1.) **DISMOUNT TIRE FOR INTERNAL INSPECTION** - Mark injury. Position tire on spreader so injury is at 8:00 or 4:00 o'clock position. Remove puncturing object. Examine injury to determine size, direction of injury and any evidence of damage to inner liner, belts, carcass or tread. Injuries exceeding 1/4" (6.35mm) should not be repaired.

2.) **PROBE INJURY** - Apply Lube to tip of **PROBE NEEDLE**. Insert **PROBE** into injury to determine size and direction. Vigorously rotate probe in a wide circular motion. **Proper probing is essential.**

3.) **PREPARE INNER LINER FOR PATCH** - Clean, Prep and Prime inner liner with **Inner Liner Prep + Primer**. Repeat process in extreme cases to insure all foreign substances are removed from inner liner.

4.) **FILL + SEAL PUNCTURE** - Apply a small amount of Lube to the tip of the Side Open Insertion Needle. Working from inside the tire insert the needle into the injury until the side opening is visible beyond the tread. Insert the repair into the opening so equal lengths appear on each side of the needle. Applying even pressure (a slight twisting action can be used) retract the T-handle until the needle can be released from the repair loop.
If you have hooked a steel belt or the repair is too difficult to insert simply push the needle back into the tire and re-probe (using the hex shaft of your needle). Re-check the position of the repair and re-insert per instructions above.

(Filler may also be installed with Split Eye Needle/Tool from tread side. Insert repair into needle so equal lengths are evident on each side of needle. Insert repair into puncture until sleeve touches tread. Holding sleeve against tire, retract T-handle until repair disengages from needle.)

The entire injury from tread to inner liner is now sealed.

5.) SEAL INNER LINER - Re-position tire on spreader so filled injury is at 6:00 o'clock position. Stand repair upright, apply liberal coating of Safety Seal +Plus+® The Liquid Patch® in a circular motion starting at top of the repair working down to the base and inner liner around puncture. Allow adequate drying time.

6.) REMOVE TIRE and reinflate to manufacturer's recommended air pressure. Cut off excess repair 1/8" (3.25mm) above tread. Reconfirm work by checking repair with Safety Seal® Seek-a-Leak®.

The components of the SAFETY SEAL +PLUS+® THE LIQUID PATCH® TIRE REPAIR SYSTEM are specially engineered and designed to be compatible with each other. DO NOT SUBSTITUTE any other tire repair products when using the SAFETY SEAL +PLUS+® THE LIQUID PATCH® TIRE REPAIR SYSTEM. Use only the original SAFETY SEAL® repair, SAFETY SEAL +PLUS+® THE LIQUID PATCH®, SAFETY SEAL +PLUS+® INNER LINER PREP and PRIMER®, SAFETY SEAL® Special Lube, SAFETY SEAL® insertion tool and SAFETY SEAL® Probe. 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.

CAUTION

Always Use Safety Glasses When Repairing a Tire

Do not attempt a repair if the tire has remaining tread depth less than 1/16" (1.588mm), has a puncture greater than 1/4"(6.35mm) or located in the sidewall, has any structural damage to tread, carcass, inner liner or bead. Follow tire manufactures recommendations for correct tire repair procedure. 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 materials in accordance with these instructions.

NORTH SHORE LABORATORIES CORPORATION
Peabody, MA 01960 USA
1-800-888-9021

NSL-40