

FOURWHEELING ACADEMY

TYREPLIERS



Story and photos by Harry Lewellyn

Put George Carousos and me cheek-to-cheek, and you'd have a hard time telling us apart. And I'm not talking about the ones that house our teeth, either! He's as anal as I am. That means his company, Extreme Outback Products, sells only quality, performance- and results-oriented products. The best! Tyrepliers is a perfect example. We sell 'em, too.

Field tire problems run the gamut from slow leakers to catastrophic failure. The latter can present a problem, primarily due to the difficulty of breaking the bead in the field. Having done this a variety of ways, I can tell you Tyrepliers make this job a cinch for anyone!

Since safe parking, chocking, jacking, dismounting, fixing and remounting tires have been covered in the past (see *Tires r e p r i n t*

<http://www.eco4wd.com/products/Reprints/NewsletterReprints.htm>), I'll only address using Tyrepliers.

PREP WORK SPACE

Make it clean and easy — lay out a tarp.

MARK TIRE

Ensure the tire stays in balance for remounting. Mark the valve stem location. I carry a large yellow crayon for this. Mark a V exactly opposite the valve stem (see A, page 2). Assuming all weights stay in place, when it comes remount time, I

know the tire will still be in balance.

REMOVE VALVE CORE

With a tool similar to that shown in A, remove the valve stem. You laugh and say it's already flat, but I've had to remove a good tire from wheel X to put it on a different one to fit the troubled 4WD.

ADJUST TYREPLIERS

Since Tyrepliers work on wheels from 4 to 16.5 inches, set your size as explained in the instruction booklet. It's simply a matter of sliding the non-pivot side (the foot) to the correct size, then bolting it together with the provided Allen screw and wing nut. The smaller sizes are for ATVs. The Nissan wheel (tire) was 16 inches. Your tire sidewall will tell you exactly what size to use.

SET TOOL

Place the tool exactly across the middle of the wheel, gain your balance, then set and hold the non-pivot end between the tire and the wheel with one foot (see B). Now, bury the pivot end (the nose or jaws), keeping the levers more or less vertical (see C). For stubborn tires, it may be necessary to use the levers to progressively "walk" the jaws into the gap. Another technique is to drive a tire spoon between the tire and wheel with a hammer, then insert the nose right next to the separated area.

BREAK BEAD

Keeping your non-pivot foot in place, and holding the levers straight up, push the outside lever down (see D). The jaws grab the rim and push the tire down and over the safety bead (see E). Sometimes it's necessary to move the tool a short distance around the wheel and give it another shot to completely free the tire from the wheel. Next, flip the tire and break the back bead. The 40:1 levers let even a 90-pound weakling accomplish the task. Now you're ready to remove, repair and replace the tire as covered in past articles. I saw no damage to my Nissan alloy wheel.

SUMMARY

Without this specialized tool, most folks struggle to exhaustion and failure. For just a few bucks (\$6.95), buy George's video to see the product in action. In the field, the small instruction booklet will answer all of your questions and have you rolling in no time. And just for the record, reseating is no problem if you know the trick!

Tyrepliers kits start at \$164, including tax and shipping, from us.



TIRE REPAIR TOOLS

For the complete job, you'll need these tools:

- **A safe-thinking mind**
- **Ground cloth**
- **Jack platform**
- **Chalk or crayon**
- **Tyrepliers**
- **Large hammer**
- **Compressed air source**
- **Tire chocks or substitutes**
- **Jack**
- **Lug wrench**
- **Valve core remover**
- **Tire irons or spoons**
- **Tire plugger or patch kit**
Safety Seal® highly recommended
- **Various tire reseating blocks**

