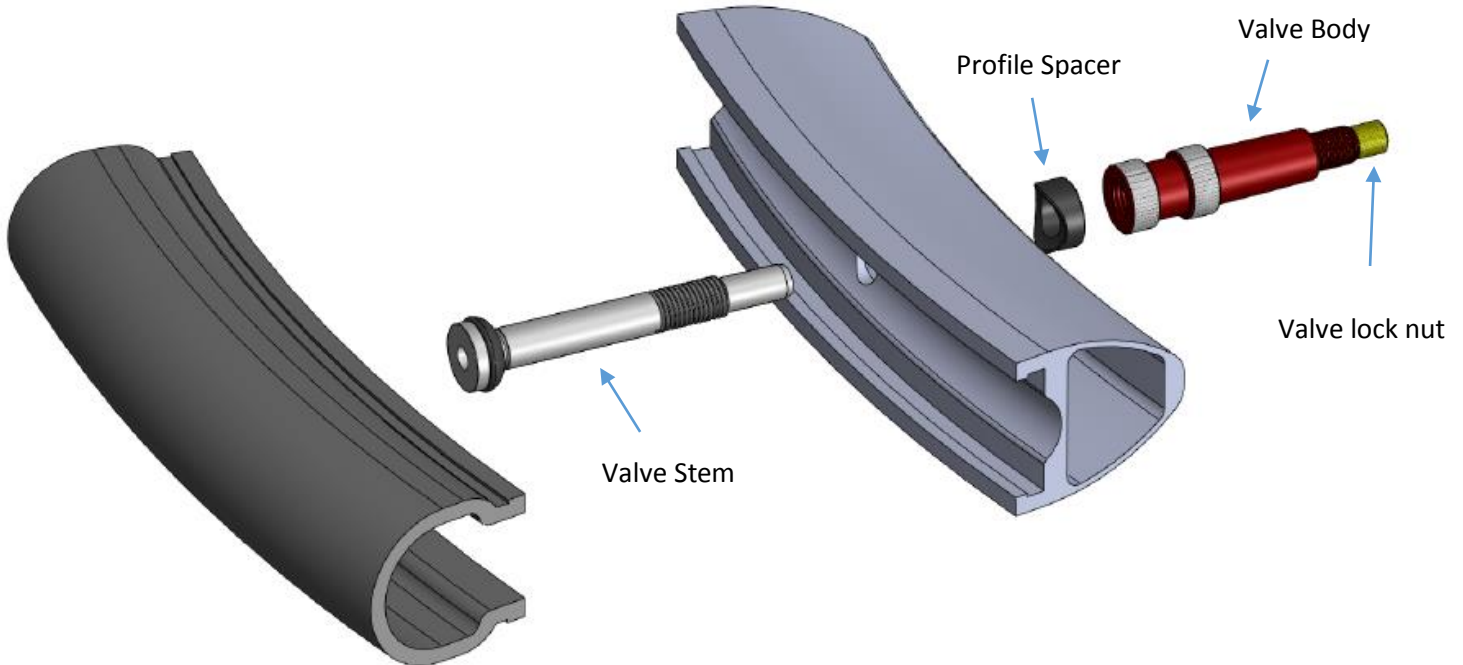


CONTEC FastAir Instruction Manual



STEP 1: Preparation

- Remove Wheel from the bike
- Remove Tyre
- Remove Existing valve, if installed
- Check condition of Rim-Tape, if look damaged replace

STEP 2: Installation

- Install Valve Stem to outside of rim, through Valve hole (usually largest hole in rim)
- Fit profile spacer on end of stem, on inside of the rim
 - Note you have 2 types
 - Flat for wider rims (MTB)
 - Curved for narrow rims (Road)
- Check to ensure you have sufficient thread on valve stem extending through the rim and profile washer.
 - You need at least 3 thread lengths, if insufficient change valve stem for one more suitable for deeper rim depth
 - If all the threads are visible you can either use extra spacer or change valve stem for on more suitable for lower profile rims
- Screw Valve body onto valve stem
 - Do not over tighten
 - Finger tight is tight enough
 - No need to use tools for this operation

