

IMPORTANT NOTICE

After installing Ride-On TPS Motorcycle Formula sealant into your tires you may notice a slight vibration until the sealant has warmed up and distributed evenly in your tires. This process usually takes 2 to 5 miles. Please DO NOT attempt to rebalance tire's after the installation of Ride-On TPS Motorcycle Formula. Ride-On TPS is a balancing compound. Ride-On TPS will act as a balancer and will result in erroneous readings from a dynamic spin balancer.



Motorcycle Formula

Balancer, Safety Solution and Sealant

Stop Flat Tires Before They Stop You

As tested in Rider Magazine! They put 9 holes in their tires and kept on riding!

"I received bottles of Ride-On as part of your sponsorship of the 2008 SKI-HI ride to Alaska. I had Ride-On installed in the two new Metzler 880s I put on my BMW K1200LT. The product works! I immediately noticed there was no front end vibration and the tires were quiet, and still are after 8,000 miles. No cupping (as always previously occurred) or uneven wear. No need to add air during the trip. Tires have more tread than I ever had after 8,000 miles. Others on trip found punctures which Ride-On sealed. My riding partner did not use Ride-On and ended up with a flat and subsequent blowout, requiring 2 tows and a new tire. He calls it his \$1,000 tire. Thank you for the Ride-On. It will always be in tires on both of my bikes." Lee G. - Another Satisfied Customer

Not Another Tire Sealant ...

Yeah, we know, tire sealants suck! Sealing punctures is not difficult. Doing so without rusting the wheels, throwing them out of balance, or creating a disgusting mess - that's the trick.

While our competitors were busy playing with bicycles, we were busy earning our stripes in the world's most demanding applications. From commercial fleets to military and police applications, Ride-On has built its reputation providing the world's most advanced tire sealing and balancing solutions. Finally, there is a tire sealant specifically formulated for high speed motorcycle applications.

How Does Ride-On Work?

While you ride, a protective layer of Ride-On TPS - a tire sealant containing fibers six times stronger than steel - evenly coats the inner surface of your tire. This coating balances your tires and makes them into self sealing tires for *LIFE!*

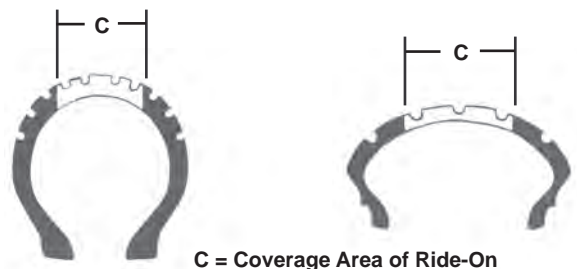
Balance - With one installation of Ride-On, lead weights become a thing of the past. While Ride-On works in conjunction with traditional weights, you won't need them anymore. Ride-On is specially formulated to hydrodynamically balance high-speed tires and dampen road noise and vibrations that cause a rough ride. The great thing is Ride-On will continue to adjust and literally rebalance your tires as you ride for the legal life of the tires. So go ahead, pop off those wheel weights, shine your wheels, and enjoy the smoothest ride you have ever experienced on your bike.

Safety First - With Ride-On TPS tire sealant, your tire literally fixes itself! If your tire is punctured, the centrifugal force of the rotating tire and the internal air pressure force Ride-On into the hole, sealing it virtually instantly. Since it helps eliminate porosity leaks that cause tires to deflate over time, your tires stay properly inflated, last longer, your bike handles better and gets more miles per gallon.

Examples of tires punctured in areas of marginal to no Ride-On TPS coverage:



Ride-On TPS will coat and help protect your tire's contact patch with the road:



C = Coverage Area of Ride-On

Due to a tire's inner curvature, Ride-On will not seal sidewall damage, or damage near the shoulder of the tire (the outside 1-1.5" of the tire tread).

