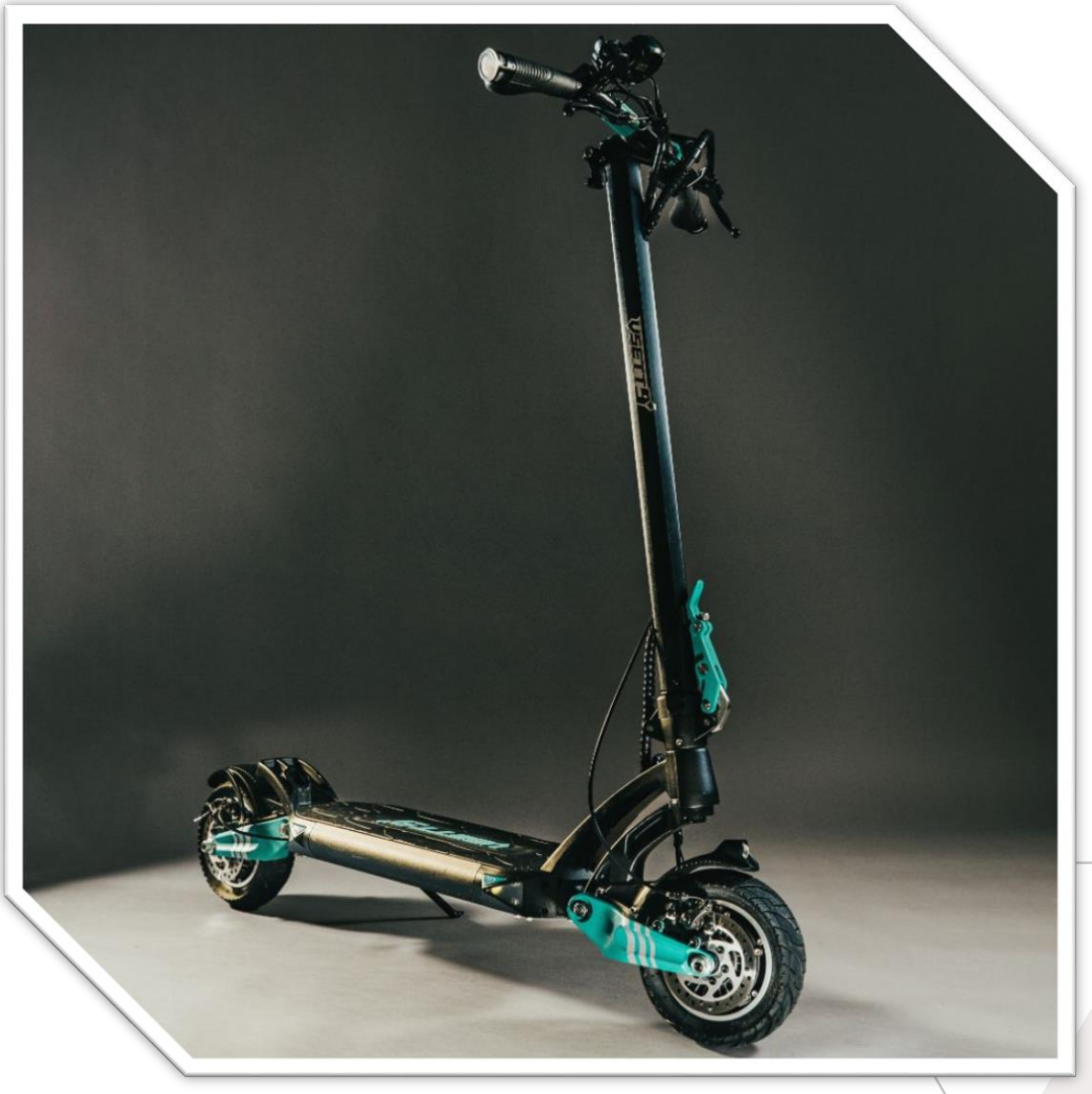
RECREATIONAL ELECTRIC VEHICLES

VSETT 9+ Repair Guide

Tube/Tire Replacement



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VSETT 9+ Tube/Tire Replacement

Updated 5/12/2022

Applicable Models: VSETT 9/9+

This instruction manual has been created to help VSETT 10+ and applicable model users replace the **Kick Plate.** Special care should be taken when selecting tools and performing any repairs or maintenance as some parts are sensitive to adjustments.

Repair Difficulty: 3/5 (Requires some prior experience and Basic tools)

Required Tools / Materials:

- 18mm Wrench (socket will only work on caliper side)
- 4mm Hex Tool
- Torch/Lighter/Heat
- Tire Pump
- Super Glue
- Stand/Workbench

Estimated Repair Time: 35-45 Minutes

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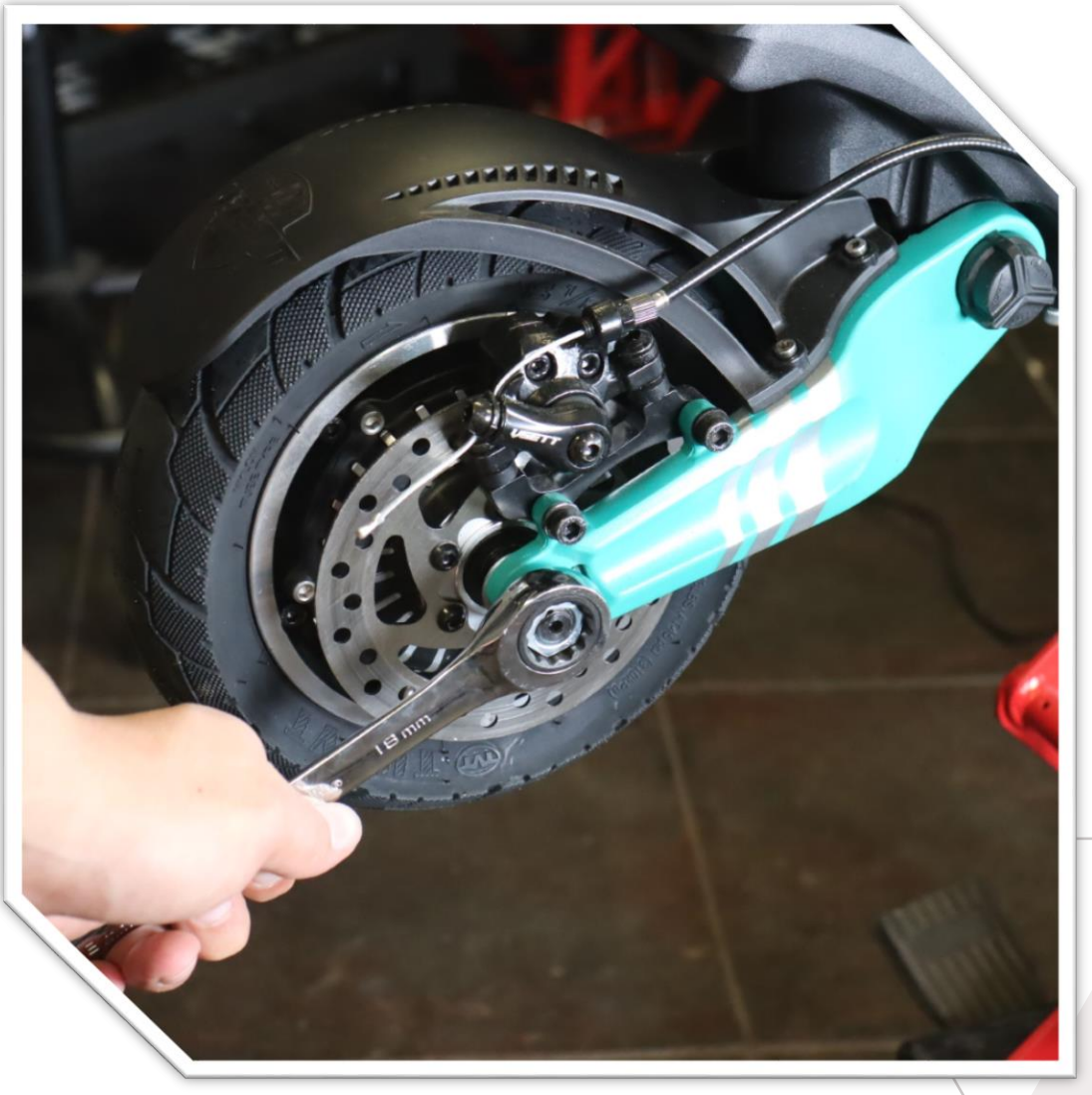
STEP 1: Remove rubber axle nut caps from the rear of the scooter and loosen the nut holding the axle in place with the 18mm wrench.

