VELKYNE

USER GUIDE

40 MM TUBELESS PRESTA VALVES WITH CORE REMOVER

Two 40 mm Presta valves in black anodised aluminium, removable core, and the remover to unscrew it: for a pair of road, gravel or MTB tubeless wheels of standard rim depth, and sealant top-ups without unseating the tyre.

REF. S22242 · MTB, GRAVEL, ROAD TUBELESS RIMS · ANODISED ALUMINIUM, 40 MM



01 · GETTING STARTED

FITTING THE VALVES

Before fitting

- A **tubeless or tubeless ready** rim, airtight rim tape in good condition and a Presta-sized valve hole.
- **40 mm** suits rims of standard depth, MTB, gravel and road up to about 30 mm deep. On a 40 mm or deeper road rim the valve would be too short: check before fitting.
- Tyre, sealant, pump or compressor, soapy water.

Fitting, step by step

1. **Clean the rim hole** and the rim tape: no dust or dried sealant, and intact tape around the hole.
2. **Pierce the rim tape** at the hole, just the diameter of the valve, never wider.
3. **Insert the valve from the inside** and press the base flat into the rim well.
4. **Tighten the nut by hand only.** Too tight, the seal is crushed and leaks. Firm contact is enough.
5. **Fit and seat the tyre dry,** core in place: the tyre must snap onto the hooks on both sides.
6. **Deflate, unscrew the core with the remover,** inject the sealant through the valve, refit the core without forcing, inflate, spin the wheel.
7. **Check with soapy water** at the base, on the nut and at the tip: no bubbles. Check the pressure again the next day.

Specifications

Type	**Tubeless Presta**	Length	**40 mm**
Material	**Anodised aluminium alloy**	Colour	**Black**
Core	**Removable, remover supplied**	Model	**LFR-12**
Contents	**2 valves, 1 core remover**		

RULES

- Nut tightened **by hand**: never pliers on the nut or the valve body.
- Never unscrew a core **under pressure**.
- These valves are of no use with an inner tube.

KEEP THE REMOVER HANDY

Keep the remover with the sealant or in the saddle bag: it also tightens a core that has worked loose, the most common cause of a slowly deflating wheel.

02 · DAY TO DAY

SEALANT, CARE, LEAKS

Adding sealant through the valve

1. **Deflate, valve at the top,** and unscrew the core with the remover, anticlockwise.
2. **Turn the wheel** to bring the valve to 4 or 8 o'clock: the liquid runs down into the tyre without flowing back.
3. **Inject the dose** with a thin-tube syringe, or pour it with a funnel screwed onto the valve, valve at the top in that case.
4. **Refit the core, valve at the top,** until it seats, a quarter turn more at most. Inflate, spin the wheel.

Care

Sealant clogs the core over time: when the pump struggles to push air in or the valve tip hisses, unscrew the core, clean or replace it, it is a wear part. Black anodised aluminium does not rust; rinse the valves with water after salty winter rides and always put the cap back: it keeps mud off the core.

IF SOMETHING GOES WRONG

- **Bubbles at the base**: seal not seated or rim tape damaged around the hole. Deflate, remove the valve, clean, check the tape, refit by hand.
- **Bubbles at the tip**: core loose or clogged. Tighten, otherwise clean or replace.
- **The pump head will not grip**: the valve does not stick out far enough. You need a longer valve or an extender.
- **The nut spins freely**: the base is turning with it. Hold the valve body and tighten by hand.

Quick diagnosis

Base	Soapy water around the nut: bubbles = seal or rim tape.
Tip	Soapy water on the valve end, nut open: bubbles = core.
Bead	Soapy water along the rim: bubbles = tyre not seated or dirty rim.

On video

Independent tutorials, scan to watch.

How to install new tubeless valve stems
Your Favorite Cyclist · English

Replace a broken Presta valve stem, tubeless tire
The OCD Repairman · English

Need help?

velkyne.com/contact
Our team answers your questions about fitting and compatibility.