**NAIL HOLE REPAIR PROCEDURES**

**FOR PASSENGER, LIGHT TRUCK AND TRUCK TIRE**

### IMPORTANT!

**WARNING:**
- Never remove the tire from the wheel and attempt to repair it through the tire and wheel openings in an attempt to repair the tire without removing it from the wheel!

**PRECAUTIONS:**
- NEVER repair a tire using a #315 awl or any other sharp object. Always use a pull wire or a #190 awl.
- Never repair a tire using a #626 pull wire unless specifically recommended by the tire manufacturer.
- The type of tire to be repaired must be determined by the tire manufacturer. The tire must be repaired by a person who has the proper training and equipment.
- **TWO PIECE REPAIR ONLY**
- **ONE PIECE REPAIR ONLY**

**GENERAL SAFETY INSTRUCTIONS:**
- Always observe the safety instructions and symbols on the product packaging and refer to the manufacturer’s instructions and guidelines.
- ALWAYS follow proper repair procedures as illustrated in the appropriate REMA TIP TOP literature.

**MAXIMUM ALLOWABLE INJURY SIZE:**
- Passenger & Light Truck Tires maximum injury size is approximately 1/4" (6 mm) of the stem remaining on the tire.
- Medium & Heavy Truck Tires maximum injury size is approximately 3/8" (10 mm) of the stem remaining on the tire.

**ACCESSORIES:**
- Carbide Cutter, 5/16" (CC-8)
- Carbide Cutter, 3/8" (CC-10)
- QR Adapter (6068-125: CC-3)
- Brass Bristle Cleaning Brush (6014)
- BRASS LUG NUTS 15° 15°

**CHEMICALS:**
- Heat Resistant Grease (PN-3)
- Nitrile gloves
- Brass Bristle Cleaning Brush (6014)

**REPAIR ONLY**
- Carbon Steel Wire - #626
- Steel Weights
- Carbide Cutter, 3/8" (CC-10)
- Paint Marker

**PRODUCTS USED**
- **TWO PIECE REPAIR**
  - Medium Repair Unit (CC-8)
  - Large Repair Unit (CC-10)
  - Radial Repair Unit (CC-10)
- **ONE PIECE REPAIR**
  - Medium Repair Unit (CC-8)
  - Large Repair Unit (CC-10)
  - Radial Repair Unit (CC-10)

**STEPS:**

**STEP 1 INSPECT**
- 1.1 INSPECT THE TIRE IN THE HOOP
- 1.2 INSPECT THE INJURY
- 1.3 PLACE THE INOFLAGE SPEEDYERS

**STEP 2 PRE-CLEAN**
- 2.1 APPLY PRE-BUFF CLEANER
- 2.2 GUMPAKE ANY CONTAMINANTS

**STEP 3 DRILL**
- 3.1 DRILL THE INJURY CHANNEL
- 3.2 INSTALL THE MINICOMBI REPAIR UNIT

**STEP 4 FILL THE INJURY CHANNEL**
- 4.1 COAT THE INJURY CHANNEL
- 4.2 INSERT THE STEM
- 4.3 EJECT THE STEM

**STEP 5 BUFF**
- 5.1 MARK AROUND THE REPAIR UNIT
- 5.2 BUFF THE REPAIR AREA

**STEP 6 POST-CLEAN**
- 6.1 RUBBER
- 6.2 SEAM

**STEP 7 INSTALL**
- 7.1 COAT THE REPAIR AREA
- 7.2 INSERT THE REPAIR UNIT
- 7.3 INSERT THE REPAIR UNIT

**STEP 8 FINISH**
- 8.1 APPLY REPAIR SEALANT
- 8.2 INSTALL THE MINICOMBI REPAIR UNIT

---

**NON-REPARABLE TIRE CONDITIONS**

- **TREAD**
- **SIDEWALL**
- **TREAD**
- **SIDEWALL**

---

**TRAINING VIDEOS:**
- Access Training Videos at www.rematpptop.com

---

**REMA TIP TOP**

North America, Inc.
Automotive Division
119 Rosland Avenue • Northvale, NJ 07647
Phone 800.220.REMA (7368) • Fax 800.339.REMA (7362) • www.rematiptop.com

We supply your workshop
ONE BRAND – ONE SOURCE – ONE SYSTEM