Note: Be sure to keep all hardware in a safe location as it will be reused.

(Figure 1)



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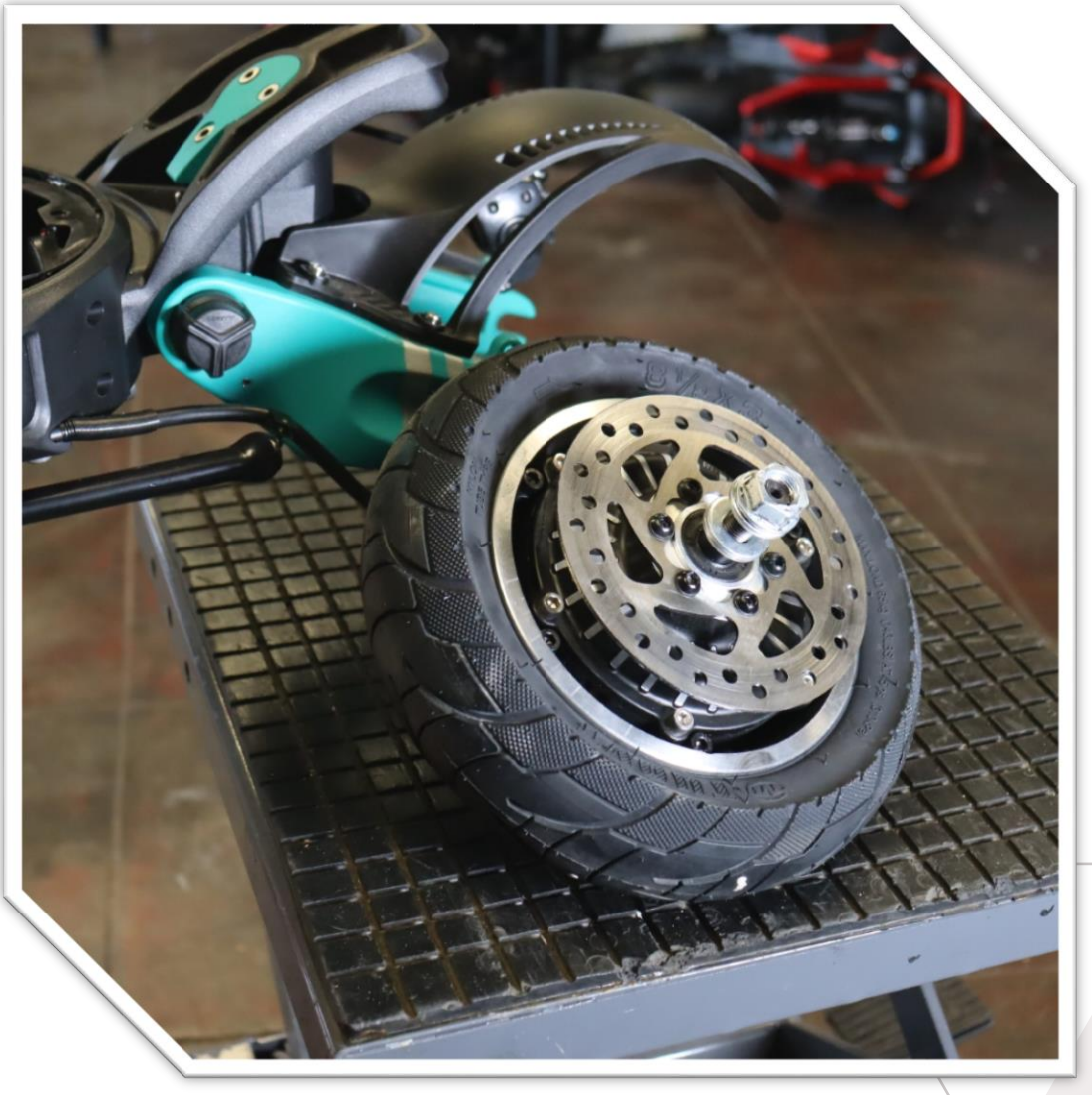
STEP 2: Once both axle nuts are loose enough to remove by hand, gently slide the wheel assembly off the scooter and set it nearby on a flat surface.

Note: Be careful not to let the wheel fall or hang from the motor cable, this can cause damage to the unit and cause faults.

(Figure 2)



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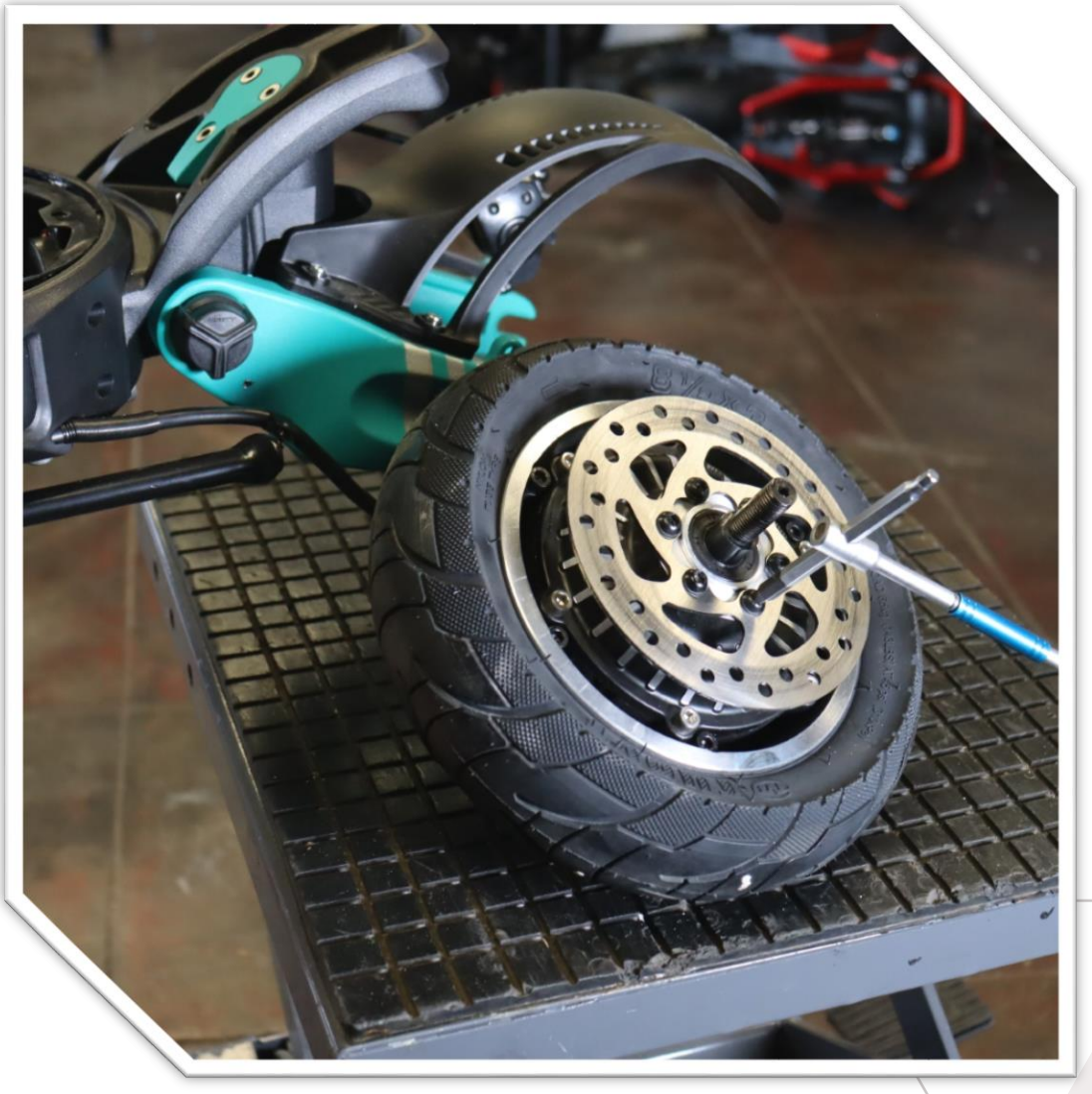
STEP 3: Using the 4mm Hex Tool, carefully attempt to loosen the brake caliper bolts from the motor.

