



Motorcycle Sealant

Solutions That Keep The World Rolling!™

Stop Flat Tires Before They Stop You

As tested in Rider Magazine! They put 9 holes in their tires and kept on riding!

“Unlike aerosol roadside repairs and even slime, the popular sealant favored by bicyclists and off-road riders, Ride-On’s chemicals do not adversely affect aluminum rims. This is worth considering. Over 5,000 miles and a variety of driving conditions, I found no discernible effect – positive or negative – upon wheel balance or any other area of performance just a giant gain in a tire’s ability to hold air in the presence of sharp metal objects.” Larry Brodsky – Contributing Editor, Rider Magazine

Not Another Tire Sealant

Tire sealants are old business – they have been on the market for more than 50 years. Although many of the sealants available on the market do a decent job of sealing punctures, they can occasionally create more problems than they solve. Some tire sealants have been known to cause corrosion, balancing problems, and damage to the inner liners of tires. Many sealants also leave residues that are difficult to clean out, and thus prevent patches and plugs from properly adhering to tires.

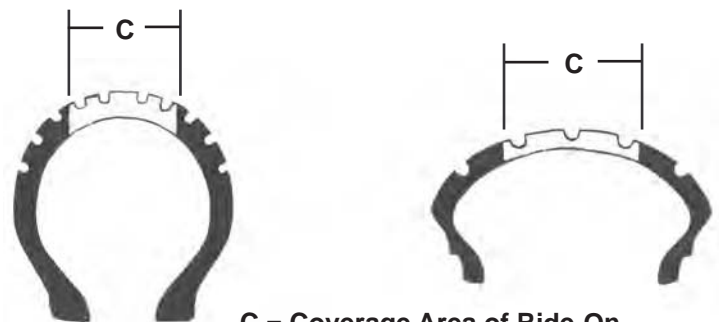
Inovex Industries, Inc. has earned its reputation by providing the world’s most advanced tire sealing solutions to commercial and professional fleets. Ride-On TPS is currently used by more than 60 municipalities, cities, counties, and government agencies and more than 350 commercial firms located in over 39 states and 9 countries. Ride-On TPS is also used in more than 4,000 police vehicles and motorcycles. These fleets have purchased and depend on the Ride-On TPS products to protect their fleet and ensure that their vehicle downtime is kept at a minimum.

How Does Ride-On Work?

While you ride, a protective layer of Ride-On TPS - a tire sealant containing fibers six times stronger than steel - evenly coats the inner surface of your tire. If your tire is punctured, the centrifugal force of the rotating tire and the internal air pressure force Ride-On into the hole, sealing it virtually instantly.

With Ride-On TPS tire sealant, your tire literally fixes itself! And since it stops slow leaks the moment they start, your tires always stay properly inflated. Your tires last longer, your bike handles better, your fuel economy improves, and you ride more safely.

Ride-On TPS will coat and help protect your tire’s contact patch with the road:



C = Coverage Area of Ride-On

Ride-On is designed to seal punctures from objects up to 1/8” in diameter in the tread area of your tire. Due to a tire’s inner curvature, Ride-On will not seal sidewall damage, or damage near the shoulder of the tire (the outside 1-1.5” of the tire tread). If a tire has a cut, impact break, bruise, bulge, snag, or sidewall damage, take the tire out of service and have it inspected by a professional tire care specialist.

Examples of tires punctured in areas of marginal Ride-On TPS coverage:



Great for Sport Bikes, Touring, Cruisers, Motocross, Trikes, Sidecars, Trailers, & ATVs

Works in Tube and Tubeless Tires

Ride-On TPS will eliminate 85-95% of your flats in tubeless tires from objects up to 1/8" that penetrate the contact area of your tire. Ride-On's efficiency in tube tires is reduced to 55-65% since puncturing objects often tear the tube. It is impossible for a tire sealant to seal a tear. It is vital to remove the puncturing object immediately from a tire containing a tube to prevent further damage that can result in tearing the tube.

Repair Versus Replacement?

Our company takes the position that any repair in a motorcycle tire should be treated as a temporary repair. We recommend that as soon as possible after finding an object in your tire, you have the tire inspected by a professional. If the recommendation is for fixing the puncture or replacing the tire, then you should do so. Ride-On will not interfere with the application of conventional tire plug and patch repairs, and can easily be washed out of tires with water.

What Should You Do if You Find a Nail or a Screw in Your Tire?

Inspect your tires regularly for perforating objects or other damage. Look for and remove any stones, bits of glass, metal, or other foreign objects wedged in the tread – these may work their way deeper into the tire and eventually cause a puncture. Also check your tires closely for signs of uneven wear patterns. Uneven wear may be caused by improper inflation, misalignment, tire imbalance, or damaged suspension parts. If the cause of the uneven wear is not corrected, further tire damage will occur. Certain uneven wear patterns may also indicate that the tire has suffered internal or structural damage; such damage requires immediate attention from a professional tire care specialist.

If you notice that an object has punctured your tire tread, drive your bike for 3-5 miles to warm up the tires. Remove the puncturing object and immediately drive your motorcycle for 2-3 miles, so that Ride-On can work its way into and seal the puncture. Although Ride-On is effective from 40°F to 250°F, please note that it works best once your tires have warmed up. For maximum safety, have a tire professional inspect (and if necessary, repair or replace) your tire as soon as possible after a puncture. Ride-On will not interfere with the application of conventional tire plug and patch repairs, and can easily be washed out of tires with water. You may be wondering why you need to remove puncturing objects from your tire tread, given that Ride-On forms an effective seal around such objects. The reason is that if an object is left in the tire, it will shift as the tire rotates, eventually creating a larger hole and causing further damage to the tire or tube. Please note that if an object has been in the tire for a long time, it may take some time for the puncture cavity to close. (This is because rubber has "memory," which causes it to conform to the shape of the puncturing object.) In this case, the tire may temporarily lose some air until it is sealed. Note also that if the puncturing object is a screw, you must unscrew it - yanking or pulling the screw will tear the rubber and possibly the steel belts.

Balancing and Ride and Stability Issues

The product manufactured by our leading competitor was originally designed for use in bicycle tires, and according to their website is "not intended for speeds in excess of 75 mph". Ride-On is designed to actually help hydrodynamically balance tires at highway speeds. Once installed in a tire, it will actually act to dampen vibrations for the life of a tire so you do not need periodic rebalancing. Although we don't condone speeding, our dealers and customers comment that their bikes actually run smoother at speeds as high as 150 mph. Ride-On should be installed in tires and wheels that have been professionally mounted and balanced. Once installed, you should not try to rebalance a tire containing Ride-On – just let it do what it is was formulated to do!

Will Ride-On Harm My Wheels or Tires?

Ride-On is designed to be non-hazardous and non-flammable, and contains corrosion inhibitors that protect all alloys of steel, aluminum, magnesium, and yellow metals against oxidation. Although some of our competitors' products have been documented as causing corrosion, Ride-On enjoys a reputation for being completely compatible with all types of wheels and tires. Ride-On is currently sold by six of the nation's ten largest commercial tire dealers. They install our products into the tires of their commercial customers, who demand that the products not harm their aluminum or steel wheels. As their tires can last upwards of 250,000 miles, the fact that Ride-On is designed to not harm tire ply materials or cause loss of adhesion strength helps those customers retain tires for the fullest life possible. Letters from manufacturers such as Michelin, Goodyear, Bridgestone/Firestone, Continental, Yokohama, and Toyo that indicate that the use of our products do not automatically void their warranties also bears witness to our success in creating a product that does not cause harm to tires or wheels.



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