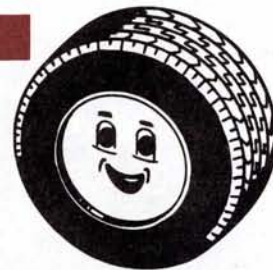
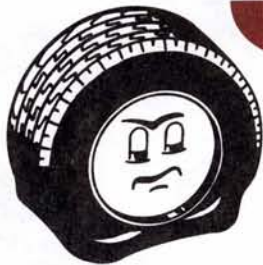


# **SAFETY SEAL<sup>®</sup>**



## **INSTRUCTIONS**

**Original Self-Vulcanizing Tire Repair**

**Proudly Manufactured**

**by**

**North Shore Labs Corp.**

**Accept No Imitations**

**Insist on Safety Seal<sup>®</sup> by**

**North Shore Labs Corp.**

**P.O. Box 568**

**Peabody, MA 01960**

**1-800-888-9021**

978/531-3044 978/531-5954 FAX 978/532-3509

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# SAFETY SEAL®

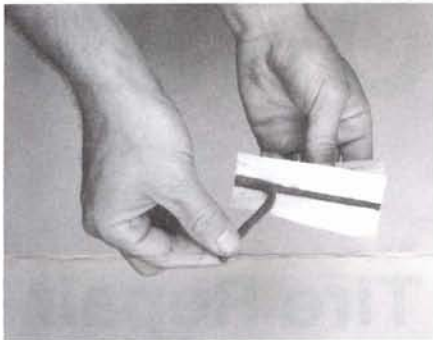


BEFORE REPAIRING TIRES WITH SAFETY SEAL® PLEASE READ CLOSELY THE FOLLOWING INSTRUCTIONS AND CAUTIONS.



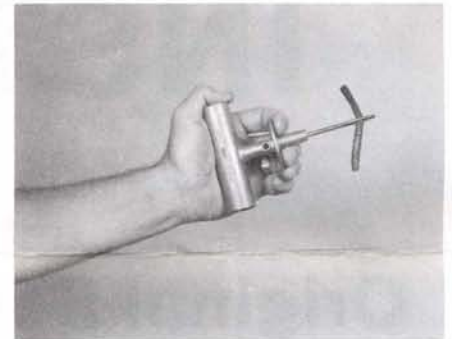
After locating the puncture, remove the object, closely noting its path. Should the puncture be larger than 1/4 in., or if there is evidence of excessive carcass damage or if the puncture path is not straight, the tire must be removed for internal examination.

If there is any question as to the direction of the path of the puncture, insert the needle with a small amount of LUBE. The needle will follow the path without creating a new hole.



To repair the puncture first remove the Safety Seal® by peeling back the corners of the protective blue paper and pulling the Safety Seal® down and away from the paper.

Safety Seal® is inserted into the tool so that equal parts are evident on each side of the needle.



Place a small amount of LUBE on the tip of the insertion NEEDLE.

Having located the puncture, re-inflate the tire and insert the Safety Seal® into the puncture. Only one Safety Seal® repair should be used in a puncture.



Applying firm pressure, insert the Safety Seal® tool with the repair into the tire until the sleeve touches the tire. If undue pressure is required, the Safety Seal® probe may be needed. \*See Repairing Small Punctures section.

Grip the edge of the sleeve and hold it against the repaired area. Remove the tool by pulling away while holding the sleeve secure against the tire. Do not twist the tool when removing.





The sleeve has allowed the Safety Seal® to release from the needle and the repair is now in place.

Excess Safety Seal® may now be trimmed away with the blades provided. Reinflate tire to manufacturer's recommended air pressure. Check for leaks with Safety Seal®, Seek A Leak®, leak detector. Any air seepage indicates inside damage or puncture too large and the tire must be dismounted for inspection.



## REPAIRING SMALL PUNCTURES IN STEEL BELTED RADIALS



For repairing small puncture in steel belted radials we have specifically designed a Safety Seal® probe that spreads the steel cords without damaging the tire or removing any rubber. Photo at right shows how steel belts are temporarily displaced by the Safety Seal® probe. Lube the tip of the probe and insert into the puncture carefully following the puncture path.