(Figure 3)



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STEP 3B: If caliper bolts are difficult to loosen or begin to strip, use a torch, lighter, or other heat source to assist in loosening by applying heat directly to the head of the bolt for roughly 5-10 seconds. Once heated, use 4mm Hex Tool to loosen bolts.

Note: Be careful when dealing with heated metal and do your best not to melt or burn the tires.

(Figure 4)

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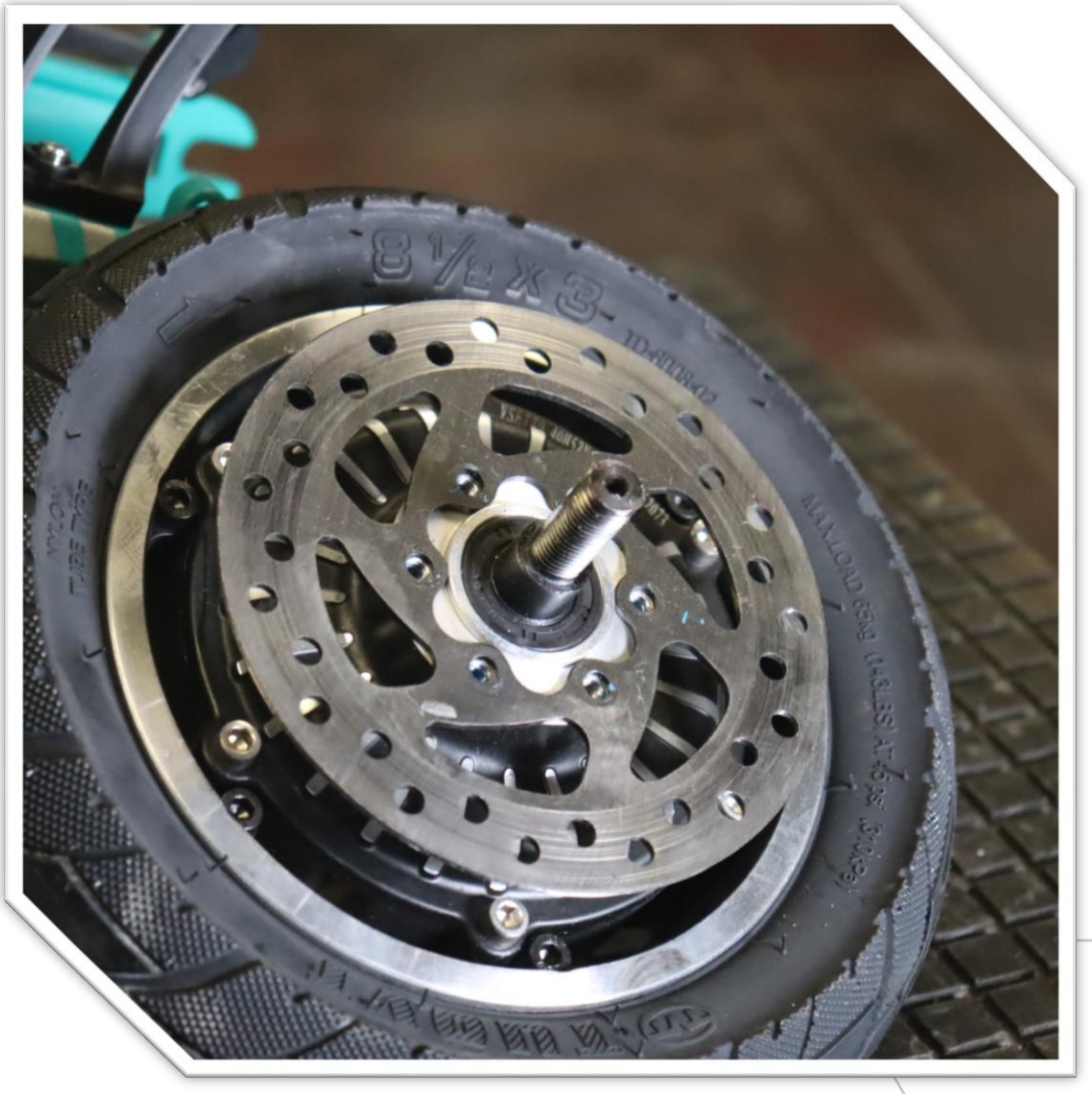
STEP 4: Once caliper bolts have been loosened and removed, carefully remove the brake caliper and set it to the side for later reinstallation.

(Figure 5)



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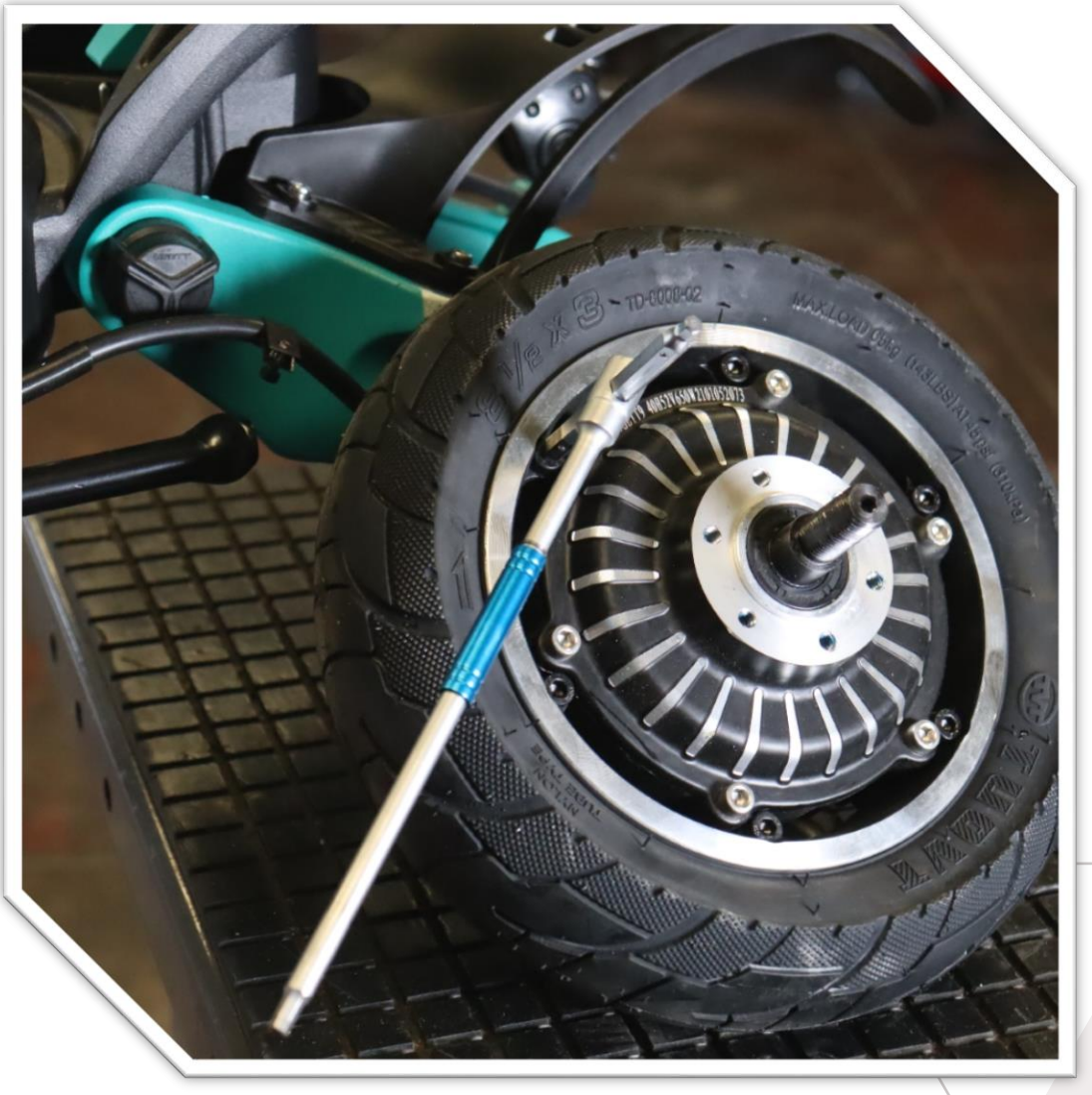
STEP 5: Once caliper has been removed, use 4mm Hex Tool to loosen the bolts holding the split-rim together.

