

## **IMPORTANT NOTICE**

**After installing Ride-On TPS Motorcycle Formula sealant into your tires you may notice a slight vibration until the sealant has warmed up and distributed evenly in your tires. This process usually takes 2 to 5 miles. Please DO NOT attempt to rebalance tire's after the installation of Ride-On TPS Motorcycle Formula. Ride-On TPS is a balancing compound. Ride-On TPS will act as a balancer and will result in erroneous readings from a dynamic spin balancer.**



# 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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**888-374-3366 703-421-9778**

**Contact your dealer for more information:**



## Ride-On Installation & Usage Instructions for Motorcycles, Scooters, & ATVs

**Congratulations on your purchase of the Ride-On® Tire Protection System (TPS)!** Ride-On® is an advanced-formula gel that has been specially formulated to seal punctures, prevent leaks, and extend tire life. Ride-On is designed to seal most slow leaks and punctures (**85-95% efficiency in tubeless tires, 55-65% efficiency in tube tires**) in the tread area of a tire caused by nails, screws, thorns, road debris, and virtually any perforating object up to 1/8" (3.2 mm) in diameter. Ride-On also helps your tires maintain proper inflation and run cooler, which can increase their life by up to 25% or more (of course, this is critically dependent on how and where you drive your bike). A motorcycle equipped with Ride-On will benefit from better handling, better fuel economy, longer lasting tires, and most importantly, a safer ride. This version of Ride-On has been specifically formulated for motorcycles, scooters, and ATVs!

Ride-On is used by the military, Postal Service, police and fire departments nationwide. Other Ride-On formulas are also available for construction, industrial, commercial trucks, and other commercial vehicles. Visit [www.ride-on.com](http://www.ride-on.com) or call us at 703-421-9778 (toll-free USA 1-888-374-3366) to order Ride-On for all your vehicles.

### YOU WILL NEED THE FOLLOWING MATERIALS TO INSTALL RIDE-ON:

- Ride-On bottles (provided)
- valve core remover tool (provided)
- scissors
- **air supply** (you will need to deflate and re-inflate your tires)

### INSTALLATION INSTRUCTIONS:

*CAUTION: USE EYE PROTECTION WHEN INSTALLING RIDE-ON AND WHENEVER WORKING WITH PRESSURIZED TIRES.*

1. Rotate the tire into which Ride-On is to be installed so that the tire stem is between the 3 and 9 o'clock position (bottom half of the tire). If there is a cap covering the valve stem, please remove it.
2. Deflate the tire completely by removing the valve core from the valve. The valve core is the center portion of the valve. To remove the valve core, insert the tip of the valve core remover tool (the small, shiny, cap-like object) into the valve and unscrew the valve core by twisting it counter-clockwise. You will need to screw the valve core back in when you are done, so be careful not to lose it.
3. Take the cap off the Ride-On bottle. Cut the tip of the bottle just above the 1/4" mark using the scissors. There is a line on the tip of the cartridge indicating the appropriate place to cut (do not cut line).
4. Slide the provided hose onto the tip of the Ride-On bottle and the other end onto the valve stem.
5. Squeeze the correct amount of Ride-On into the tire. Consult the Ride-On dosage table included with this kit to determine the proper amount of Ride-On to put into the tire. The Ride-On bottle has markings on the side so that you can see how many ounces of Ride-On you have put into the tire. Do not exceed the recommended dosage for your tire.
6. If a blockage occurs in the valve stem as you are squeezing Ride-On into the tire, use a paper clip or a short burst of air to clear the passageway.
7. Inject a short burst of air into the valve stem to clear it. Screw the valve core back into the valve (twist it clockwise). **DO NOT OVER TIGHTEN.**
8. Inflate the tire to the recommended pressure (refer to your vehicles owner's manual for the proper PSI).
9. Repeat steps 1-8 to install Ride-On in your other tires, and then **drive your vehicle for 3-5 miles to allow Ride-On to spread evenly inside your tires. You may experience a slight vibration for up to 10 miles, until Ride-On has had a chance to coat the inside of your tires evenly.**



**PLEASE REVIEW THE INSTRUCTIONS ON THE BACK OF THIS PAGE CAREFULLY FOR PROPER USE OF RIDE-ON AND FOR GENERAL TIRE CARE AND SAFETY TIPS.**

**WARNING:** ALWAYS WEAR EYE PROTECTION WHEN WORKING WITH PRESSURIZED TIRES. KEEP RIDE-ON AWAY FROM CHILDREN. Ride-On contains ethylene glycol. If swallowed, induce vomiting and call a physician. If splashed into eyes, flush with water and consult a physician. In case of emergency, call 1-800-255-3924.



