Mounting Instructions

1 Piece Wheel

Bearings | Mounting Cones

In order to mount the Amerityre flat free tires you will need access to a hydraulic press. It doesn't have to be a big one, a simple ten ton press works just fine. You will need a good base, in most cases the plates that come with your press will work well. The base just needs to be a flat surface that will support the rim and has a hole in the center for a shaft or hub to go through if needed. Amerityre has these mounting cones for wheels measuring 4, 5, 6, or 8 inches in diameter.

Place the rim on the base with the valve stem hole up, this side of the rim will sometimes have a little different angle than the other side and the tire will slide over this side easier than the other side. Center the wheel under the press and place the mounting cone on top of the wheel with the shaft going through the center of the mounting cone. Make sure there is enough room in the center of the mounting cone for the shaft to slip into, if the shaft is too tight shave out a little of the cone so the wheel shaft will easily slide into the cone. This can be done with a hole saw, knife or any tool that will cut away a small amount of the center hole. If the cone is too tight, when pressing, all the pressure goes onto the shaft and may collapse the wheel.

Now place the tire to be mounted onto the mounting cone. It's very important at this point that you create some space to allow the press to drive the tire all the way over the cone and onto the wheel. You can create this space by placing another tire on top of the first tire, our preferred method, or by making a small square using a 2x4 box made to sit on top of the tire being pressed. Make sure the box is wide enough to allow the wood to press down past the cone and not get hung up on the cone as the tire depresses onto the wheel. Place this on top of the tire and place a steel plate on top of the second tire or 2x4 box to assure even pressure. If you don't have this space you will press the tire down until you are pressing on the cone and not the tire and if you keep pressing the wheel will collapse under the pressure.

Make sure you have everything centered and level then begin pumping and driving the tire over the cone and onto the wheel. As the tire snaps onto the rim continue pressing just a little more to make sure the top bead slips down into the wheel and centers itself. Release the pressure and the press will retract. Pick the tire up and make sure it is seated on both sides. If one side seems to be out, bounce the tire on the floor a few times and most often the tire will seat itself, if not replace on the press and press again until both sides are on the wheel.

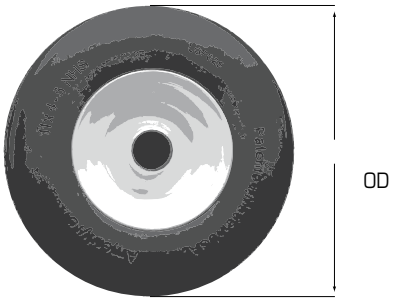
Now you have a perfectly mounted tire that will never go flat and a customer that will always look to you to solve their flat tire problems.

Mounting Cones

Size	Weight	Part #
4"	1.60	33-P&A-00003
5"	1.90	33-P&A-00004
6"	3.10	33-P&A-00005
8"	7.10	33-P&A-00006
10"	11.50	33-P&A-00007

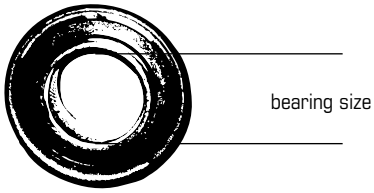
Bearings
for Wheelbarrow & Handtruck

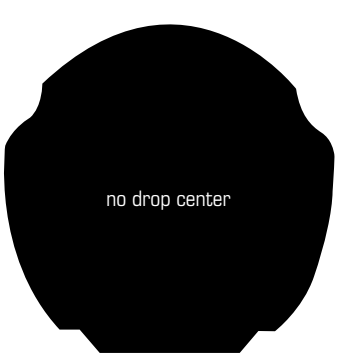
Size	Part #
1/2"	30-BRG-00001
5/8"	30-BRG-00002
3/4"	30-BRG-00003

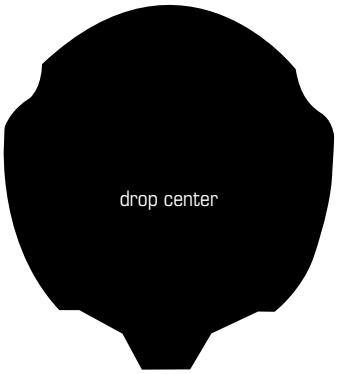


OD
This is the outside diameter of the tire measured from side to side or top to bottom.

Bearing size
This is the measurement where the axel passes through the bearing, usually 5/8 or 3/4.

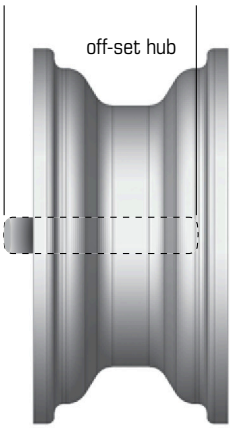






No drop center tires
Tires with no drop center, which are flat across the bottom or inside of the tire, are designed for two piece wheels. These tires will mount much easier on a two piece wheel because there is no drop center to interfere with the two piece wheel which in most cases will not have a drop center for the tire.

Drop center tires
Tires with a drop center are used for one piece wheels. The drop center, or section that extends down into the wheel well, is designed to keep the tire from rolling off the rim should the tire strike a curb or some object .



Center hub
a wheel with the same amount of hub on each side of the wheel, to measure the hub length you could insert a pencil through the bearing holes, cut the pencil off at the bearings and this would be the hub length.

Off-set Hub
This is the opposite of a center hub which has the same hub length on each side. The off-set has two different hub lengths and can vary from wheel to wheel. One side will be longer with the other side quite often being flush or very close to flush with the wheel. You measure hub length the same way as a centered hub.