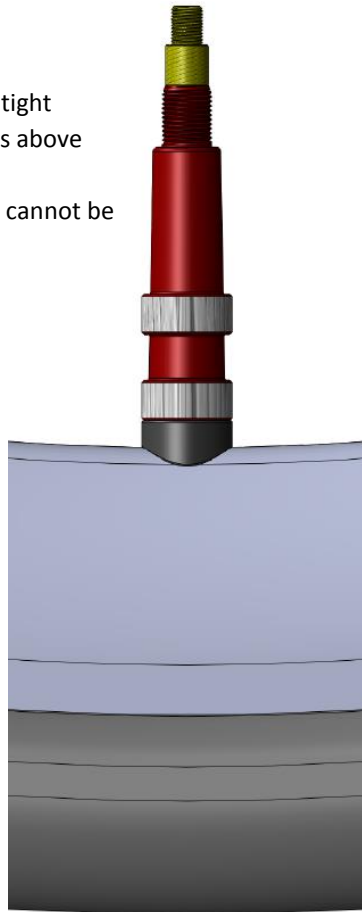
STEP 3: Install Tyre

- Once valve is finger tightened to rim, refit Tyre

STEP 4: Open Valve

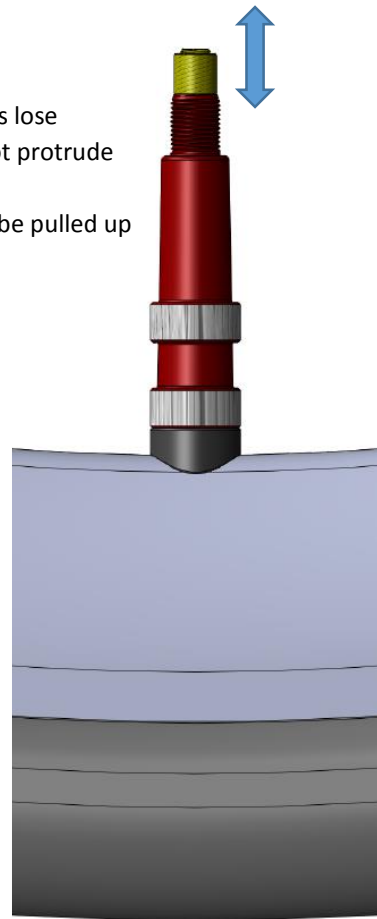
Valve Closed

- Valve lock nut is tight
- Thread protrudes above lock nut
- Valve core fixed, cannot be moved



Valve Open

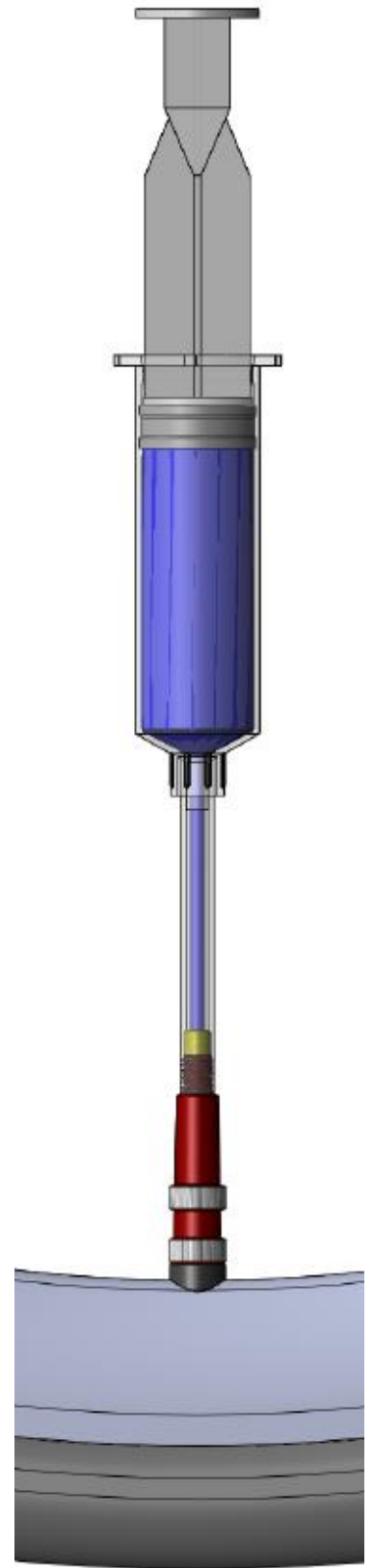
- Valve lock nut is loose
- Thread does not protrude above lock nut
- Valve core can be pulled up and down



