



**The World's Finest Tire Repair Products**

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# **INSTRUCTIONS**

for use with

**Original Safety Seal®  
Auto & Light Truck  
Self-Vulcanized Tire Repair**

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These instructions are intended for Safety Seal® products only

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# CAUTION

- ◆ Before using this product, read and fully understand the instructions. This is necessary to prevent injury to the operator and damage to the product and or tire being repaired.
- ◆ Always wear appropriate eye protection when repairing a tire.
- ◆ DO NOT use this product if it is visibly worn, distorted or damaged.
- ◆ DO NOT attempt any type of tire repair if any of the following conditions exist
  - ✓ tire has less than 1/16 inch tread depth
  - ✓ puncture is greater than 1/4 inch diameter
  - ✓ structural damage to tread, carcass, inner liner, or bead (including cracking, bubbling, ply separation, etc.)
  - ✓ sidewall puncture
  - ✓ tire has been inflated with any flammable gas
  - ✓ perforating object cannot be located
  - ✓ perforating object is not straight indicating the puncture path is not straight
  - ✓ little resistance is felt when inserting the repair
  - ✓ evidence that the tire has been driven under-inflated
  - ✓ 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 Holdings, LLC cannot be held responsible if the end user alters and/or damages the product or does not use the product in accordance with these instructions.

## STEP 1 IDENTIFY

Locate and identify the puncture and remove the object, closely noting its path into the tire (Image 1). If the puncture is greater than 1/4 inch, there is evidence of excessive tire carcass damage or the puncture path is not straight, the tire must be dismantled for internal inspection. If there is any question as to the direction of the puncture path, insert the needle with a small amount of Lube (Image 2). The needle will follow the path without creating a new hole.

## STEP 2 PREPARE

Apply some Lube to the T-Handled Auto/LT Spiral Probe and insert it in the puncture, carefully following the puncture path.

Once the Spiral Probe is fully inserted (approximately half the length of the probe), rotate the handle in a clockwise motion (Image 3). This rotating displaces the steel belts without damaging them, allowing for easier insertion of the Safety Seal® repair. No rubber is removed and the actual puncture is not enlarged.

Leave the Spiral Probe in the puncture while preparing for the next step.



### STEP 3 REPAIR

Remove a Safety Seal® Auto/LT 4" repair from its protective blue paper by pulling it down and away from the paper (Image 4). **NOTICE:** if the puncture you are repairing is 1/8 inch or less, use a Safety Seal® SLIM® 4" repair.

Thread the repair through the eye of the T-Handled Auto/LT Insertion Needle so that an equal amount is evident on each side of the needle (Image 5). **ONLY** use one repair in a puncture. Place a small amount of Lube on the tip of the Insertion Needle (Image 6).

With the Spiral Probe still inserted in the puncture, inflate the tire to about 10 psi so that the tire is firm enough to insert the repair into the puncture.

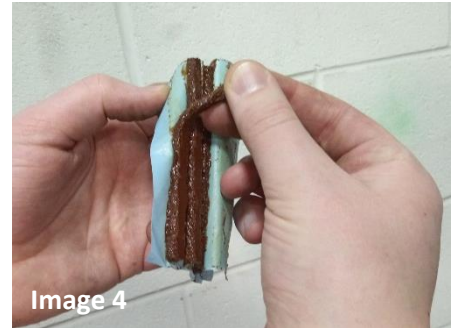
Remove the Spiral Probe and firmly push the Insertion Needle, with the repair on it, into the puncture until the Sleeve touches the tire (Image 7 and 8). If undue pressure is required, repeat step 2.

Grip the edges of the Sleeve and hold it against the repaired area. Remove the Insertion Needle by pulling it straight out while holding the Sleeve firmly against the tire (Image 9). **DO NOT** twist the tool handle while removing. The Sleeve allows the Safety Seal® repair to release from the Needle.

### STEP 4 FINISH

Trim excess repair material using the razor blades provided in the kit (Image 10). Re-inflate the tire to manufacturers recommended air pressure.

Check for leaks with Safety Seal® Seek-A-Leak® leak detector (Image 11). If there is any air seepage around the repair, this indicates there may be internal damage or the puncture is too large, and the tire must be dismounted for inspection.





# SAFETY SEAL®



## “The Ultimate in Tubeless Tire Repairing”

### What Makes This Product So Different?

#### TESTING

Road, laboratory and test track work proves Safety Seal® makes a perfect seal at the inner liner. Endurance tests under adverse conditions have proven that Safety Seal® can outlast the tire.

#### QUALITY

Safety Seal® is a scientifically prepared product, the result of years of research and road testing. Production runs are laboratory tested to ensure quality and reliability.

#### VULCANIZED

The first 100% vulcanized rubber-fiber repair material. No messy cement required.

#### NON-WICKING

Wicking, or drying out of a rubberized repair cord, is caused by movement of the rubber sealant away from its retaining fiber. This happens when the sealant is not vulcanized and will flow out under heat and pressure, leaving a bare string which leaks. In a Safety Seal® repair the sealant is vulcanized and will not flow under heat or pressure.

#### PRODUCT MAKE-UP

Made from the same ingredients as the tire itself – rubber and fiber. Safety Seal® comprises multiple strands of high-grade synthetic yarn completely embedded in a vulcanized rubber composition. Each strand is individually coated and then twisted into a durable repair material.

#### SIMPLICITY

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

#### VERSATILITY

One repair does it all. Due to its pliability, Safety Seal® will conform to the shape of the puncture.

#### ECONOMICS

Safety Seal® is the best repair on the market, outlasting the tire and minimizing returns.

#### SHELF LIFE

Oxidation tests indicate the shelf life of Safety Seal® is in excess of six years.