down with a 19 mm or 3/4" ring spanner to spread the tyre.
- A ratchet ring spanner would be an advantage for this part of the job but is not essential.

Breaking the bead from the rim.

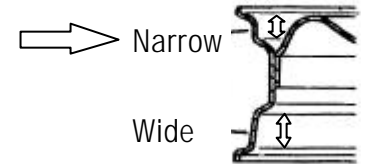


Before you start, mark the tyre next to the valve and balance weight positions so that you can refit the tyre in the same position to retain the wheel balance as close as possible to what it was originally.

- Remove the **retaining bolt and nut** which secures the **threaded shaft** whilst packaged. This is also the pivot point for the tyre spreading attachment. The retaining bolt can be fitted now (Can't lose it) but won't be used until we refit the tyre.
- Wind the nut on to the bolt leaving about 6 mm of thread below the nut then firmly screw the bolt into **position (c)** and tighten the nut down to lock the bolt into position. (Note the Retaining bolt does not screw through into the Nose Plate.)
- Position the **sliding nose plate** as follows:



- Position the rim with the **narrow side** facing upwards.
- Place the tool across the rim with the **nose plate** sitting on the rim.



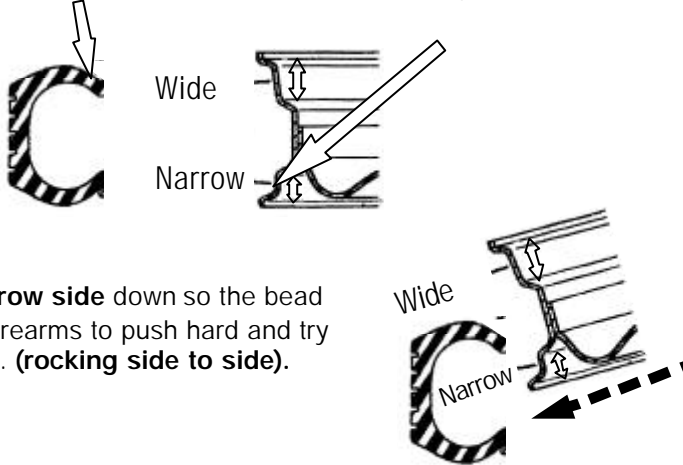
- Position the **anchor** down in the centre of the rim.
- Ensure that the angle of pull is 50 deg - 70 degrees by locating the **pivot block** in the appropriate position. Lubricate the tyre where both the guide and the nose plate make contact.
- Wind down the **barrel nut** with a 19 mm or 3/4" ring spanner until the **nose plate** contacts the rim.
- Well Lubricate the bead & inner of rim while being held down by the tool.

- Repeat this process at approx. 45 degree spacings around the tyre until the bead is loose then lever the tyre over the rim with the spade end of the tyre lever.
- Turn the wheel over and repeat the process on the wide side of the rim. You may need to re-locate the pivot block to maintain 50 - 70 degree angle.

Refitting a tyre to the rim

To refit the tyre back over the rim, one section of the bead needs to be held into the well while the opposite section is slipped over the rim. The guide holds the bead into the well while the retaining bolt applies tension to the tyre to slip it over the rim.

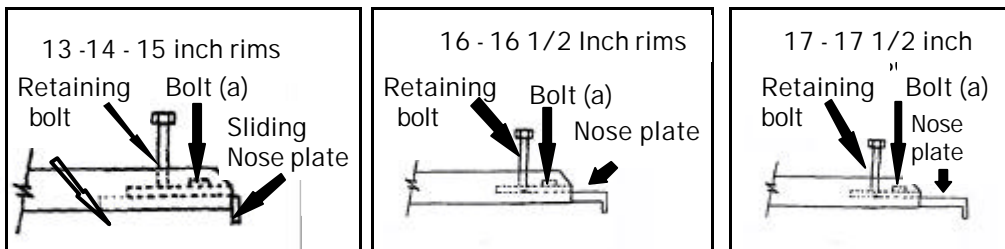
- Position the tyre with the side you want on the **front/narrow** side of the rim facing downwards.
- Lubricate the top bead and the **shallow/narrow** side of the rim edge.



