

# Tyre Pliers

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Like the boy scouts, 4 wheelers need to always be prepared. Tools, tow straps, spare fuel, and survival gear help fill this need. The most basic necessity for any vehicle is a spare tire (or “tyre” for those down under). While most wheelers carry only one spare, a situation can easily arise where you need more than one spare. But with space being a premium on most 4x4s, it would be unwise to try to carry three or four spares. Instead, the ability to fix a tire in the field is much more space friendly than multiple spares.

Tire plugs would be the first step in portable tire repair. They are small enough for a glove box or console, and are easy to use. More drastic tire repairs could require sidewall patches, or tubes to be fitted. These types of repairs require the tire to be broken down and separated from the wheel. Breaking the bead seal between the tire and the wheel is the most difficult part of the operation. Wheelers of the past have resorted to using a jack to force the bead off, or even using a wood ramp set on the tire to break it. These methods, however, do not work 100% of the time.

Thankfully, the aftermarket has developed a few means to deal with this challenge, for those “survival” 4 wheelers. One such tool is Tyre Pliers, available through Extreme Outback Products.

First, remove the core from the tire valve and let the air all the way out. **Be very careful when removing valve cores, keep your face away from the valve stem and make sure no one could be in the path of a flying core! Worst case scenario, it can zip out and start a war. Or at least take your eyeball out.** Set your pliers for the correct wheel diameter, and set the rear end of the pliers on the tire bead, against the rim. Put your boot on it to hold it steady while you seat the other end into the opposite side. Making sure the handles are in the “closed” position, use your heel to create a gap between the bead and the rim large enough to put the end of the tool into it.

Force it in as far as you can, and position your other boot to hold it steady. By now you should be standing on either end of the tool, ready to go.

Move the outermost handle away from yourself, prying the bead away from the rim. When the handle gets to the bottom of its travel, the bead *should* be broken. As was the case with me, the bead did not break. When the tool was released to try again in another location, the bead returned to its original position. For this to really work, one would have to insert a bar into each gap that was gained, and work your way around every inch of the tire.

Tyre Pliers didn't live up to their expectations. The pliers do however come with a great

video that shows how to separate the tire from the wheel, and all the possible combinations of fitting tubes in various tires, patches, plugs and even how to disassemble split rims. The video was much more useful than the tool was.