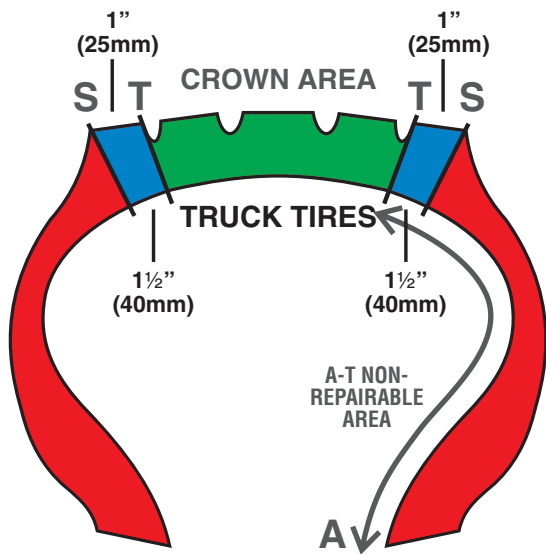




# Instructions for Uni-Seal Premium Patch/Plug Repairs

## PASSENGER & LIGHT TRUCK TIRES



The use of a two-piece repair is required if the angle of the injury exceeds 35 degrees.

## SELECTION CHART FOR ONE-PIECE REPAIRS

PASSENGER TIRE NAIL HOLE LIMITATIONS			
TIRE AREA	PREPARED INJURY SIZE	REPAIR UNIT	CARBIDE CUTTER
T-T	6mm (1/4")	20218550000	270
MEDIUM TRUCK TIRE NAIL HOLE LIMITATIONS			
T-T	6mm (1/4")	20218550000	270
T-T	10mm (3/8")	20218570000	271 /38



**1.** Remove the tire from the wheel. Inspect the tire for damage and defects that would make the tire non-repairable. Locate and mark all damage on the inside and outside of the tire. Insert a spiral cement tool or a probe into the injury from the inside of the tire to determine the size and angle of the injury.



**2.** Pre-clean the inner liner 2-3 times with CLC-704 Liquid Rubber Buff and a scraper to remove contaminants.



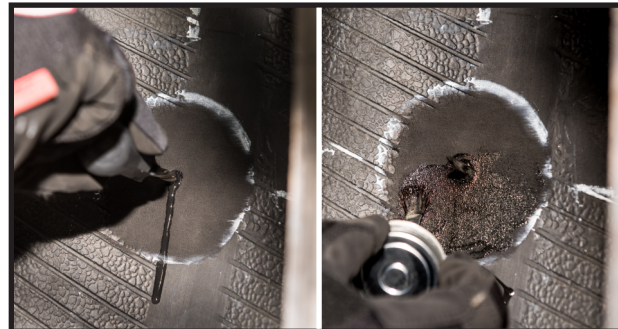
**3.** Outline the area to be buffed. Buff the outlined area with a low RPM buffer (Max 5,000 RPM) and appropriate inner liner wheel.



**4.** Damaged rubber and steel should be removed from the injury using a carbide cutter on a low speed air/electric drill, maximum 1,200 RPM. Drill the injury from the inside of the tire 3 to 5 times. Repeat this process from the outside.



**5.** Use a soft wire brush followed by a vacuum to remove buffing dust and debris from the buffed area.



**6.** Using a spiral cement tool in a clockwise direction, apply CLC-760 Chemical Vulcanizing Fluid to the injury 3-5 times. Apply a thin, even coat to the buffed surface and allow to dry 3-5 minutes. Additional time may be required in cold or humid conditions.



**7.** Remove the red poly from the stem by pulling and twisting the repair as shown. Reposition the poly on the cap.



**8.** Apply a small amount of CLC-760 Chemical Vulcanizing Fluid to the black tapered portion of the stem. Insert the lead wire through the injury from the inside of the tire. Grasp the wire with pliers on the outside of the tire and pull the stem through the tire until the cap forms a slight indentation.



**9.** Press down the repair with your thumb from the center out. Stitch repair unit down from the center out. Remove red poly from under cap and continue stitching toward the edge of the repair.



**10.** Remove the clear poly from the repair. Seal the edge of the repair and the over buffed area with CLC-739 Butyl Repair Sealer.



**11.** With the stem relaxed, cut off the excess stem 1/8" (3mm) above the tread surface. The tire is ready to be returned to service.

Refer to Continental Tire Repair Manual for additional repair recommendations, safety tips, and technical tire repair information.



## WARNING

Failure to properly repair tire could cause SUDDEN TIRE FAILURE, RESULTING IN SERIOUS INJURY OR DEATH. Carefully read and follow these instructions.