This manual is designed to provide the Sherco owner with instructions on how to change a tubeless rear tire on any model Sherco motorcycle, as well as other brands.

These instructions apply to installing a new, fresh tire. They also apply to “flipping” a used tire so that its knobs’ sharpest edges lead in order to get additional service life out of the tire.

If you have any questions about the procedure, please call Ryan Young Products at 1-800-607-8742.

We recommend that safety goggles be worn while performing these operations.

For Best Results the tire being mounted should be “warm”, a cold tire is very difficult to mount. Allow the tire to warm soak in 65+ degrees F (19 C) for at least 24 hours.
Specialty Tools Required

A few tools are required to perform this operation.

1. Bead Breaking Tool
2. Tire Irons (at least 2)
3. Tire Beader (doughnut ring)
4. Low Pressure Tire Gauge
5. Valve Stem Removing Tool

The tire irons, tire beader and the low pressure tire gauge are available from Ryan Young Products.
Using a 5-gallon bucket as a ‘workbench,’ lay the wheel with disc side up on the rim of the bucket.
Using a valve stem core remover, unscrew and remove the valve stem core to release all of the air in the tire. Compress the tire against the ground to quickly release most of the air.
Remove the wheel from the bucket. Using a bead breaking tool, break the tire bead seal of one side of the tire with one downward stroke of the tool. Then move the tool about 6-8” away from the first break, and make a second break. This should be enough to finish the seal break around the rim by hand.

Bead break close up. Note how the tool pushes the tire bead away from the rim. Because there is no tube in the tire, this bead acts as the seal that holds the air in the tire.
Flip the wheel and break the bead on the other side of the wheel in two places also.

Finish breaking the bead all around the rim by hand again, using the bucket as your worktable. Note that the disc side of the wheel faces up: this is the safest orientation of the wheel during tire removal/installation.
With the disc side of the wheel facing up, pry one end of a tire iron underneath the lip of the tire bead, pulling it up above the rim.

If the tire irons are long enough, you may be able to hold one end of the tire iron down by “hooking” it under a portion of the disc as shown. This will free both hands to insert the second tire iron, as shown in the next step.
Take a second “bite” into the tire with the second tire iron about 6” away from the first tire iron and pry that portion of the tire over the rim.
Pull the tire iron out from the second “bite” to take a third “bite” about 6” away from the second “bite.” Repeat this procedure as necessary to lift the entire side of the tire over the rim.
Next, flip the wheel around and set it upright.

Insert the tire iron between the outside of the rim and inside of the tire to begin to force the tire off of the opposite rim.
With one long, forceful push, the tire should be able to be slid so far off the rim that it can be therefore completely pushed off the rim by hand.

At this time, take a moment to wipe off any dirt, grease, or tire residue on the inside edges of the rim that makes the airtight seal with the tire. Soap and water works fine for this task.
New Tire Installation, Side 1

Note that trials tires are designed to be directional. Therefore, they are intended to be installed in a particular orientation (even though in reality they can be used bi-directionally).

Lay the new tire on the rim (sprocket side down) with the directional arrow pointing in the direction the tire will rotate when mounted. Push as much of the tire over the wheel as possible by hand.
Insert a tire iron between the outside of the rim and the inside of the tire to begin to lever one side of the tire over the rim.
Repeat the above step as necessary until one complete side of the tire is over the rim. The tire should now look as shown.

At this stage, some mechanics prefer to wipe a layer of dishwashing soap around the facing beaded edge of the tire in preparation for inflation.
Push the tire sidewall down by hand and foot as much as possible to push the second side of the tire over the rim. Keeping hand and foot pressed against the tire, use a tire iron placed at the “top” of the tire to begin slipping the remainder of the tire over the rim.
Take a second and third “bite” to finish levering the tire completely over and around the rim.
Reinstall the valve stem core to prepare for inflation.
Spray a 50/50 liquid soap and water solution all over the doughnut ring to lubricate it. The doughnut acts as a temporary air sealer while the tire bead inflates sufficiently to create its own seal between the tire and the rim.
Seal the doughnut ring snugly between rim and tire, leaving no gaps between the rim and tire from which air could escape during inflation.
Using compressed air (a hand pump does not move enough air volume fast enough), inflate the tire while slowly pulling out the doughnut ring as it is forced out of the tire/rim gap.

Continue inflation until the tire bead seals (when you hear a loud “POP”). Stop inflation after you hear the second “POP” of the other side of the tire sealing its bead to the rim.

Note: You may have to remove the valve stem core for this operation, in order to pass enough air through the valve stem to properly inflate the tire.

Note: Wearing safety goggles is particularly important during this step!
Deflate the tire to its correct pressure (usually about 4 psi).

Reinstall the wheel back on the bike by carefully inserting the disc rotor between the brake pads, while aligning the wheel hub with the swingarm holes so that the axle can be fully inserted. Make sure that the axle is cleaned and re-greased prior to reinstallation. Push the wheel towards the engine, and slip the chain over the top rear edge of the sprocket. Then slowly rotate the rear tire by hand backwards so that the chain can be correctly installed on the sprocket. Equally rotate the chain cam adjusters forward to achieve about 1” of chain free play between the top of the chain tensioner and the underside of the swingarm. Tighten the rear axle nut. Finished!