Note: These bolts are usually painted black and sit "higher" or more to the edge of the wheel rim. As with the caliper bolts, these bolts may need to be heated to loosen.

(Figure 6)



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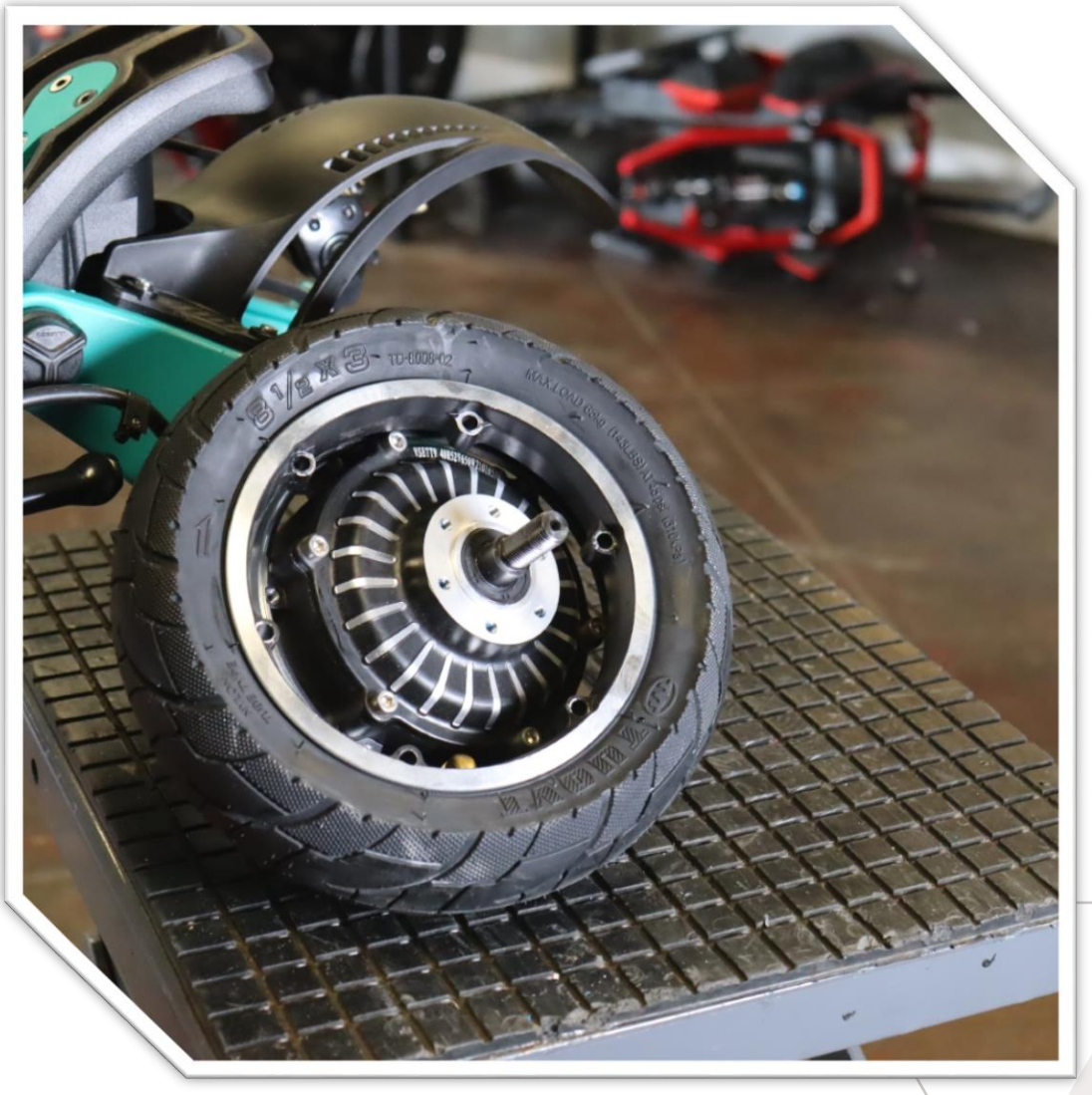
STEP 6: Once completely loosened, remove the bolts and set them aside for later re-installation. The motor should now separate from the rim of the wheel.

Note: Be careful handling the motor and ensure it does not hand from the motor cable.

(Figure 7)



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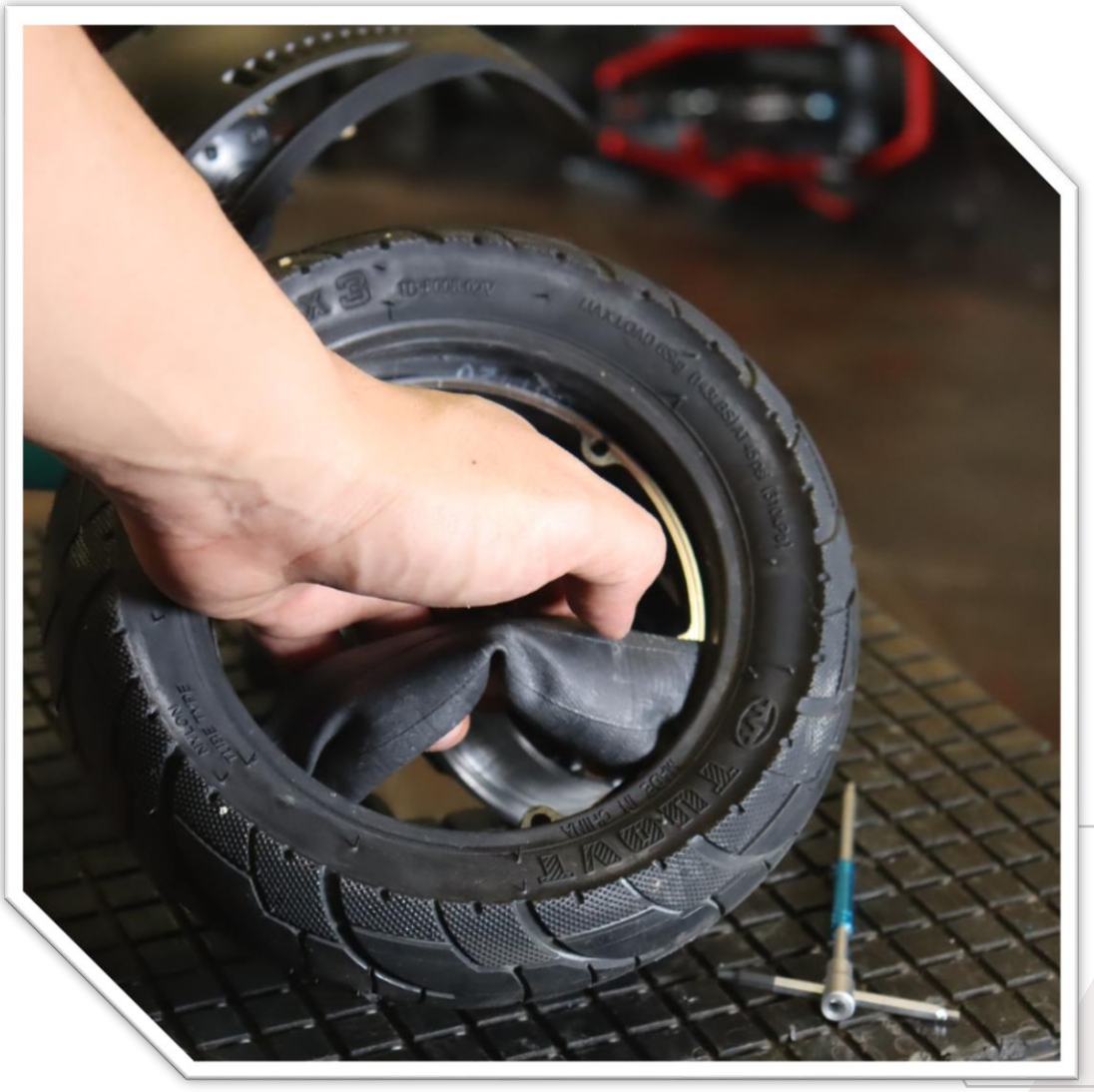
STEP 7: Pull original tube from inside the tire, taking note of any punctures, tears, or damage you might find.

