

VSETT 8 Front Tire Change

Updated 11/18/2021

Applicable Models: VSETT 8

Repair Difficulty: 2/5

Required Tools / Materials:

- 18mm socket / crescent wrench – for removing the axle nut
- Set high quality Allen wrenches – for opening the rim
- Air compressor / pump – for inflating the tire
- Optional:
 - Tire sealant – Inserted into the inner tube to temporarily seal small punctures
 - Tire liners – installed along the outer diameter of the inner tube as a barrier between the tire and inner tube

Additional Resources:

Video to the VSETT 10+ tire change – useful for visualizing the actual tire replacement after the wheel has been removed: <https://youtu.be/9anfrnhcgRs>

STEP 1: Wheel removal preparation

Before the wheel can be removed and the tire / tube can be changed, the brake cable must be disconnected:

1. Take note of your current brake adjustment as highlighted in green in figure 1a – the brake cable nut will need to be reinstalled to its current position to function properly again after the tire has been changed.
2. As highlighted in red in figure 1a, first remove the brake adjustment screw and then the cable sleeve from its seat. To ensure easy reinstallation, remove the silver barrel from the drum brake and reinstall it along with the spring and nut back on to the brake cable.
3. Remove the drum brake holding screw, circled in figure 1b.

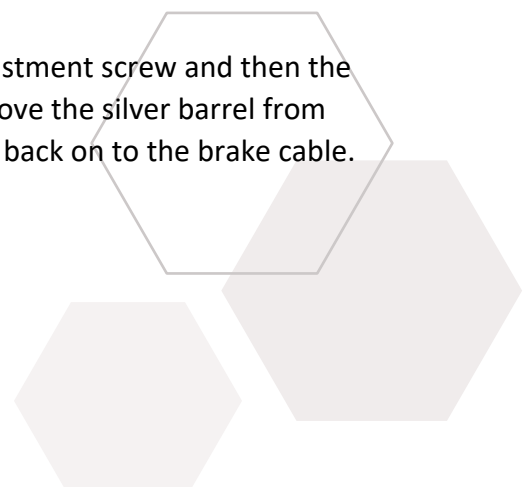


Figure 1a: Drum brake removal and adjustment inquiry

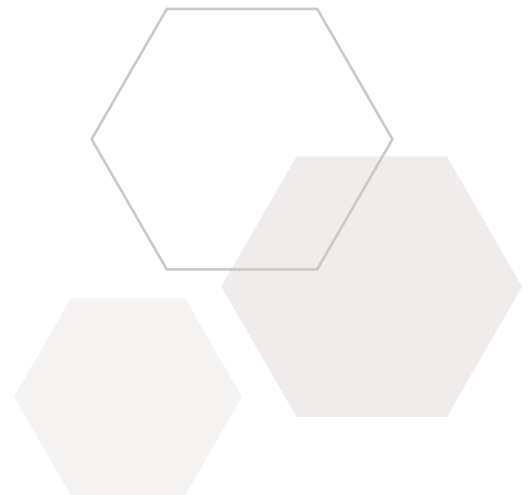
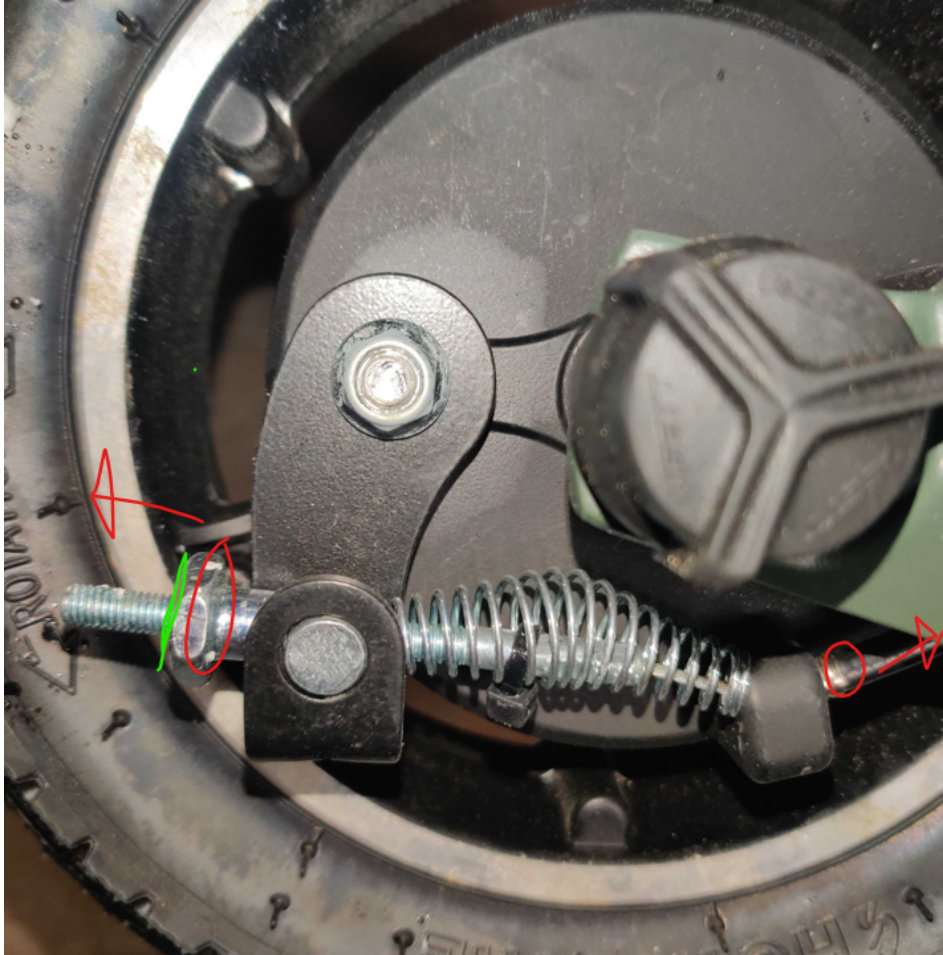
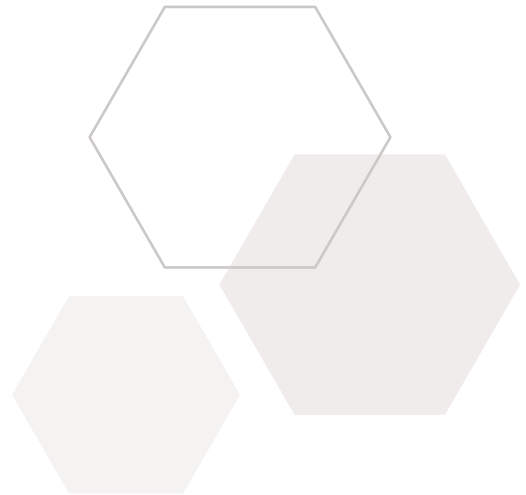
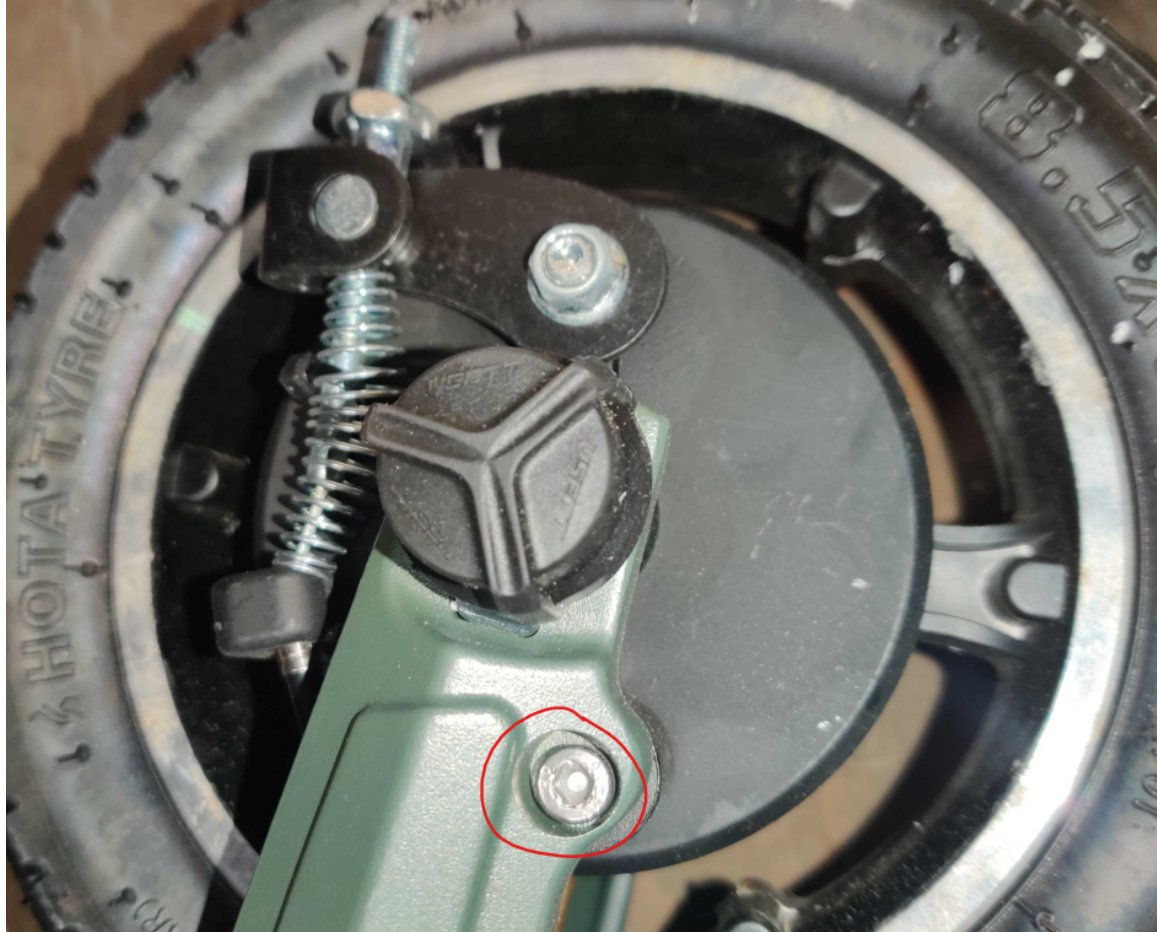


