

Gryyp's Cargol Turn & Go Tubeless Tire Repair Kit

THE PROBLEM WITH TIRE REPAIR KITS IS THAT, AFTER A COUPLE OF YEARS—WHEN YOU FINALLY NEED THEM—THE DANG GLUE FOR THE PATCH OR PLUG HAS EITHER DRIED UP OR LEAKED OUT!

To address this situation, and to simplify repair, the new tubeless tire repair kit by Gryyp utilizes a unique product called the Cargol Turn & Go to plug the hole—and it does not require glue. Think of the Turn & Go as a large nylon thumb-screw, 2.5 inches long, with a big head that serves as a grip. The lower inch of the device is a sharply pointed screwlike body that, when rotated, should draw itself into the typical hole left by a nail.



Once the user has fully twisted it into the hole, he or she simply snaps off the head and is good to go.

I was so excited when I received the Gryyp repair kit that I immediately hammered a small finishing nail

into my bike's rear tire! OK, I'm not as dumb as I look—tread depth was down to the wear bars. The kit is fairly complete and includes a piece of chalk with which to mark the puncture, and I used the included needlenose pliers to remove the nail. It took some effort to insert the Turn & Go as the device is a bit thicker than the nail. When it was fully inserted the head snapped off easily, and I turned my attention to re-inflating the tire.

The adaptor supplied with the kit screws onto the tire's valve stem, and allows for a CO₂ cartridge (four are



included) to be screwed directly into it. Fortunately this worked on my bike, but some wheels may not have the necessary clearance to accommodate the 3.5-inch length of a CO₂ cartridge. I recommend that, if you obtain the kit, you immediately ascertain if there is enough clearance for the cartridge above the valve stem. If not, Grypp offers an accessory 90-degree valve stem adaptor.

The outrush of CO₂ causes the cartridge to become super cold (which can freeze a layer of skin to it), so the kit includes a plastic mesh wrap for a cartridge to protect the user's hand. It took some effort to screw the cartridge onto the adapter, the mesh began to rotate in my hand, so I used my riding glove to protect my hand instead. Speaking of that, the kit also includes a pair of light plastic "gloves" to keep your hands clean. One CO₂ cartridge brought air pressure to 6.5 psi in the 160/60ZR-18 tire, two to 12.5, a third to 19.5 psi and the final to 26.

I applied water to the Cargol plug and noted it was bubbling slightly; within minutes the tire had sealed around it but not before tire pressure had dropped to 24.5 psi. In an emergency, out of CO₂ cartridges, I would have had to ride away with a less than ideal air pressure, but at home I was able to pump the tire up to 36 psi and it did not lose further pressure. The directions with the Cargol say to not exceed 80 kph (about 50 mph) with the plug in place. Understand that this is only an emergency repair to get you home, and that a tire repaired with the Turn & Go should be replaced as soon as is practical.

The Cargol kit for tubeless tires retails for \$48 and fits into its own little nylon carry bag. Remember to immediately check that the cartridges will fit with your bike's wheels, and pick up at least two additional CO₂ cartridges (available from the company).

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For more information:

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