**PLEASE REVIEW THESE INSTRUCTIONS CAREFULLY FOR PROPER USE OF RIDE-ON AND FOR GENERAL TIRE CARE AND SAFETY TIPS.**

**GENERAL TIRE MAINTENANCE AND SAFETY TIPS.** Tires are designed and built with great care to provide thousands of miles of service. For maximum benefit, however, they must be cared for and maintained properly. The most important factors in tire care are: proper tire inflation; proper vehicle loading; regular inspection of your tires and your vehicle; proper maintenance of your vehicle, and good driving habits.

Properly inflated tires wear longer, save fuel, and help prevent accidents. Check your tire pressure before all long trips, and as per the tire manufacturer's recommendations. (Note that you should only check tire pressure when tires are cold.) The way you drive also has a great effect on your tires' life and safety. You can obtain optimum wear from your tires by observing speed limits, and by avoiding hard cornering and fast starts and stops. You should also be alert and avoid potholes and road debris, and take special caution not to run into curbs when driving or parking.

**REGULAR INSPECTION.** 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.

**PUNCTURES.** If you notice that an object has punctured your tire tread, drive your vehicle for 3-5 miles to warm up the tires. **Remove the puncturing object and immediately drive your vehicle 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.

**SIDEWALL DAMAGE.** 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 – see Fig. B on the sheet with the dosage tables). 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.



WARNING

**CONTINUED AIR LOSS.** If a tire that has Ride-On in it continues to lose air, remove the tire from service immediately and have it inspected by a professional tire care specialist. Continued air loss can be an indication of bent wheels, a problem valve, or structural damage that can lead to sudden, catastrophic failure of the tire. Tires that have cuts, impact breaks, bruises, bulges, snags, or sidewall damage should also be taken out of service and inspected by a professional tire care specialist.



WARNING

**WARNING:** Changing a tire on the side of the road is a very dangerous activity! If you need to take a tire out of service, you should only change the tire where you can safely get out of traffic. It is much safer to call a roadside assistance company to change your tire for you or tow you to a dealer.

**EXTENDED PARKING.** If you park your vehicle for an extended period of time, Ride-On may slowly pool in the bottom of your tires. In this case, you may experience a slight vibration for the first few miles you drive your vehicle, until Ride-On has once again spread evenly inside your tires.

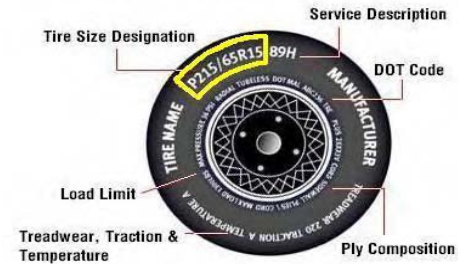
**WHEEL PROTECTION.** Ride-On is non-flammable and chemically inert – it will not degrade either your tires or your wheels. Ride-On contains corrosion inhibitors that help to protect tire belts and steel, aluminum, and alloy wheels against corrosion.

**WARRANTY & DISCLAIMER.** Ride-On helps to prevent flat tires, but it is not guaranteed to prevent all flats. Inovex Industries, Inc., warrants Ride-On to be free from manufacturing defects. Inovex Industries, expressly disclaim all other warranties and/or conditions, whether express or implied, including (but not limited to) the implied warranties and conditions of merchantability, satisfactory quality, and fitness for a particular purpose. Inovex Industries shall not under any circumstance be liable for towing expenses, or for any claims or damages (including any special, incidental, or consequential damages, or any damage to tires, wheels, vehicles, drivers, passengers, or any other entities or property) arising or resulting from operating a vehicle with under-inflated or flat tires, failing to inspect or maintain tires properly, or failing to follow instructions for the proper handling of punctures and other damage to tires. Your exclusive remedy and the sole obligation of Inovex Industries is limited to product replacement.

