



How to fix a puncture - by the Mechanic

1. First step. If it's your rear wheel, change gear so that you're in the smallest rear sprocket - this makes it much easier to release and replace the wheel. Remove the wheel by opening the quick release lever.
2. If there is one, remove the threaded washer from the inner tube valve. Get two of your tyre levers and place the wheel on the ground in front of you, flat across your legs.
3. Push in one tyre lever under the tyre at 9 o'clock, push the second lever in below the first and push it away from you towards the ground, start to release the tyre from the rim. Run the tyre lever around the rim to completely free one side of the tyre. Pull out the deflated inner tube.
4. Carefully check to see there is anything stuck in the tyre.
5. Remove your fresh inner tube from the packaging and remove the cap and threaded washer. Open the valve and pump a little air into the tube so it takes shape. This makes it easier to place back in to the tyre. Find the valve hole in the rim, push the valve through and place the inner tube into the tyre.
6. I always try to get the tyre back on just using my hands, this is to avoid pinching the new inner tube and puncturing it. Sit the wheel in front of you again, with the valve at the top, push the tyre on next to the valve, then work downwards on both sides. This is where it gets a little tricky, grip the wheel with both hands and using your thumbs push the tyre on to the rim. Once on pump a little more air into the inner tube and check to see that no part is sticking out, this could get trapped and bulge out when you re-inflate the tube...and puncture!
7. Now it's time to inflate the tyre, either by pump or air canister, I'm a fan of the air canister, very quick and easy to use and gets you back on the road faster, much appreciated when it's cold and wet.
8. Pop your wheel back in. If it's the front beware that your front forks may have 'safety tabs'* and you will need to adjust your skewer. If it's the rear, pull the derailleur down and back, this will make it much easier to fit the wheel back in.
9. Roll up your old inner tube and check you haven't left anything on the ground.
10. You're ready to go.

*Safety tabs. Your bike may have safety tabs on the front forks. This is an invention to act as a secondary method of holding your wheel in place if you can't work a quick release skewer. However, they also mean a quick release skewer doesn't work as designed. I file them off.