HOW TO
CHANGE A
MOTORCYCLE
TYRE
HOW TO CHANGE A MOTORCYCLE TYRE

WHAT YOU’LL NEED

- Front or rear stands
- Tyre Irons
- Rim Protectors
- Air compressor
- Plastic sheet/Ground sheet
- Glass Cleaner
- Valve core tool
- Gloves

HANDY TIPS

- As rubber becomes warmer, it becomes more flexible. Why not leave your motorcycle in the sun before starting, giving those tyres a chance to warm up. This will make the tyre changing process easier. Remember to warm the spare one as well.
- After fitting a new tyre, ride cautiously, avoid sudden acceleration, hard braking and don’t subject the tyre to maximum power or speed for the first 160 kilometres.
To get going, detach any cable and using a stand raise the motorcycle tyre you’re about to change.

Unbolt the wheel and slowly pull the wheel towards you, being careful, as it may be heavy. Don’t forget to remove the spacers and speedometer drive.

Lay the wheel on the plastic sheet/ground sheet and using the valve core tool, remove the valve core. This will begin to deflate the tyre.
To get the tyre off the rim, you first need to work around the rim to detach the bead of the tyre.

Spray glass cleaner around the tyre wall to lubricate the rubber. Take the tyre iron, preferably with a built-in bead breaker, and tease between the rim and tyre.

With the iron under the rim of the wheel, push it down to lever the tyre from the rim.

Once you’ve managed to get the bead from the rim, use your hands and body weight to press off the rest of the tyre.

Now turn the wheel over and repeat these steps on the other side of the tyre.

Now that the tyre bead has been freed, it’s time to get the tyre off the rim.

Kneel down on one part of the tyre, pushing the bead towards the centre of the rim. Keep your knee in place.

Spray the tyre wall with glass cleaner and position two rim protectors on the opposite side of the rim, at approximately 10 and 2 o’clock positions, as on a clock.

Now get your tyre irons between the tyre and rim protectors. Pull the tyre irons towards you, popping that part of the tyre off the rim.

Continue around the tyre, repositioning the rim protector and using one iron, as before, to detach the tyre.

To completely free the tyre from the rim, the other tyre bead now needs to be released.

Stand the tyre up and place a rim protector through the part of the tyre that you’ve already released.

Then, from the other side reaching through the tyre, use the tyre iron to pry the tyre bead over the end of the rim.
Now it’s time to fit the new tyre. You’ll notice there’s a dot on the new tyre, which indicates the weakest part of the tyre. Align this dot with the air valve on the rim. Then make sure that the arrow on the side wall, showing the direction of travel, also matches the rim.

Lay the rim on its side. Using the glass cleaner, lubricate the side wall of the tyre but use a rag to block any spray going inside the tyre.

Lay the tyre on top of the rim, lubrication side down, check that the dot and tyre valve are aligned and then push the tyre down on to the rim.

With one bead on the rim, we’ll need to tease the second bead over the edge of the rim.

Lubricate the tyre wall and place the rim protectors at 10 and 2 o’clock as before. Push the tyre down with your knee towards the centre of the rim.

Put both tyre irons into position, creating a cross in the middle of the wheel. Take the end of each iron, one in each hand, and lever the irons from in to out, which will start to tuck the tyre bead under the edge of the rim.

Now repeat around the wheel, working towards the top of the wheel and keeping the other iron pinned in position.

Once the whole bead has been levered over, remove the irons and rim protectors.

Before the wheel can be inflated, the tyre valve core needs to be reinstalled.

Reapply glass cleaner to each tyre wall to help the tyre position correctly when inflating.

Using the air compressor, inflate the tyre until the tyre beads go on to the shoulder of the rim. You won’t miss it happen as there’ll be a very loud pop, you need two pops, one for each side. At this point, stop inflating the tyre.

If it’s taking too long for the bead to align, don’t overinflate the tyre. You may need to try again by deflating the tyre and lubricating.
Fit the new wheel, carefully placing the speedometer drive and screwing in the spacers. Remember to also attach the brake cable.

You’ve now successfully changed your motorcycle tyre. Don’t forget to take your old one to be recycled and for safety reasons, we always recommend you head to your nearest garage to make sure the tyre is balanced correctly.