Note: Tubes from REV Rides are filled with tire sealant which may leak out if a puncture is large enough.

(Figure 8)



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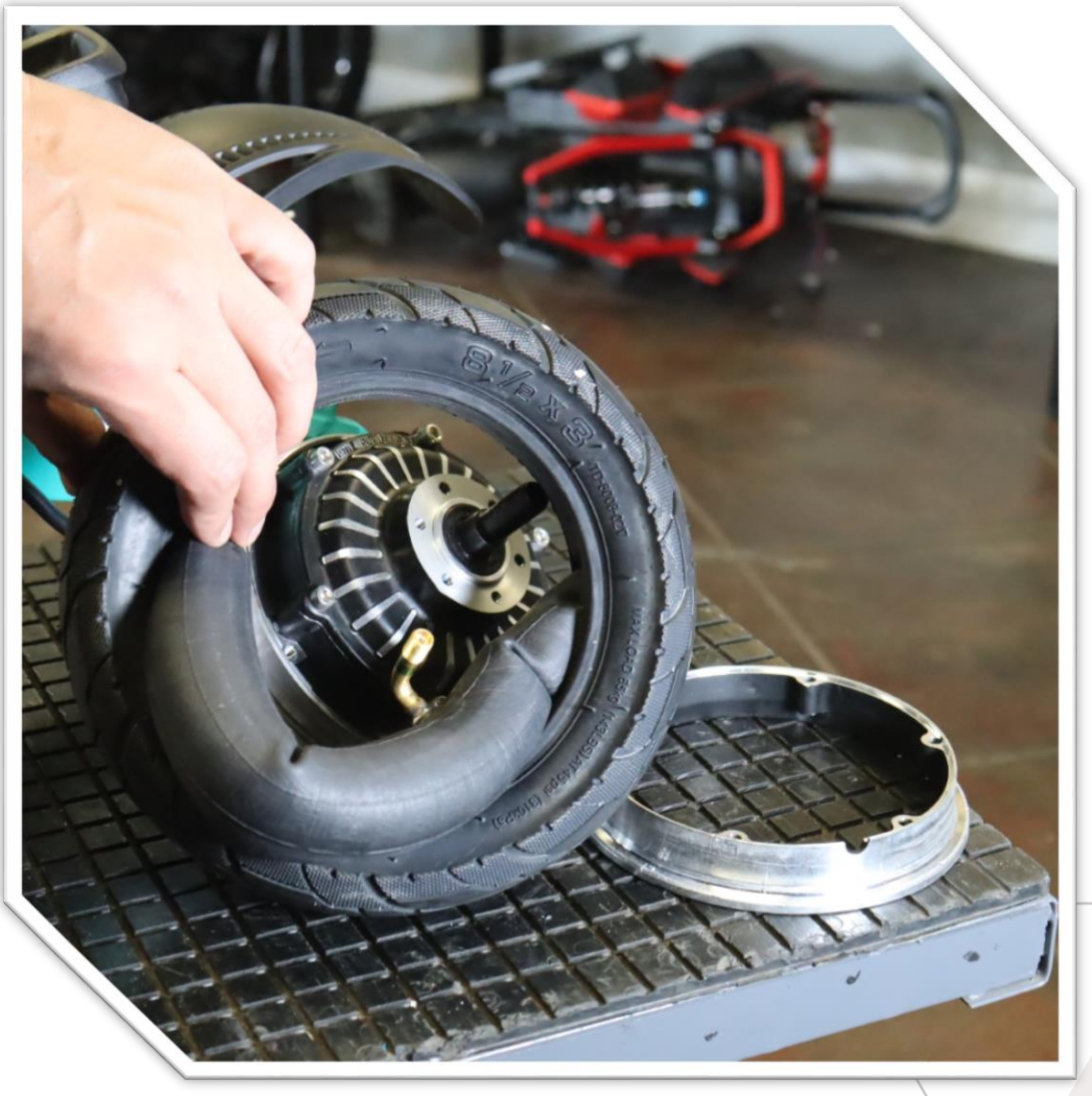
STEP 8: Partially fill replacement tire tube with air (10-20psi) and carefully place it inside tire.

Note: Silicone lubricant can help with tires that are difficult to place. Make sure lubricant is water based and applied lightly.

(Figure 9)



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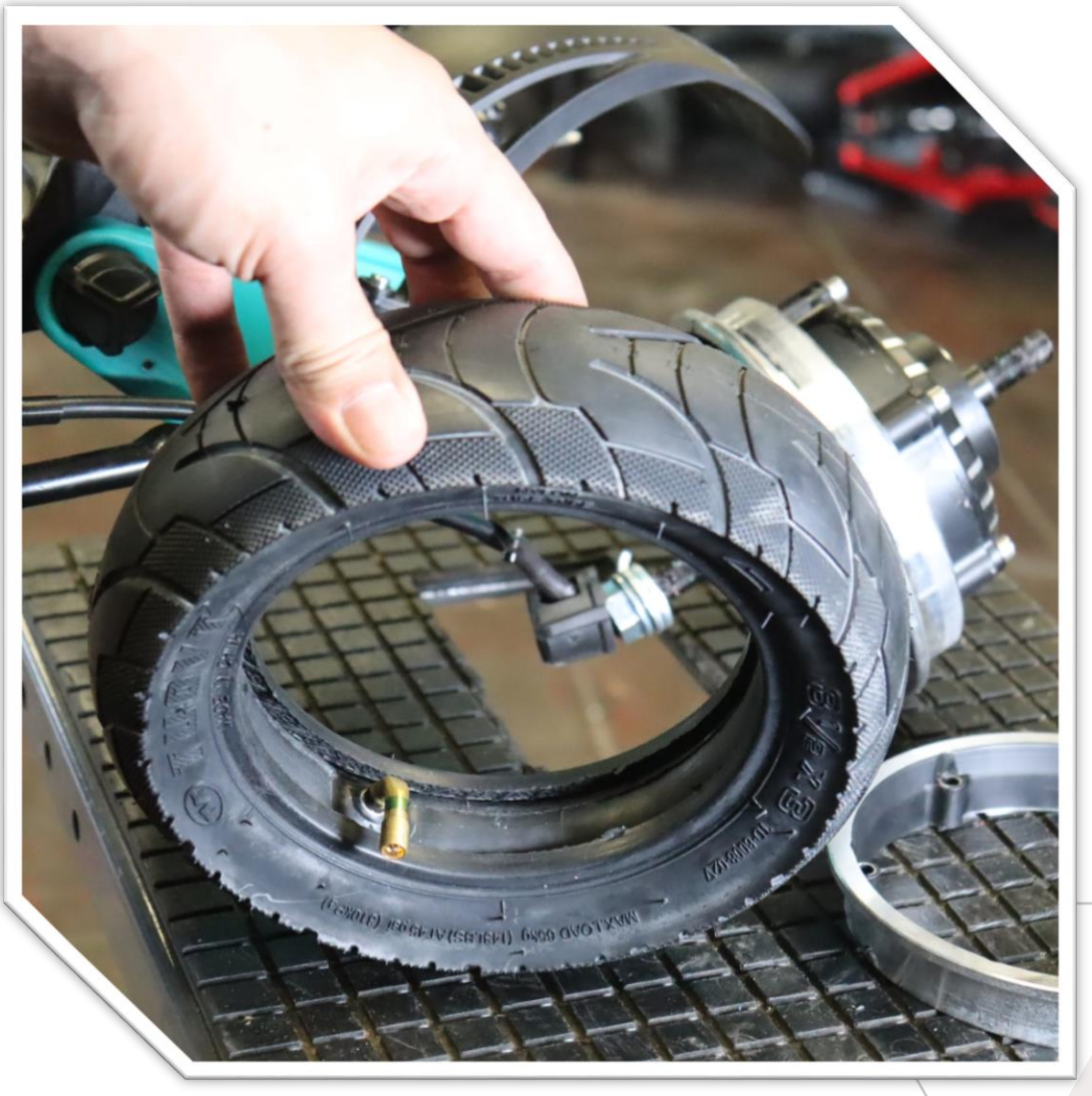
STEP 9: Once tube is in tire, use tire pump to inflate it further so that the edge is symmetric all the way around but not to full inflation (20-25psi).

