USER MANUAL

TUBELESS PLUG REPAIR KIT

Stainless steel fork insertion tool, aluminium capsule that doubles as handle and storage, five vulcanised rubber plugs: everything to seal a tubeless puncture at the trailside, without removing the tyre.

REF. KITM1 · ROAD, GRAVEL, MTB TUBELESS · 23 G, 5 PLUGS 52 × 2 MM



01 · BEFORE YOU START

CONTENTS AND PRINCIPLE

ITEM	QTY	DETAILS
Insertion tool	1	Stainless steel fork, mounted on the capsule
Capsule	1	CNC-machined aluminium, 72 mm; handle and plug case
Plugs	5	High-viscosity vulcanised rubber, 52 × 2 mm

Whole kit ≈ 23 g, 1.6 × 1.6 × 7 cm: jersey pocket or saddle bag.

What this kit does

A tubeless tyre has no inner tube: the sealant closes small punctures on its own. When the hole is too big for it, the **plug** fills the puncture from the outside; the vulcanised rubber bonds to the walls and the sealant finishes the job. The wheel stays on the bike, the tyre stays on the rim.

Which punctures

- **Tubeless** road, gravel and MTB tyres, with sealant inside.
- Holes in the **tread** that sealant alone will not close: nail, thick thorn, flint, glass.
- Not for a **sidewall cut** or a long slash: a plug will not hold in a flexing sidewall. Fit a tube to get home, then a new tyre.
- Not for a tyre fitted with an inner tube.



Capsule unscrewed: the stainless fork is fixed to the cap, the plugs are stored in the body.

SAFETY

- A plug is an **emergency repair**: it gets you home and may last, but check the tyre at every inflation.
- **Do not ride** if the plug works its way out, if air still hisses or if the tyre does not hold pressure for ten minutes.
- The fork is sharp: always store it in the closed capsule.
- No plug in a sidewall, a bead or a cut longer than a centimetre.

Carry with the kit

- A pump or a CO2 cartridge: the plug does not reinflate the tyre.
- Pliers or a multi-tool to pull a nail, a small knife or blade to trim the excess.
- A spare inner tube, for the day the cut is beyond what a plug can do.

02 · GETTING READY

FIND THE HOLE, DECIDE

Finding the puncture

1. **Stop as soon as the tyre goes soft.** Riding a tubeless tyre flat unseats the bead and damages the rim.
2. **Spin the wheel** and look for **foaming sealant**: the liquid bubbles out of the hole. A hiss or a wet patch on the tyre will guide you too.
3. **Give the sealant a chance first.** Hole at the bottom of the wheel, about ten seconds: if it seals on its own, reinflate and go. Otherwise, plug it.
4. **Pull the object out** (nail, thorn, flint) with pliers or your fingers. Mark the hole before removing it: once the object is gone, it gets hard to find again.

Plug or no plug?

SITUATION	ANSWER
Tread hole up to about 3 mm, sealant not closing	One plug
Wider or elongated hole in the tread	Two plugs side by side in the fork
Sidewall cut, slash longer than a centimetre	Tube to get home, tyre to be replaced
Leak at the valve or the bead	Not a puncture: see valve core and fitting

Sizes are rules of thumb, to adapt to tyre and pressure: judge on the spot, according to tyre and pressure.



52 × 2 mm vulcanised rubber plugs: kept away from air, they stay soft and tacky.

THE RULE

A plug goes in **from the outside, without removing the tyre**. If you have already unseated it, fit the spare tube and keep the plugs for next time.

LOAD THE PLUG FIRST

Unscrew the capsule, take a plug and slide it into the fork **by its middle**, both ends the same length. You can do this calmly while the sealant tries to close the hole.

03 · PROCEDURE

FITTING THE PLUG

1. **Load the fork.** One plug in the fork, folded in half at its middle. Screw the capsule on: it becomes the handle.
2. **Keep some air in the tyre.** A half-inflated tyre resists the push; flat, the fork goes in crooked and may hit the rim.
3. **Push the fork into the hole,** in one firm movement, along the axis of the puncture, until **about a quarter of the plug** is left showing. A slight twist helps the tip through the casing.
4. **Turn the tool twice** on itself: the plug wraps inside the hole and anchors there.
5. **Pull the tool out sharply,** straight. The fork comes out on its own; the plug stays in the tyre, both ends outside.
6. **Trim the excess** a few millimetres from the tyre, not flush: the stub wears down as you ride and protects the repair. No blade? Leave it, it does no harm.
7. **Reinflate to your usual pressure,** then put the hole at the bottom and spin the wheel: the sealant finishes sealing around the plug.
8. **Check before setting off.** No hiss, no foam, stable pressure after a few minutes. Take the first kilometres gently, then check the pressure again.



Plug in place, excess to be trimmed level with the tread, no shorter.

STOP IF

- the plug **slides** in the hole or pops out while inflating: the hole is too big for one plug. Two plugs, or the tube.
- air **still hisses** once the wheel has been spun: the hole is not where you thought, or the casing is cut.
- the fork **touches the rim** going through: you are working flat, add some air.

THE RIGHT MOVEMENT

Push with the palm, in line, the other hand holding the tyre. It is not about strength: a road casing goes through without effort once the tip is in.

04 · AFTERWARDS

LIFESPAN, CARE, TROUBLESHOOTING

How long a plug lasts

Well fitted in the tread, a plug generally lasts until the tyre wears out: the vulcanised rubber bonds to the casing and the sealant does the rest. Still, keep an eye on it over the first few inflations, and treat a tyre plugged on a borderline cut as unfit for a fast descent until it has been properly checked. If in doubt, a workshop can fit an internal patch, or you replace the tyre.

Keeping the kit ready

- Capsule **closed**: in open air the plugs dry out and lose their tack.
- Buy new plugs as soon as you have used two: a puncture never happens when the capsule is full.
- Wipe the fork after use; stainless steel does not rust, but dried sealant makes it rough.
- Replace a plug that has hardened or crumbles: it will not hold.

Troubleshooting

PROBLEM	LIKELY CAUSE, FIX
The plug will not go in	Tyre too soft, or off the hole's axis: add air, follow the direction of the puncture
The plug comes out with the tool	Not deep enough or not turned: reload, push three quarters in, two turns, sharp pull
Slow leak after the repair	Sealant dry or too little: top up through the valve, spin the wheel
Clear leak around the plug	Hole too big: second plug, otherwise inner tube

On video

Independent tutorials, scan to watch.

Repair a tubeless tyre puncture with a plug
David Arthur - Just Ride Bikes · English

Repair a tubeless tyre with a plug: pro tips
Cyclist · English

Réparer un pneu tubeless avec une mèche
e - tuto · French

Need help?

velkyne.com/contact
Our team answers your questions about the repair and choosing plugs.

Two minutes, and you are rolling again.
Find, load, push, turn, pull, trim, inflate. Practise once in the garage on an old tyre: when the day comes, the movement will already be there.