- Check condition of valve open or closed
 - If closed the valve core threads will protrude above the locking nut
 - If open the valve core thread is flush with locking nut and the core is free to be pulled up and down
- If necessary open valve
 - Untighten locking ring and adjust such that the threads of the valve core are flush with locking ring surface
 - Push valve core down so that locking ring is touching the valve body

STEP 4: Inject Sealant

- If using sealant inject at this stage
 - Note this valve can operate with most sealants on the market
 - To be 100% confident we recommend using CONTEC Seal Prep Sealant
 - Only sealants with excessive over loading of fibers or oversized particles cannot pass through the valve
 - If using this type of sealant we recommend placing in tyre directly before assembling to the rim
- If using syringe prime syringe with sealant
 - Shake sealant bottle vigorously and upside down to ensure particles are fully distributed throughout the sealant
 - Remove bottle cap
 - Place Syringe tube in to liquid and draw up into the syringe by pulling the ram backwards
 - Draw in the amount recommend by the sealant manufacture using measurement gauge printed on syringe
 - Push syringe tube over locking and down over the first few threads on valve body to ensure firm grip and air tight connection
 - Slowly push the sealant through the valve and into tyre
 - If injection feels hard, loosen valve body on rim
 - If this fails it may be necessary to use different sealant, we recommend using CONTEC Seal Prep
- If using bottle to directly squeeze into the tyre
 - Shake sealant bottle vigorously and upside down to ensure particles are fully distributed throughout the sealant
 - If necessary unscrew lid and remove seal
 - Replace lid and remove nozzle end cap
 - If necessary cut nozzle end off
 - Push syringe tube over locking and down over the first few threads on valve body to ensure firm grip and air tight connection
 - Push tube over bottle nozzle, push as hard as possible to ensure firm grip and air-tight connection
 - Invert bottle so nozzle points down and squeeze/pump the sealant through the valve into the tyre
 - If injection feels hard, loosen valve body on rim
 - If this fails it may be necessary to use different sealant, we recommend using CONTEC Seal Prep



STEP 5: Seat & Inflate the Tyre

- If using sealant remove Injector/bottle
 - Pull syringe tube off valve body and valve lock nut
- Ensure Valve is in open position, by pressing the lock nut so that it touches valve body
- Connect pump-head to valve as normal for standard tyre inflation
 - Using standard PRESTA HEAD
 - We recommend using standard foot pump for this operation, however it can be carried out using high-volume hand pump
- Ensure tyre is correctly located on the rim
 - Tyre bead should be evenly spaced either side of central channel
- Using quick movement and full stroke length pump air through valve into tyre until it seats.
 - Note this may take several strokes and may need adjustment of the tyre on the rim to obtain a seal
 - If after several strokes no seal achieved, we recommend using soapy water and rubbing around tyre beads to aid seating
- Once seated inflate to manufactures recommended pressure