Once the probe is fully inserted (approximately  $\frac{1}{2}$  of the probe needle), rotate the handle as indicated. This rotating displaces the steel cords allowing for easier insertion of the Safety Seal® repair. No rubber is removed nor is the actual puncture enlarged. Probes are available from your Safety Seal® salesman.

### CAUTION

ALWAYS USE SAFETY GLASSES WHEN REPAIRING A TIRE.

DO NOT ATTEMPT ANY TYPE OF TIRE REPAIR IF THE TIRE IN QUESTION has remaining tread depth less than  $\frac{1}{16}$ , has a puncture greater than  $\frac{1}{4}$ , has any structural damage to tread, carcass, inner liner, bead (including cracking, bubbling, ply separation, etc.), has a sidewall puncture, or if the tire has been inflated with any flammable gas.

UNDER THE FOLLOWING CONDITIONS TIRE SHOULD BE DISMOUNTED FOR INTERNAL EXAMINATION PRIOR TO REPAIR: perforating object cannot be located, perforating object not straight indicating puncture path not straight, little resistance felt when inserting repair, any evidence that the tire has been driven under-inflated, or any evidence of possible structure/internal damage.

THE TOOLS PROVIDED WITH THIS KIT are only intended to be used with Safety Seal products and they should not be modified or used for any other purpose.

NORTH SHORE LABORATORIES CANNOT BE HELD RESPONSIBLE IF the end user alters and/or damages the product or does not install or use the repair in accordance with these instructions.



# SAFETY SEAL®



## “The Ultimate in Tubeless Tire Repairing”

### **What Makes This Product So Different?**

#### **TESTING**

Road, Laboratory, and Test Track proves Safety Seal® makes **perfect seal** at **inner liner**. Endurance Tests under adverse conditions have proven **Safety Seal® Will Outlast The Tire**. (Test results available upon request).

#### **QUALITY CONTROL**

SAFETY SEAL® is a scientifically prepared product; the result of years of research and road testing. Each production run, laboratory tested to insure quality and reliability, bears lot inspection number.

#### **SELF VULCANIZATION**

The first 100% self-vulcanizing rubber-fibre repair material. No messy/toxic cement required for vulcanization.

#### **NON-WICKING**

Wicking, or drying out of a rubberized repair cord, is caused by movement of the rubber sealant away from its retaining fibre. This happens when the sealant is non-vulcanized and will flow out under heat and pressure, leaving a bare string which leaks. This type of repair cord is classified as a temporary repair. **SAFETY SEAL® is a permanent repair** since the sealant is vulcanizeable and will not flow under heat or pressure.

#### **PRODUCT MAKE-UP**

Made from the same ingredients as the tire itself – rubber and fibre. SAFETY SEAL® comprises 21 plies of a high grade synthetic yarn completely embedded in a super sealing vulcanizeable rubber composition. Each yarn is individually coated and then twisted into a durable repair material using a very complicated patented process.

#### **SIMPLICITY**

Easy to use. With the patented insert tool, tires can be repaired in minutes with little effort.

#### **VERSATILE**

One repair does it all — (up to a ¼” in legal usable tread.) SAFETY SEAL®, due to its pliability will conform to the shape of the puncture.

#### **ECONOMICS**

No returns. You make the repair once and it will outlast the tire. You pay a little more for SAFETY SEAL® than some competitive products, but you’ll never lose a customer due to an inadequate repair.

#### **SHELF LIFE**

Oxidation tests indicate the shelf life of SAFETY SEAL® in excess of six years.

#### **PATENTED**

SAFETY SEAL® is the only tubeless tire repair protected from inferior products by the U.S. Patent No. 3277642, 3783715, 4435470, 4479408

**BEWARE OF IMITATIONS!**  
**THE LIVES OF YOUR CUSTOMERS DEPEND  
ON THEIR TIRES**