Figure 1b: Brake holding screw



STEP 2: Wheel removal

Once the attached brake cable has been removed, the front wheel can be removed:

1. Remove each rubber nut cover (if installed) from the axle ends.
2. Using an 18mm wrench, unscrew each axle screw. Note the orientation of the washers for each side. To ensure this orientation is retained during reinstallation, reinstall the washers and nuts lightly to the wheel after pulling the wheel from the chassis.
3. Gently pull the wheel forward to separate the wheel from the chassis.
4. Slide the drum brake off the axle for easier repair.

STEP 3: Tire / tube removal

Following the removal of the wheel, the tire and tube can be removed.

1. Begin by taking note of the orientation of the tire tread and the inner tube valve stem. The tire has a rotation arrow to indicate the direction of rotation and the inner tube valve stem should be pointing out towards the non-brake side of the wheel.
2. Remove the valve stem cap and fully deflate the inner tube.
3. Using an Allen wrench, remove each rim screw, highlighted in figure 3a.
4. Gently separate the rim from the rest of the wheel by pushing the rim evenly with two hands.
5. Occasionally, the rim will remain seated in the tire after being pushed off the wheel. If this is the case, please push the rim out of the tire.
6. Once the tire and tube are isolated, remove the inner tube from the tire (if the tube or tire are to be reused)
 - a. For troubleshooting flats, it is helpful to draw a line along the tube and tire to be able to line up the tube with the tire. This way, once the puncture has been identified on the tube, you can view the same spot on the tire and pull out any spikes that may have caused the flat.

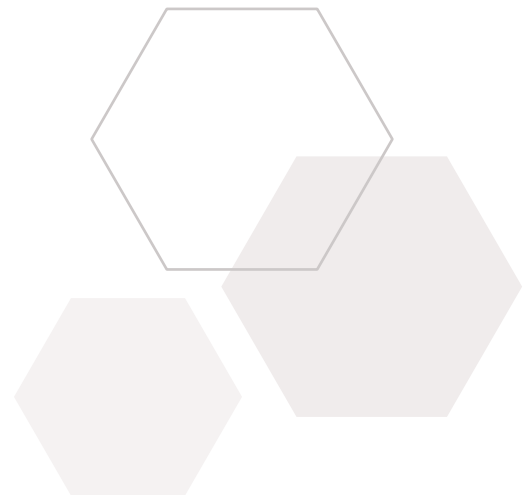


Figure 3a: rim screws – note your configuration may be slightly different based on process / model revision



Figure 3b: Split rim / tire tread rotation arrow



STEP 4: Tire / tube reinstallation

With the tire and tube fully removed, the tire can be inspected for damage, and the new tube / tire can be installed.