- Sit the rim into the tyre **narrow side** down so the bead is in the well. Using your forearms to push hard and try to slide the rim into the tyre. (**rocking side to side**).

TIP If necessary, use the flat edge of the lever with very small bites to feed it over the rim.

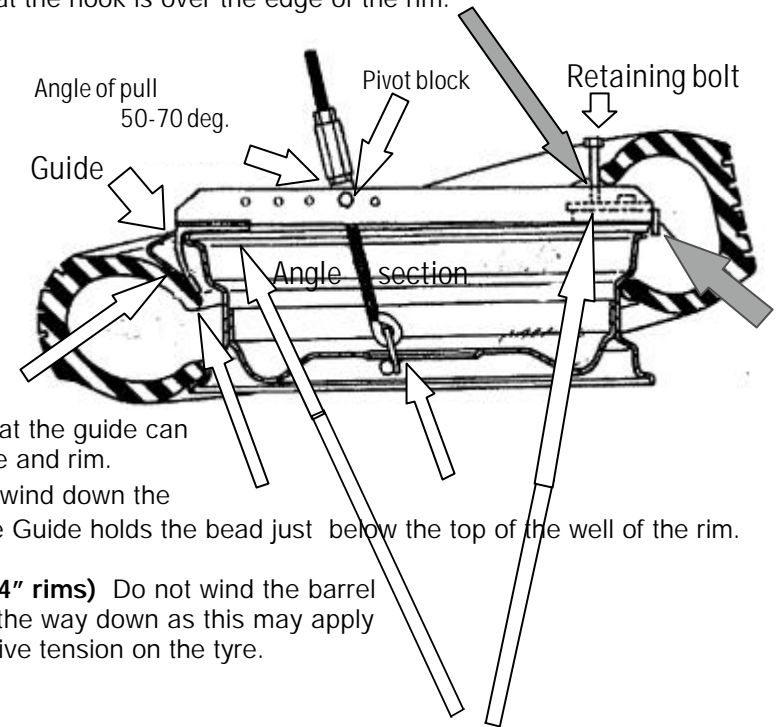
- Turn tyre over to refit the second bead, turn the nose plate over so that it becomes a hook and position it as follows;



?The **retaining bolt** needs to be refitted as shown. Lubricate with soapy PASTE from the bolt forward where the tyre will slip along the nose of the tool.

- Lift up one part of the tyre and insert the nose plate end between the tyre and the rim making sure that the hook is over the edge of the rim.

TIP The pivot block should still be in the same position you used when you broke the bead on that side of the rim.



- Using the flat end of tyre lever, pull the tyre away from the rim next to the angle section so that the guide can go between the tyre and rim.
- Fit the anchor and wind down the barrel nut so as the Guide holds the bead just below the top of the well of the rim.



(13" 14" rims) Do not wind the barrel nut all the way down as this may apply excessive tension on the tyre.

(15" 16" 16 1/2" 17" rims) Tighten barrel nut down all the way until the **angle section** touches the rim. The bead will now locate in the well of the rim on the bottom of **Guide/back angle** and the **retaining bolt** will keep tension on the bead to direct it right into the well section also stopping the tyre from moving towards the centre of the rim.

- Starting near the **nose plate** sit the hooked end of a tyre lever on the rim. Trace it around the edge of the rim to keep it away from tubes if used, until the lever slides under the tyre.
- Lever the tyre over the rim evenly with two levers ~ one each side ~ until the bead starts to come away from the retaining bolt where it can slip down the landing and onto the rim.



(1) When you have levered the bead on about half way over the rim ~ it may help to lever the bead down if it is pulling tight against the bottom edge of the Guide ~ so that it goes right into the well ~ plenty of lubricant should avoid this.

(2) If when you get towards the end, the tyre is too tight, try undoing the barrel nut and slide the tool back until the hook won't allow you to pull any further. Then so long as the bead slipped to the end as you pull back ~ lift the back end of the tool up ~ the tyre will slip off the tool into the rim.