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## **VFI INSERTION & REMOVAL USING A HUTCHINSON D528236 COMPRESSOR TOOL**

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### VFI INSERTION

The first step in VFI insertion is lubricating the inside of the tire. Apply runflat lubricant (X) freely inside the tire crown and spread evenly with clean brush (not provided). You should use two tubes of lubricant per tire. Set tire aside.



Raise the VFI with two small blocks (not included) to ease the manual VFI compression tool (Z) strap around it. Wrap the strap around the diameter of the tire and thread the end through the fastener on the compression tool, taking up as much slack as possible. (Refer to Compression Tool Strap Threading, page 15)

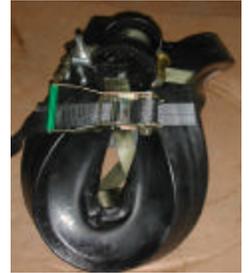


With the strap comfortably in place, slide the compression tool around to the side and lift the VFI on end. With the compression tool on top, begin cranking to tension the strap around the VFI. As you crank, the VFI flattens, beginning to take on a 'banana-like' shape.



Crank until the two sides are within three inches of touching. Remove the crank handle from the compression tool.

Wrap the safety strap (W) around the compressed VFI, next to the compression tool strap. Loop the strap through the fastener on the ratchet handle and ratchet the tool until the strap is tight.

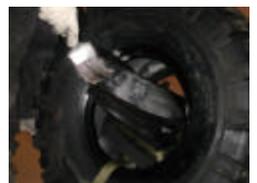


Place the tire on the floor and expand/ raise the bead/ sidewall by pulling outward. Position the tire upright leaning against a wall with the expanded bead/ sidewall away from the mechanic. Lift the compressed VFI and ease it into the tire well. A tire iron will help to get the compression crank spindle past the tire bead.



Using the brush provided swab the 'tire grease' (T) onto the VFI to ease the insertion and flip the tire over so that it rests and pushes on the runflat.

Note: Do Not use the same brush as was used for the "runflat lubricant."



Remove the safety ratchet and pull the strap out. Get the crank handle and remount it on the compression tool spindle. Start cranking, now in the reverse direction, releasing tension on the strap.



Give the tire a good downward push and the VFI will pop into the tire. Remove the compression tool.

# VFI EXTRACTION

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## VFI EXTRACTION

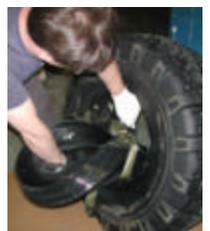
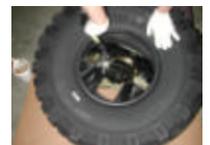
Extract the VFI runflat by first removing the spacers (325-85R16 tire with old style VFI & Spacers only).

Set the tire on its side and pull the bead up to make room for the compression tool. As before, if you first support the VFI on wooden blocks, you'll find it easier to thread the strap.

Pull the strap around the VFI and set up the compression tool as before. Of course, it's now inside the tire.

When you have compressed the VFI sufficiently, set the tire against the wall and, with a tire iron, pry an elongated end of the VFI out from under the bead. Slide the iron through the end of the VFI, swing the tire down and crank to compress further.

Lift the tire against the wall again and pull the VFI out further. Attach the safety strap and tension it. As you increase its tension, the compression tool strap will slacken. This allows you to jockey the compression tool so you can bring it out from under the tire bead. Now, ease the runflat out of the tire.

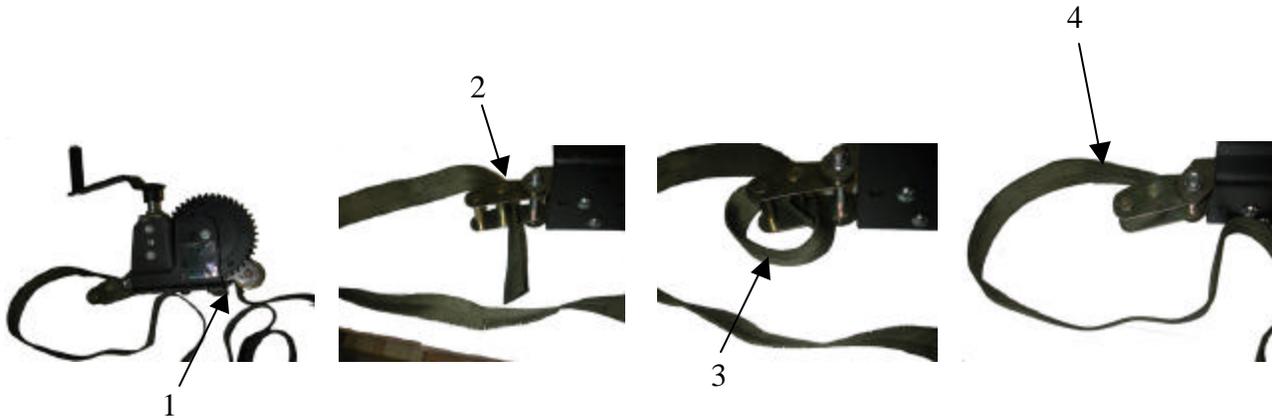


# COMPRESSION TOOL DIAGRAM

## COMPRESSION TOOL STRAP THREADING



The series of photographs display the proper threading of the manual VFI compression tool.



Pull strap free from wheel. Make sure the strap as it comes off the wheel is placed behind the first guide wheel, pull entire strap through. Second, bring strap to rear of tool and pull between guide pin one and two (the closer two pins to the housing), pull through. Loop the strap around the outermost pin and back in between pins two and three. Finally, pull strap from between pins two and three, and loop around the third pin, pull strap snug.