Great for Sport Bikes, Touring, Cruisers, Motocross, Trikes, Sidecars, Trailers, & ATVs

Works in Tube and Tubeless Tires

Ride-On TPS eliminates 85-95% of flats in tubeless tires from objects up to 1/4" (1/8" for tube tires) that penetrate the contact patch of the tire. Since puncturing objects often tear tubes, Ride-On's efficiency in tube tires is reduced to 55-65%. If the puncturing object remains in the tire, it is vital to remove it as soon as possible to prevent further injury to the tire or tube. Our company takes the position that any repair in a motorcycle tire should be treated as temporary.

What Should You Do if You Find a Nail or a Screw in Your Tire?

If an object has punctured your tire tread within the Ride-On covered area, check to make sure that the tire pressure is within manufacturer specifications. Cautiously, drive your motorcycle for 3-5 miles to warm up the tires. Remove the puncturing object and, while taking extreme caution, drive your motorcycle another 3-5 miles. Be sure to check the air pressure to make sure that you are not running the tire flat. If necessary, re-air the tire and continue riding your motorcycle for 2-3 miles. This will allow the Ride-On to work its way into hole and seal the puncture (DO NOT SPIN TIRE ON A STAND).

Although Ride-On is effective from -40°F to 250°F, it works best once tires have warmed up. For maximum safety, have a tire professional inspect (and if necessary, repair or replace) 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 or tube. 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: 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.



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 as they can 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.

Will Ride-On Harm My Wheels, Tires, or TPMS Sensors?

Ride-On is a **Green** biodegradable product that is designed to be non-hazardous and non-flammable, and contains corrosion inhibitors that protect all alloys of steel, aluminum, magnesium, and yellow metals against oxidation. Ride-On is Tire Pressure Monitor (TPMS) friendly. Although some of our competitors' products have been documented to cause corrosion, Ride-On enjoys a reputation for being completely compatible with all types of wheels and tires. Ride-On is currently sold by some of the nation's largest commercial tire dealers who install product into tens of thousands of fleet tires. These commercial customers demand that our products not damage their aluminum, steel wheels, or tires. As their tires can last upwards of 250,000 miles, it is essential that Ride-On not harm tire ply materials or cause loss of adhesion strength. Letters from manufacturers such as Michelin, Goodyear, Bridgestone/Firestone, Continental, Yokohama, and Toyo indicate that the use of our products do not automatically void their warranties. More than 5 billion miles and several hundred thousand commercial and motorcycle applications attest to our success.



Ride-On
ride-on
Tire Protection System®

Inovex Industries, Inc.
45681 Oakbrook Court, #102
Sterling, Virginia 20166 USA
www.ride-on.com
888-374-3366 703-421-9778

Contact your dealer for more information:



Ride-On Installation & Usage Instructions for Motorcycles, Scooters, & ATVs

Congratulations on your purchase of the Ride-On® Tire Protection System (TPS)! Ride-On® is an advanced-formula gel that has been specially formulated to seal punctures, prevent leaks, and extend tire life. Ride-On is designed to seal most slow leaks and punctures (**85-95% efficiency in tubeless tires, 55-65% efficiency in tube tires**) in the tread area of a tire caused by nails, screws, thorns, road debris, and virtually any perforating object up to ¼" (1/8" for tube tires) in diameter that penetrates the your tire. 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 bike). A motorcycle 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 motorcycles, scooters, and ATVs!

Ride-On is used by the military, Postal Service, police and fire departments nationwide. Other Ride-On formulas are also available for construction, industrial, commercial trucks, and other commercial vehicles. 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.

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

- Ride-On bottles (provided)
- valve core remover tool (provided)
- scissors
- **air supply** (you will need to deflate and re-inflate your tires)

INSTALLATION INSTRUCTIONS:

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 is between the 3 and 9 o'clock position (bottom half of the tire). If there is a 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) 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, so be careful not to lose it.
3. Take the cap off the Ride-On bottle. Cut the tip of the bottle just above the 1/4" mark using the scissors. There is a line on the tip of the cartridge indicating the appropriate place to cut (do not cut line).
4. Slide the provided hose onto the tip of the Ride-On bottle and the other end onto the valve stem.
5. Squeeze the correct amount of Ride-On into the tire. Consult the Ride-On dosage table included with this kit to determine the proper amount of Ride-On to put into the tire. 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.
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. Inject a short burst of air into the valve stem to clear it. Screw the valve core back into the valve (twist it clockwise). **DO NOT OVER TIGHTEN.**
8. Inflate the tire to the recommended pressure (refer to your vehicles owner's manual for the proper PSI).
9. Repeat steps 1-8 to install Ride-On in your other tires, and then **drive your vehicle for 3-5 miles to allow Ride-On to spread evenly inside your tires. You may experience a slight vibration for up to 10 miles, until Ride-On has had a chance to coat the inside of your tires evenly.**



