Ride-On®
Tire Protection System

RIDE-ON AUTO FORMULA INSTALLATION AND USAGE INSTRUCTIONS

Ride-On® Auto Formula tire sealant is an innovative gel that has been specially formulated to seal punctures, prevent leaks, balance tires, and extend tire life in all automobile, light truck, SUV, RV, van, and trailer tires. Ride-On is designed to seal most slow leaks and punctures (efficiency of 85-95%) in the crown area of a tire caused by nails, screws, thorns, road debris, and virtually any perforating object up to 1/4" in diameter. Ride-On also helps your tires maintain proper inflation and run cooler, which can increase their life by up to 25% or more (of course, this is critically dependent on how and where you drive your vehicle). A vehicle equipped with Ride-On will benefit from better handling, better fuel economy, longer lasting tires, and most importantly, a safer ride. This version of Ride-On has been specifically formulated for passenger cars and light trucks – install Ride-On now in your car, SUV, minivan, or pickup truck to obtain these benefits for all your vehicles!

Ride-On is used by the military, Postal Service, police and fire departments nationwide. Other Ride-On formulas are also available for motorcycles and bicycles, as well as for industrial vehicles, commercial trucks, and other commercial uses. Visit www.ride-on.com or call us at 703-421-9778 (toll-free USA 1-888-374-3366) to order Ride-On for all your vehicles.

To balance or not to balance … that's the question!

Inovex Industries recommends that if you are installing Ride-On TPS into new tires, you first dynamically balance them on a balancer BEFORE you install the Ride-On sealant into the tires. While the tire is on the balancer and spinning take a close look at the tire. Look for tires that have excessive run-out, or that are out of round (elliptical). Inovex does NOT recommend installing our sealants in tires that have structural problems or defects. Using a sealant might accentuate the ride and handling problems inherent with defective tires.

WARNING

CONTINUED AIR LOSS. If a tire that has Ride-On in it continues to lose air, remove the tire from service immediately and have it inspected by a professional tire care specialist. Continued air loss can be an indication of bent wheels, a problem valve, or structural damage that can lead to sudden, catastrophic failure of the tire. Tires that have cuts, impact breaks, bruises, bulges, snags, or sidewall damage should also be taken out of service and inspected by a professional tire care specialist.

WARNING

WARNING: Changing a tire on the side of the road is a very dangerous activity! If you need to take a tire out of service, you should only change the tire where you can safely get out of traffic. It is much safer to call AAA or another company that can provide roadside assistance to change your tire for you.

YOU WILL NEED THE FOLLOWING MATERIALS TO INSTALL RIDE-ON:

- Ride-On Auto Formula Bottles
- Scissors
- Valve core remover tool, and installation hose
- Air supply (you will need to deflate and re-inflate your tires)

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CAUTION: USE EYE PROTECTION *WHEN INSTALLING RIDE-ON AND WHENEVER WORKING WITH PRESSURIZED TIRES.*

1. Rotate the tire into which Ride-On is to be installed so that the tire stem (the small nub with the valve) is between 3- and 9- o'clock position. If there is a valve cap covering the valve stem, please remove it.

2. Deflate the tire completely by removing the valve core from the valve. The valve core is the center portion of the valve. To remove the valve core, insert the tip of the valve core remover tool (the small, shiny, cap-like object provided) into the valve and unscrew the valve core by twisting it counter-clockwise. You will need to screw the valve core back in when you are done with the installation, so be careful not to lose it.

3. Take the small cap off the Ride-On bottle tip. Cut the tip of the bottle just above the raised rib used to hold small cap using the scissors. There is a line on the tip of the bottle Yorker top indicating the appropriate place to cut.

4. Slide one end of the installation hose on the valve stem and the other end on the bottle tip.

5. Squeeze the correct amount of Ride-On into the tire as shown on the dosage table printed on the bottle. If your tire size is not shown, use the listed formula to calculate the proper dosage, or visit our website: www.ride-on.com for a complete tire listing. The Ride-On bottle has markings on the side so that you can see how many ounces of Ride-On you have put into the tire. Do not exceed the recommended dosage for your tire.

Dosage Chart for Auto Tires

Refer to www.ride-on.com for the most current dosage table. Typical car tires require applications between 8 to 16 oz. SUVs require between 14 to 25 oz.

APPLICATION CHART

Tire Size	Oz.	Tire Size	Oz.	Tire Size	Oz.
185/75 14	12	195/65 15	12	205/60 16	13
195/75 14	13	205/65 15	13	215/60 16	14
205/75 14	14	195/60 15	12	225/60 16	15
185/70 14	11	215/60 15	13	205/55 16	13
195/70 14	12	7.50-16	18	9.50-16.5	18
185/65 14	11	215/85 16	17	37x12.5x16.5	28
30x9.5-15	18	235/85 16	19	265/75 17	21
31x10.5-15	21	225/75 16	16	245/75 17	18
32x11.5-15	23	235/75 16	17	245/70 17	18
33x12.5-15	26	245/75 16	19	265/70 17	20
205/75 15	13	265/75 16	21	315/70 17	28
215/75 15	15	285/75 16	24	245/65 17	17
225/75 15	16	235/70 16	17	235/65 17	16
235/75 15	17	255/70 16	20	225/60 17	15
205/70 15	13	265/70 16	20	235/65 18	17
215/70 15	14	205/65 16	13	275/65 18	21
235/70 15	16	255/65 16	19	285/65 18	23

For severe applications you can add another 25 percent.