Note: Over-inflation of tube before rim is re-installed can cause cuts or tears on the tube.

(Figure 10)



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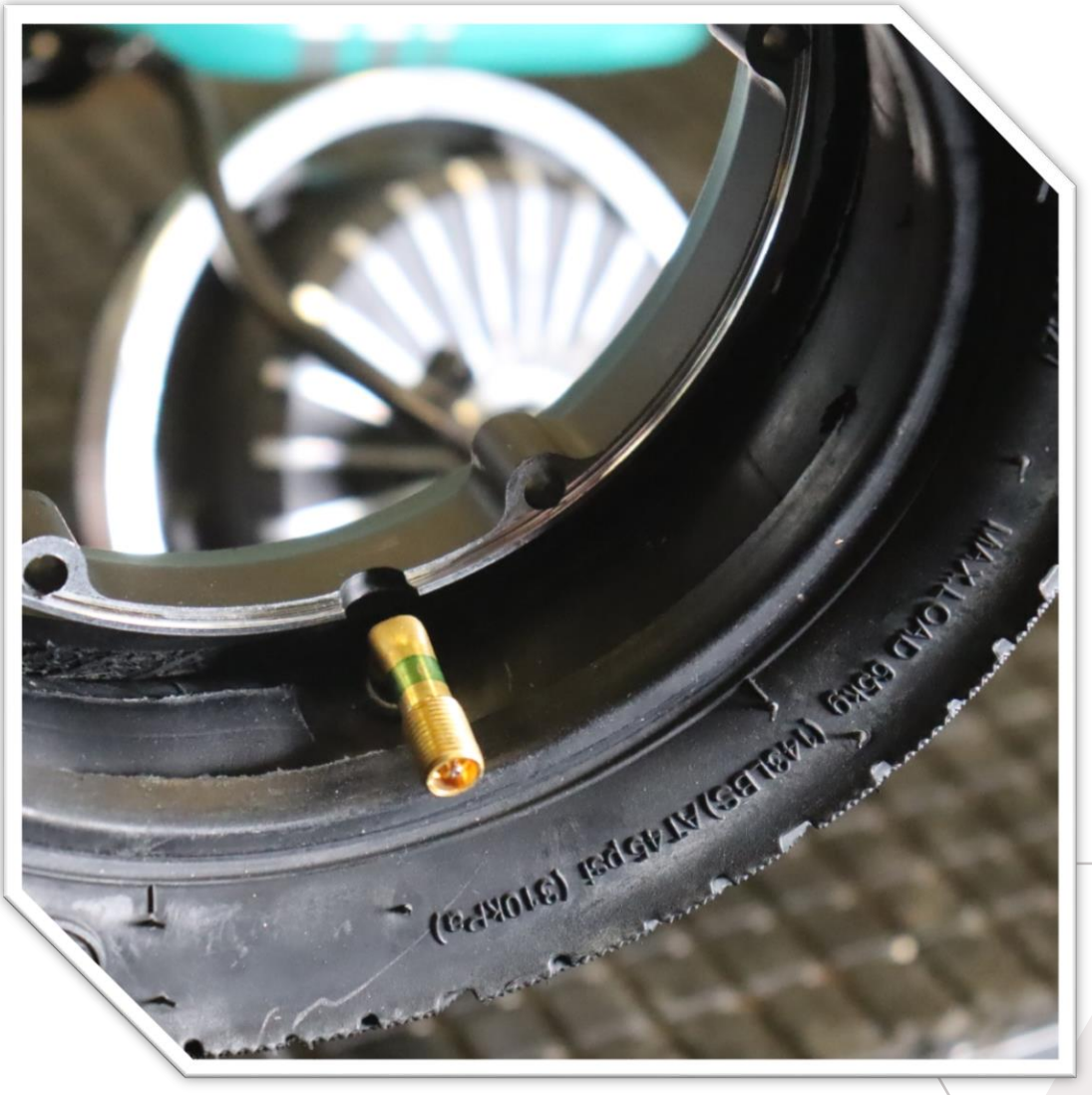
STEP 10: When replacing the rim, start with the non-motor side. Line the divot in the bevel up with the stem on the tube.

Note: Once this step is completed, the stem will not be able to move again. Correct alignment is imperative.

(Figure 11)



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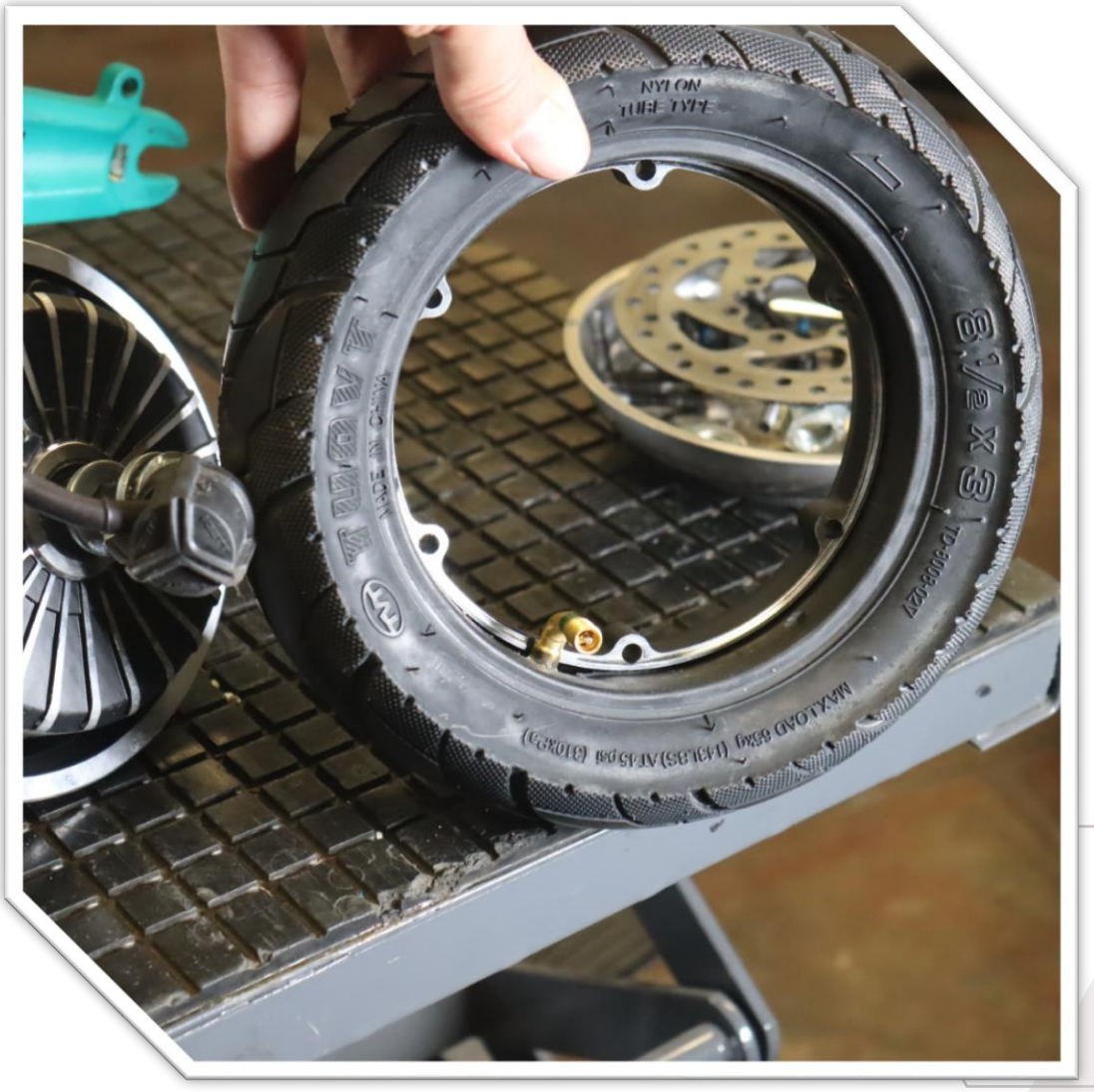
STEP 11: Once the non-motor side rim has been placed, make sure the metal and the tube do not overlap or have any conflicts before placing other half. Deflating the tube may be necessary to ensure enough space has been made.

Note: This step causes the most "secondary" flats and accidental tube punctures/cuts. Take extreme care.