PLEASE REVIEW THE INSTRUCTIONS ON THE BACK OF THIS PAGE CAREFULLY FOR PROPER USE OF RIDE-ON AND FOR GENERAL TIRE CARE AND SAFETY TIPS.

WARNING: ALWAYS WEAR EYE PROTECTION WHEN WORKING WITH PRESSURIZED TIRES. KEEP RIDE-ON AWAY FROM CHILDREN. Ride-On contains ethylene glycol. If swallowed, induce vomiting and call a physician. If splashed into eyes, flush with water and consult a physician. In case of emergency, call 1-800-255-3924.



PLEASE REVIEW THESE INSTRUCTIONS CAREFULLY FOR PROPER USE OF RIDE-ON AND FOR GENERAL TIRE CARE AND SAFETY TIPS.

GENERAL TIRE MAINTENANCE AND SAFETY TIPS. Tires are designed and built with great care to provide thousands of miles of service. For maximum benefit, however, they must be cared for and maintained properly. The most important factors in tire care are: proper tire inflation; proper vehicle loading; regular inspection of your tires and your vehicle; proper maintenance of your vehicle, and good driving habits.

Properly inflated tires wear longer, save fuel, and help prevent accidents. Check your tire pressure before all long trips, and as per the tire manufacturer's recommendations. (Note that you should only check tire pressure when tires are cold.) The way you drive also has a great effect on your tires' life and safety. You can obtain optimum wear from your tires by observing speed limits, and by avoiding hard cornering and fast starts and stops. You should also be alert and avoid potholes and road debris, and take special caution not to run into curbs when driving or parking.

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.

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 or replace) 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 or tube. 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.

SIDEWALL DAMAGE. Ride-On is designed to seal punctures from objects up to 1/8" in diameter in the tread area of your tire. Due to a tire's inner curvature, Ride-On will **not** seal sidewall damage, or damage near the shoulder of the tire (the outside 1-1.5" of the tire tread – see Fig. B on the sheet with the dosage tables). If a tire has a cut, impact break, bruise, bulge, snag, or sidewall damage, take the tire out of service and have it inspected by a professional tire care specialist.



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 a roadside assistance company to change your tire for you or tow you to a dealer.

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.

RIDE-ON DOSAGE TABLE (MOTORCYCLES AND SCOOTERS)

Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units	Tire Size Designation	Ounces or Units
M90/90*10	3	3.50-16	5	M120/70*17	7	M150/80*18	10
M120/70*10	5	5.00-16	8	M130/70*17	7	MP85-18	7
M130/70*10	5	195/50R16	12	M140/70*17	8	MT85-18	8
M120/90-10	5	M240/50R16	15	M150/70*17	9	M90/90-18	5
M130/90-10	6	M130/60*16	7	M160/70*17	10	M100/90-18	6
3.00-10	3	M160/60*16	9	M100/80*17	6	M110/90-18	7
3.50-10	4	M180/60*16	11	M140/75*17	8	M120/90-18	7
		M200/60*16	12	M110/80*17	6	M130/90-18	8
M110/70*11	4	M180/65*16	11	M120/80*17	7	ML90-18	5
		M110/70*16	6	M130/80*17	8	MM90-18	6
M120/70*12	6	M120/70*16	7	M140/80*17	9	MN90-18	6
M130/70*12	6	M130/70*16	7	M150/80*17	10	MP90-18	7
M120/80*12	6	M140/70*16	8	M70/90*17	4	MR90-18	7
M100/90*12	4	M170/70*16	10	M80/90*17	4	MJ90-18	5
M110/90*12	6	M180/70*16	11	M90/90*17	5	M80/100*18	5
M110/100*12	6	M80/80*16	4	M110/90*17	6	M100/100*18	7
		M100/80*16	5	M90/90-17	5	M110/100*18	8
M130/60*13	6	M110/80*16	6	M120/90-17	8	M120/100*18	9
M130/70*13	6	M120/80*16	7	M130/90-17	8		
M150/70*13	8	M130/80*16	7	M60/100*17	3	2.5-19	4
M110/90*13	5	M140/80*16	9	MS90-17	7	3.00-19	5
		M150/80*16	9	MT90-17	8	3.25-19	6
3.00-14	4	M160/80*16	10			3.50-19	6
M140/60*14	7	MR85-16	7	2.75-18	4	4.00-19	7
M160/60*14	8	MU85-16	9	3.00-18	5	4.10-19	6
M120/70*14	6	M100/90-16	6	3.50-18	6	M120/70*19	8
M150/70*14	8	M110/90-16	7	4.00-18	7	M100/80*19	6
M120/80*14	6	M120/90-16	7	4.10-18	6	M110/80*19	7
M180/80*14	11	M130/90-16	8	4.25-18	7	M120/80*19	8
M60/100*14	3	M140/90-16	9	4.50-18	9	M90/90-19	5
M80/100*14	4	MT90-16	8	4.60-18	8	M100/90-19	6
M90/100*14	6	MU90-16	9	M360/35*18	24	M110/90-19	7
		M90/100*16	6	M330/35*18	21	MJ90-19	5
M230/60*15	14			M300/30*18	18	ML90-19	6
M120/70*15	6	3.00-17	4	M300/35*18	19	MM90-19	6
M180/70*15	11	3.25-17	5	M240/40*18	15	M70/100*19	5
M140/80*15M/C	8	3.50-17	5	M250/40*18	16		
M150/80*15M/C	9	4.50-17	6	M180/55*18	11	3.00-20	5
M160/80*15M/C	10	M300/40*17	19	M200/55*18	13	275/55*20	21
M170/80*15M/C	10	M190/50R17	11	M150/60*18	9		
M190/80*15	12	M200/50R17	12	M160/60*18	10	2.75-21	5
MV85-15M/C	9	M180/55*17	10	M170/60*18	10	3.00-21	6
M130/90-15	8	M200/55*17	12	M120/70*18	7	M70/100-21	4
M140/90-15M/C	8	M120/60*17	7	M130/70*18	8	M80/100*21	5
M150/90-15M/C	9	M130/60*17	7	M140/70*18	9	M80/90-21	5
MU90-15M/C	8	M150/60*17	9	M150/70*18	10	M90/90-21	6
MV90-15M/C	9	M160/60*17	9	M110/80*18	6	MH90-21	5
		M170/60*17	10	M120/80*18	7	MH120/70*21	8
2.50-16	3	M190/60*17	12	M130/80*18	8		
3.00-16	5	M110/70*17	6	M140/80*18	9		

FIG. A: TIRE LABEL INFORMATION

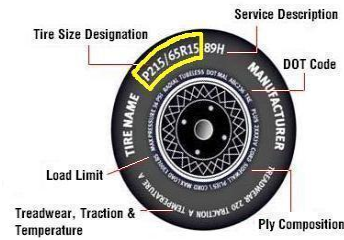
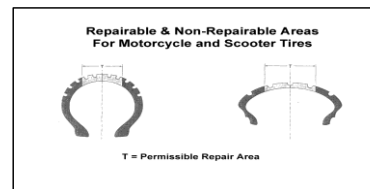
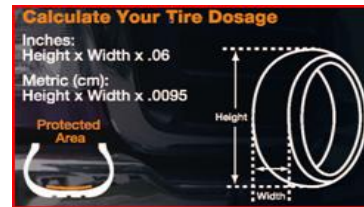


FIG. B: RIDE-ON COVERAGE AREA



BALANCE* / SEVERE / Tube: To use Ride-On TPS Motorcycle formula for balancing without wheel weights, Severe applications, or in tube tires, you may use up to 25% more product.