If you plan to reuse your tire:

1. Visually inspect your inner tube to identify where the puncture came from and align it on the tire to find the puncture.
2. Visually inspect the tire for any debris and wash it out with water and towels before reinstallation.

Tire / tube installation:

1. Begin by inflating the inner tube just enough for it to gain shape.
2. With the required tire and tube orientation in mind, gently press the new inner tube into the tire. Start with a small portion of the tube and press in from both sides of the tube to evenly insert the tube.
3. Once the tube is entirely inside of the tire, press the inner diameter of the tube outward to seat the tube inside the tire as much as possible, demonstrated in figure 4a.
4. Press in the split rim and ensure that the inner tube is not pinching on the rim and does not overlap the rim surface as it can pinch upon installation. Ensure the valve stem falls into the cutout in the rim. If the tube is covering the rim surface:
 - a. Inflate the tube slightly to see if it needs more form and press the tube into the tire.
 - b. Deflate the tube slightly to see if it is too inflated and press the tube into the tire.
5. Once the tube is properly seated, carefully press the rim and tire back onto the motor, ensuring the tube is not pinching between the split rim.
6. Insert and evenly hand tighten each rim screw while pressing the rim together by hand.
7. Using an Allen wrench, tighten each motor screw in a star pattern.
8. Inflate the tire to 45 PSI to ensure no pinches due to installation.

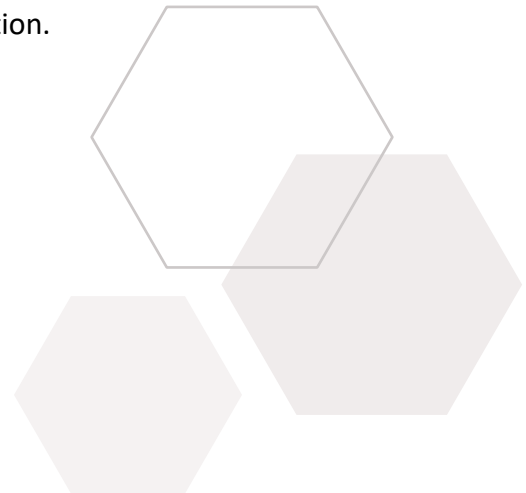
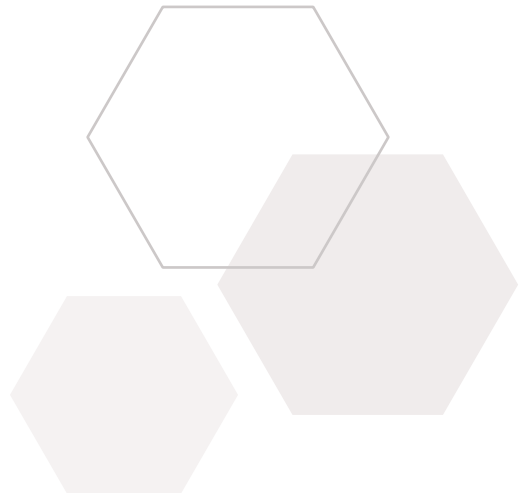


Figure 4a: Inner tube seating



STEP 5: Wheel reinstallation and testing

Once the tire has been seated and inflated successfully, it can be reinstalled onto the wheel.

1. Keeping in mind the earlier noted washer pattern, evenly reinsert the wheel into the scooter forks.
2. Tighten the axle nuts. Be sure to position the locking washer keys into their respective holes.
3. Follow the removal steps in reverse. When reinstalling the brake cable, be sure to test the brakes functionality.
4. Test your tire by standing on the scooter and slowly riding before taking off.

If you encounter trouble throughout this guide, please contact REV Rides using the contact information on the side of this page.

