

## **Aircraft Tube Installation Procedure**

1. Inspect the inside of the tyre for foreign objects or contaminants and verify the tyre inner liner is free of any damage or cracks.
2. Inspect the tube for any damage or cracks. Use of a previously installed tube is not recommended since it most likely grew with the tyre and may be too large for the new tyre. It will be difficult to install a used tube in a new tyre without folds that can split and leak.
3. Dust the tube and inside of the tyre with tyre talc or soapstone. (Prevents tube abrasion and wrinkling)
4. Partially inflate the tube until it just takes shape without stretching. Deflate slightly to allow some flexibility for installation into the tyre.
5. Install the tube into the new tyre with the valve stem on the serial side of the tyre next to the red mark that indicates the light spot of the tyre. Do not fasten valve to rim until after final inflation.
6. Inflate the tube until it just begins to assume the shape of the tyre. Feel for wrinkles/creases between tube and tyre. Using the valve, rotate the tube slightly in the tyre back and forth to remove any wrinkles. If the tube does not move easily, deflate slightly. Do not overstretch the rubber at the base of the valve. Deflate and repeat if necessary.
7. Assemble the wheel according to wheel manufacturer's procedures.
8. Inflate the tube/tyre to the recommended operating pressure.
9. Completely deflate the tube/tyre. (To allow air trapped between tyre/tube to escape.)
10. Re-inflate the tyre/tube to the correct operating pressure.
11. Check pressure in 24 hours. Re-inflate to operating pressure (assumes trapped gas escaped). Repeat each day until all gas has escaped and pressure stabilizes.