Calculate Your Tire Dosage

Inches:
Height x Width x .06

Metric (cm):
Height x Width x .0095

6. If a blockage occurs in the valve stem as you are squeezing Ride-On into the tire, use a paper clip or a short burst of air to clear the passageway.

7. After installation, inject a short burst of air to clear valve stem. Screw the valve core back into the valve (twist it clockwise). Use the valve core remover tool to screw the valve core all the way in. DO NOT OVER TIGHTEN.

8. Inflate the tire to the recommended pressure (refer to your car owner's manual for the proper PSI), and screw the valve cap back on.

9. Repeat steps 1-8 to install Ride-On in your other tires. You ***DO NOT*** need to drive your vehicle immediately after the installation. However, the first time you drive the vehicle after the installation

you may experience moderate to severe vibrations for up to 15 miles - until Ride-On has had a chance to coat the inside of your tires evenly.

PUNCTURES. If you notice that an object has punctured your tire tread, drive your vehicle for 3-5 miles to warm up the tires. **Remove the puncturing object and immediately drive your vehicle for 2-3 miles**, so that Ride-On can work its way into and seal the puncture. Although Ride-On is effective from -40°F to 250°F, please note that it works best once your tires have warmed up. For maximum safety, have a tire professional inspect (and if necessary, repair) your tire as soon as possible after a puncture. Ride-On will not interfere with the application of conventional tire plug and patch repairs, and can easily be washed out of tires with water.

You may be wondering why you need to remove puncturing objects from your tire tread, given that Ride-On forms an effective seal around such objects. The reason is that if an object is left in the tire, it will shift as the tire rotates, eventually creating a larger hole and causing further damage to the tire. Please note that if an object has been in the tire for a long time, it may take some time for the puncture cavity to close. (This is because rubber has “memory,” which causes it to conform to the shape of the puncturing object.) In this case, the tire may temporarily lose some air until it is sealed. Note also that if the puncturing object is a screw, you must unscrew it – yanking or pulling the screw will tear the rubber and possibly the steel belts.

REGULAR INSPECTION. Inspect your tires regularly for perforating objects or other damage. Look for and remove any stones, bits of glass, metal, or other foreign objects wedged in the tread – these may work their way deeper into the tire and eventually cause a puncture. Also check your tires closely for signs of uneven wear patterns. Uneven wear may be caused by improper inflation, misalignment, tire imbalance, or damaged suspension parts. If the cause of the uneven wear is not corrected, further tire damage will occur. Certain uneven wear patterns may also indicate that the tire has suffered internal or structural damage; such damage requires immediate attention from a professional tire care specialist.

PROTECTED AREA. Ride-On™ TPS is designed to coat the crown of the tire (please see diagram below). The shape of the tire casing and centrifugal force generated by the rotation of a tire forces Ride-On to cover the inside crown area of the tire. Ride-On is not designed to protect the outside 1" to 1.5" of a tire's tread closest to the shoulder areas. The effectiveness in sealing punctures in the crown of the tire is an estimated 85 to 95 percent in tubeless tires. Effectiveness in puncture sealing drops to about 55 to 65 percent in tube tires, since there are two membranes involved and since tubes have a tendency to tear or rupture when punctured.

We at Inovex purposely calculate Ride-On dosages to maximize sealing efficacy in the crown area of tires. Since the tread area outside of the crown of a tire is outside of the belt package and is a flex point, tire manufacturers do not recommend using conventional repairs to fix punctures in these areas. Likewise, Ride-On is not designed to seal punctures outside of the crown area. Only reinforced section repairs should be used to repair any injury outside of the crown of a tire, if any repair can be done at all. Should you notice a tire injury outside of the coverage area, we strongly recommend that the tire be taken out of service immediately for inspection by a tire professional. Only a certified tire professional can determine if a conventional plug and patch repair or a section repair is necessary or possible.

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EXTENDED PARKING. If you park your vehicle for an extended period of time, Ride-On may slowly pool in the bottom of your tires. In this case, you may experience a slight vibration for the first few miles you drive your vehicle, until Ride-On has once again spread evenly inside your tires.

WHEEL PROTECTION. Ride-On is non-flammable and chemically inert – it will not degrade either your tires or your wheels. Ride-On contains corrosion inhibitors that help to protect tire belts and steel, aluminum, and alloy wheels against corrosion.

WARRANTY & DISCLAIMER. Ride-On helps to prevent flat tires, but it is not guaranteed to prevent all flats. Inovex Industries, Inc., warrants Ride-On to be free from manufacturing defects. Inovex Industries, expressly disclaim all other warranties and/or conditions, whether express or implied, including (but not limited to) the implied warranties and conditions of merchantability, satisfactory quality, and fitness for a particular purpose. Inovex Industries shall not under any circumstance be liable for towing expenses, or for any claims or damages (including any special, incidental, or consequential damages, or any damage to tires, wheels, vehicles, drivers, passengers, or any other entities or property) arising or resulting from operating a vehicle with under-inflated or flat tires, failing to inspect or maintain tires properly, or failing to follow instructions for the proper handling of punctures and other damage to tires. Your exclusive remedy and the sole obligation of Inovex Industries is limited to product replacement.