



1

Locate the injury. It should be within the edges of the stabiliser belt on the crown or tread area of the tyre.
For exact repairability and dimensions, please use the Mini Combi Repair Chart.



2

Check the running direction of the injury. If it is more than 15 degrees off the vertical, do NOT use a Mini Combi Repair. It is recommended to use Rema Stems and UP patches for these repairs.



3

Prior to drilling, scrape the lining using Liquid Buffer to ensure there are no contaminants in the area in preparation to be mechanically buffed.



4

Using an electric drill or a slow speed air tool (max 4000rpm), ream the injury using a mill cutter.

Note: First from the outside to the inside and then from the inside to the outside.



5

Use a fine grit contour wheel. Carefully buff the liner, ensuring it is NOT buffed all the way through. Over-buffing can cause future air loss and the repair will ultimately fail.



6

Brush the area with a brass bristled brush. Use a vacuum cleaner to remove the rubber dust. Do NOT use an airline as this could contaminate the area that has been prepared.



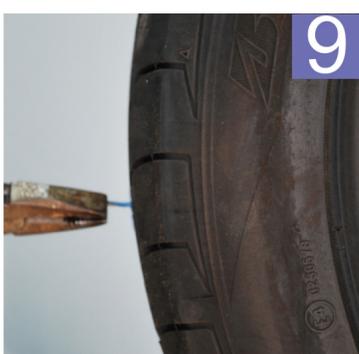
7

Using a 12g tube of Special Cement, apply cement into the puncture channel. Using a 225g can of Special Cement and the supplied brush, apply cement to the prepared area.



8

Allow the cement to dry for at least 10 minutes before introducing the Mini Combi Insert needle to the prepared puncture channel.



9

Pull the insert needle of the Mini Combi towards the outside of the tyre using pliers until the patch has seated on the cemented area.

Ensure there is no dimple in the seated patch as this may weaken the repair.



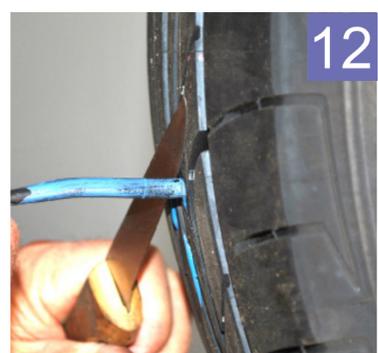
10

Stitch down the repair patch vigorously, starting in the centre and working outwards millimetre by millimetre. Finally stitch around the outside edge of the patch.



11

Apply a coat of Inner Liner Sealer around the outside edge of the patch to cover any excess buffing. This will ensure any buffed liner remains air-tight.



12

Cut the plug approximately 1mm proud of the tread. Refit the tyre to the wheel and check the injury is air-tight. The wheel can be refitted to the vehicle and the tyre returned to service.