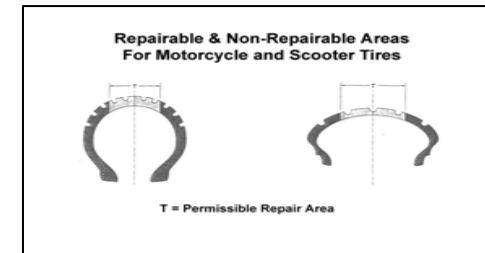
## RIDE-ON DOSAGE TABLE (MOTORCYCLES AND SCOOTERS)

Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units
M120/70*10	4	3.50-16	5	M120/70*17	6	MT85-18	7
M130/70*10	5	5.00-16	7	M130/70*17	6	M90/90-18	5
M120/90-10	5	M240/50R16	13	M140/70*17	7	M100/90-18	5
M130/90-10	5	M130/60*16	6	M150/70*17	8	M110/90-18	6
		M180/60*16	9	M160/70*17	9	M120/90-18	6
M110/70*11	4	M200/60*16	11	M110/80*17	5	M130/90-18	7
		M120/70*16	6	M120/80*17	6	ML90-18	5
M130/70*12	5	M130/70*16	6	M130/80*17	7	MM90-18	5
M120/80*12	5	M170/70*16	9	M140/80*17	8	MN90-18	6
M100/90*12	4	M180/70*16	10	M150/80*17	9	MP90-18	6
M110/100*12	6	M80/80*16	3	M90/90-17	4	MR90-18	6
		M100/80*16	5	M120/90-17	7	MJ90-18	4
		M120/80*16	6	M130/90-17	7	M100/100*18	6
M130/60*13	5	M130/80*16	6	MS90-17	7	M110/100*18	7
M130/70*13	5	M140/80*16	8	MT90-17	7	M120/100*18	8
M150/70*13	7	M150/80*16	8				
M110/90*13	5	M160/80*16	9	3.00-18	4	2.5-19	4
3.00-14	3	MR85-16	6	3.50-18	5	3.00-19	4
M140/60*14	6	MU85-16	8	4.00-18	6	3.25-19	5
M160/60*14	7	M100/90-16	5	4.10-18	5	3.50-19	5
M120/80*14	5	M110/90-16	6	4.25-18	6	4.00-19	6
M180/80*14	9	M120/90-16	6	4.50-18	8	4.10-19	5
M60/100*14	3	M130/90-16	7	4.60-18	7	M120/70*19	7
M90/100*14	5	M140/90-16	8	M330/35*18	18	M110/80*19	6
		MT90-16	7	M300/35*18	16	M120/80*19	7
M230/60*15	12	MU90-16	8	M240/40*18	13	M90/90-19	5
M120/70*15	5	M90/100*16	5	M250/40*18	14	M100/90-19	5
M180/70*15	9			M180/55*18	10	M110/90-19	6
M140/80*15M/C	7	3.00-17	4	M200/55*18	11	MJ90-19	5
M150/80*15	8	3.25-17	4	M150/60*18	8	ML90-19	5
M160/80*15M/C	8	3.50-17	5	M160/60*18	8	MM90-19	5
M170/80*15M/C	9	4.50-17	5	M170/60*18	9	M70/100*19	4
M190/80*15	11	M300/40*17	16	M120/70*18	6		
MV85-15M/C	8	M190/50R17	10	M130/70*18	7	3.00-20	5
M130/90-15	7	M200/50R17	10	M140/70*18	7		
M140/90-15M/C	7	M180/55*17	9	M150/70*18	9	2.75-21	5
M150/90-15M/C	8	M120/60*17	6	M110/80*18	6	3.00-21	5
MU90-15M/C	7	M130/60*17	6	M120/80*18	6	M70/100-21	4
MV90-15M/C	8	M150/60*17	7	M130/80*18	7	M80/100*21	5
		M160/60*17	8	M140/80*18	8	M80/90-21	5
2.50-16	3	M170/60*17	9	M150/80*18	9	M90/90-21	5
3.00-16	4	M110/70*17	5	MP85-18	6	MH90-21	4

**FIG. A: TIRE LABEL INFORMATION**



**FIG. B: RIDE-ON COVERAGE AREA**



NOTE: For Severe applications (offroad/motorcross) you may add 45% more product. Please Note: at these higher dosages you may experience some vibrations at high speeds.