(Figure 12)



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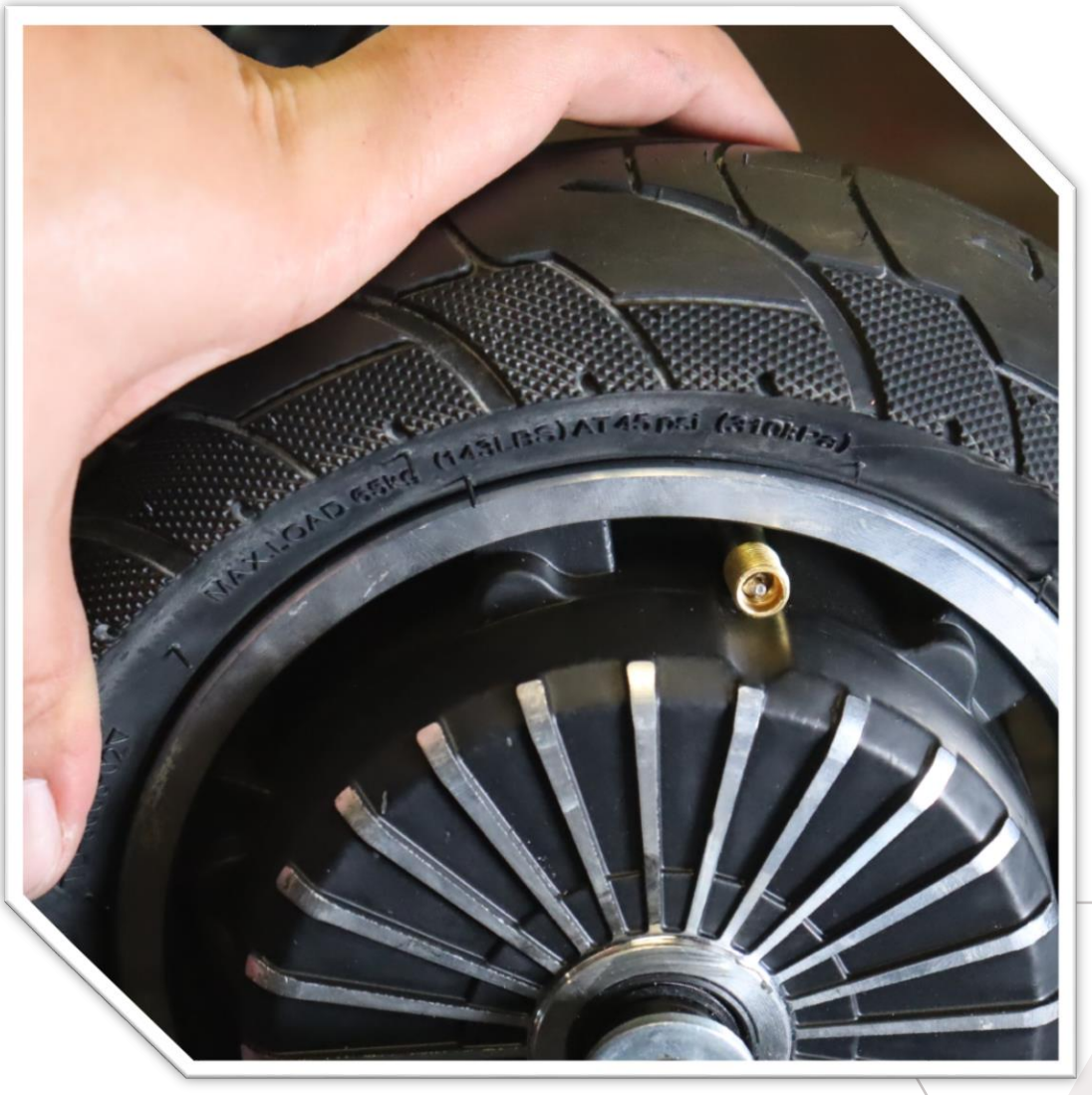
STEP 12: Carefully place the second half of the rim with the motor attached into place in the wheel, lining up the stem groove on the motor.

Note: Tire stems should be between the rim and the motor, NOT THE RIM AND THE TIRE!

(Figure 13)



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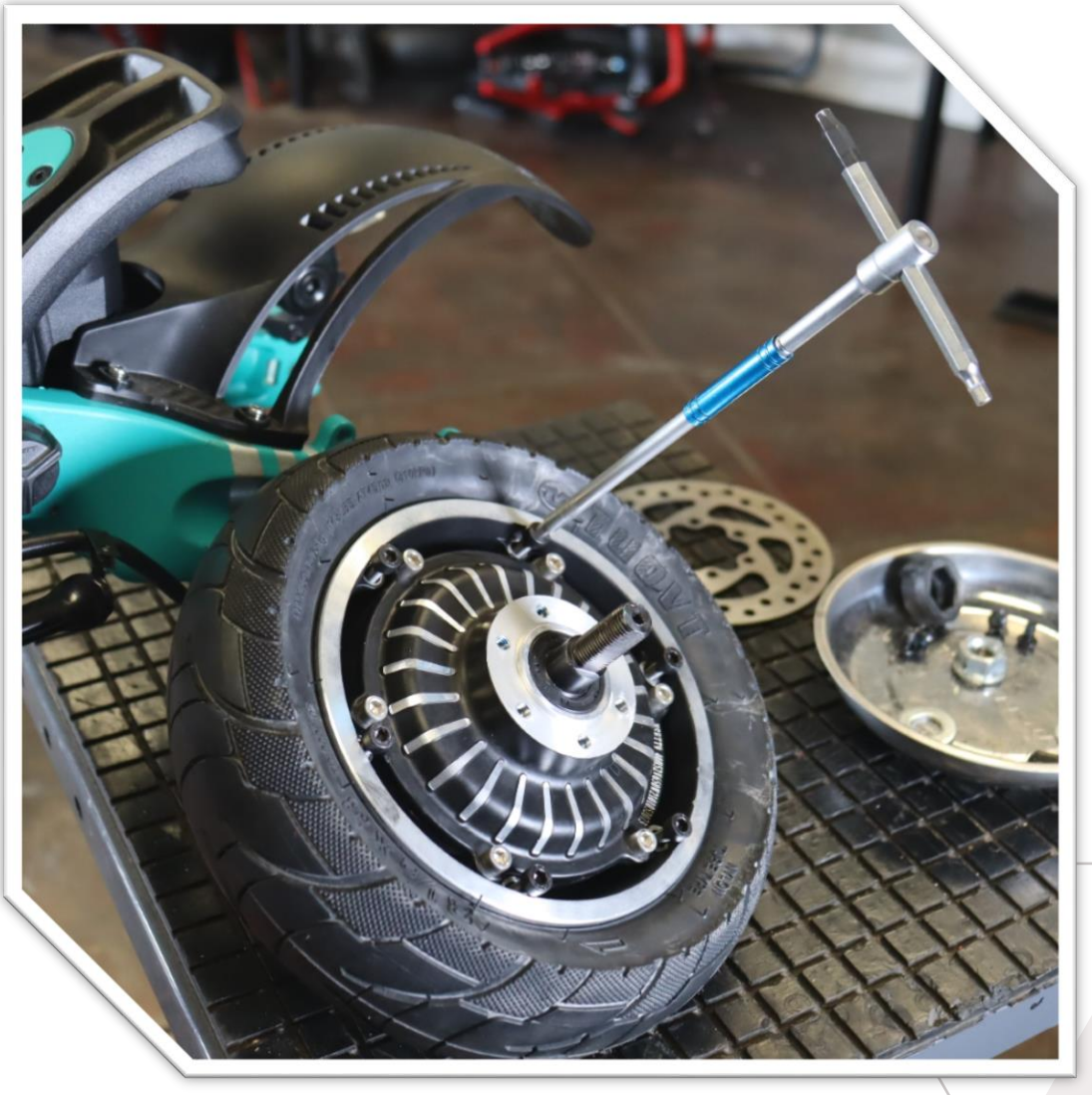
STEP 13: Once the rim has been placed back together, gradually tighten each bolt around the rim, noticing any resistance or gaps. Tighten just past "hand-tight".

Note: Over-tightening can cause "tears" in the tube or cause bolts to strip. Use care when re-installing hardware.