STEP 6: Close Valve

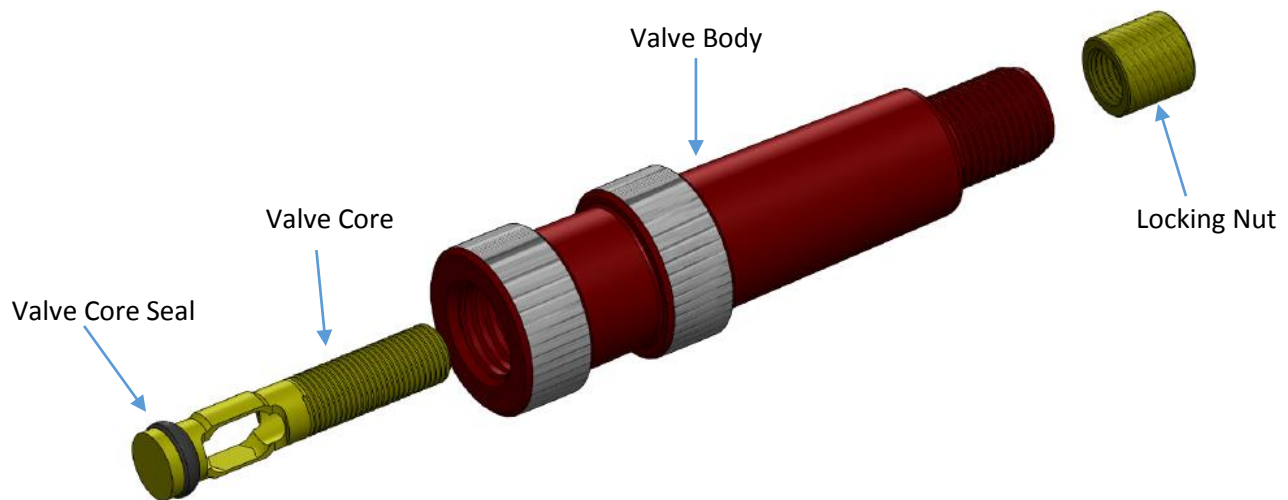
- Remove pump head from valve
 - Removal should automatically result in the valve being closed by the air pressure in the tyre
 - If not automatically close there could be contamination in the valve core
 - Pull valve closed and press down to open/close a few times to ensure smooth operation
 - Re-inflate tyre to correct pressure
 - If above fails to result in smooth operation It may be necessary to remove valve and strip down to clean
- Tighten lock nut
 - Twist lock nut to secure the valve core and prevent it from accidentally opening
 - Finger tight is enough
 - Do not over tighten
 - There is no need to use tools for this operation
- Fit dust cover/valve cap

STEP 7: Fit Wheel back to bike

- Following manufactures instructions re-fit wheel back to bike

STRIPPING THE VALVE: Remove Valve body from wheel

- Under normal circumstances it should never be necessary to strip clean the valve, only undertake under the following circumstances
 - Valve operation isn't smooth
 - If the valve fails to close quickly after inflation of the tyre it could be that contamination has entered the valve core and is preventing it from moving freely
 - Wrong Sealant used
 - Note although this valve is designed to operate with the vast majority of sealants there are some on the market with large fibre/particulate loading that may cause clogging of the valve this is easily identified if find hard/impossible to inject sealant
- Remove Valve body from wheel, also remove valve stem from rim, as this should be cleaned at the same time
- Strip down the valve
 - Unscrew the locking nut, so that it completely is off the threaded valve core
 - Tap valve body on work-top to dislodge the valve core past the inner o-ring, it may be necessary to use a tooth-pick or some other suitable small bar to aid in pushing valve past the O-ring



- With the valve core removed, place all parts in clean soapy water and clean/remove all contaminations
 - Pay extra care/attention when cleaning valve core seal not to cause damage
- Thoroughly dry all parts prior to re-assembly
- Re-Assembly is the reverse of dismantling
 - Note the valve core may need to be aided in pushing past internal O-ring
 - Also note valve core has a slotted feature that matches internal feature in valve body, so you will need to rotate slightly to find correct alignment, prior to pulling through fully into correct position
- Re-fit valve body sub-assembly and valve stem to wheel