(Figure 14)



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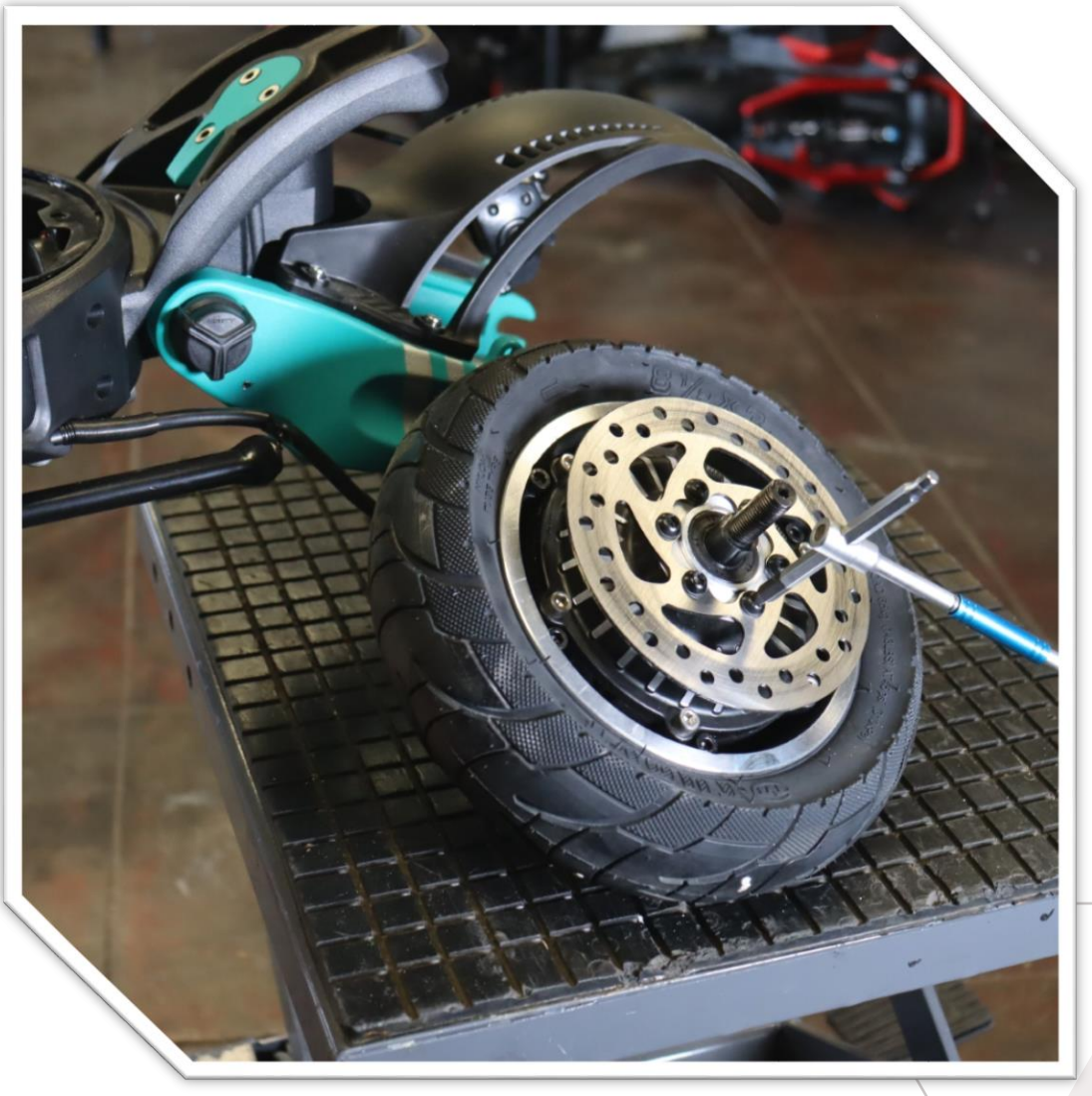
STEP 14: Once the rim has been put back together and bolts have been tightened, replace the brake caliper and repeat the previous steps, using the 4mm Hex Tool to gradually tighten caliper bolts until just past “hand-tight”.

(Figure 15)



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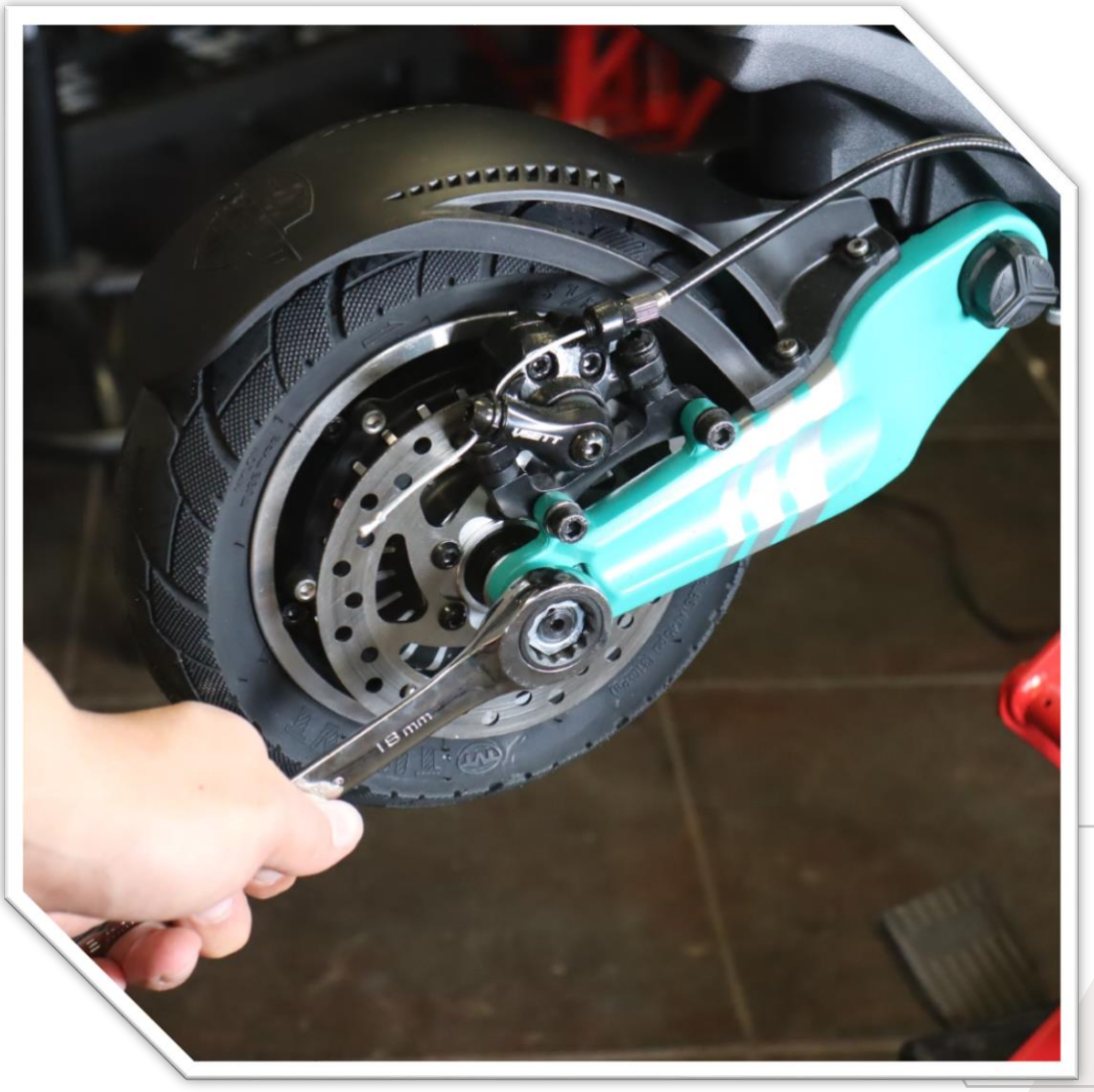
STEP 15: Once brake caliper has been replaced and tightened, place wheel back in place on the scooter, sliding the brake caliper between the rear brake pads. Replace and tighten the axle nuts with the 18mm Wrench.

Note: When replacing the nut covers, a small amount of superglue can be used to keep them from falling off during rides and between maintenance.

(Figure 16)



Note: Once repairs have been completed, do functions check of your scooter for safety and always check the P-Settings that came with your model.

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