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Finish Line Tubeless Tire Sealant

Finish Line Tubeless Tire Sealant functions fundamentally differently than other sealants on the market. Finish Line has developed a latex free sealant that overcomes many of the shortcomings inherent to latex. FIberLink™ technology is the key to how our sealant works.

FIberLink™ Technology

The FiberLink™ mesh that seals a puncture, begins with our larger, denser fibers getting trapped in the puncture as air and sealant start to escape. This foundation allows smaller DuPont™ Kevlar® fibers to settle in and interlink around the larger fibers. With Finish Line sealant, as the tire is ridden the rubber flexes, and this pulls in more fibers, allowing the FiberLink™ mesh to build up and strengthen. Optimum results and tighter seals are achieved with time while riding.

Usage

Finish Line sealant has been tested extensively and proven to function well at both mountain and road bike pressures. While the tire does not need to be new, best results are achieved with new tubeless ready tires and rims. Since our sealant works via a fundamentally different mechanism than latex sealants, mixing our sealant with any other sealant will reduce its effectiveness. Therefore, when converting from a latex sealant to Finish Line, it is important to remove as much of the old product as possible.

Installation

Finish Line Tubeless Tire Sealant can be installed through Presta valves, with the valve core removed, or poured directly into the tire prior to fully seating the bead. If installing through the valve with our 4 or 8oz. bottle, simply snip the tip of the bottle about ¾'s down for a snug fit over the top of the valve stem (see directions on label).

Since our sealant isn't an adhesive, valve cores are less likely to get gunked-up. Often while installing tires with latex based sealants, it is common for sealant to spit and spatter through the bead as the tire is seated; creating a mess as well as the loss of some sealant. Finish Line's FiberLink™ technology often prevents this phenomenon. Additionally, since our sealant is latex free, any spilled sealant is easily cleaned up with water and a rag.

Tire Porosity Can be a Problem
Once the tire is installed, small amounts of sealant, (latex and ours) will soak into the rubber. We have seen upwards of 20% of an initial fill get soaked into the inner walls of a tire. Tire porosity varies greatly from tire to tire. Some tires are extremely porous. Overly porous tires, can cause the water phase (vapors) of our sealant to evaporate through the walls of the tire, causing the viscosity of the sealant to thicken. This phenomenon is exasperated in warm weather conditions. When / if this were to happen, pooling***** is compromised, and refreshing is recommended.

*****Pooling: This is the residual puddle of sealant at the bottom of the tire. Sealant works best when there is a pool of sealant to seal punctures as they occur.

Dosage
Make sure proper dosage is used. Under-dosing is a common cause of sealing problems. Even a small amount of under-dosing can have an adverse effect. If a cyclist anticipates significant number of punctures, we would advise using a bit more sealant. Please see dosage recommendations below:

Road……3 oz / 90 ml	**CX & Gravel…… 4 oz / 120 ml**
26" & 27.5…..4 oz / 120 ml	**29"…….5 oz / 150 ml**
4" Fat Bike…..7 oz / 210 ml	**5" Fat Bike…… 8 oz / 240 ml**

We have learned that performance can be compromised when dosage is not at recommended levels. With any tire size, if you're doubting your dosage, don't be afraid to add more.

Finish Line typically recommends a bit more fluid per tire than its competitors. However, because our fluid will not harden in tires (like latex sealants), refreshing is less frequent, and typically requires less fluid. Also, if cleaning out old sealant is required, this is a much easier process.

Functionality
Finish Line Tubeless Tire Sealant, like any sealant, is not a miracle maker. However, it will consistently seal punctures *up to* ¼" (6.35 mm. However, there will be rare times when a puncture does not 100% seal. There are a variety of reasons for this, ranging

from contaminants in the seal area, to micro fractures / tears in the rubber, and of course, under-dosing (the most common cause).

As with any sealant, Finish Line Tubeless Tire Sealant is engineered to seal punctures. It is not necessarily designed to seal slices and tears, like for example the ones caused by a box cutter. Of course, depending on the nature of the slice or tear, it may work just fine. However, any situation in which the casing of the tire experiences significant damage will pose a significant challenge to a liquid sealant.

Environmental Concerns

Finish Line has long been committed to producing sustainable, and environmentally friendly products. Our Tubeless Tire Sealant is no different. Most sealants use natural latex from trees and/or synthetized latex, plus ammonia. Some use ethylene glycol to prevent freezing, and often they contain crystals, glitter and various types of plastic particles. Our Tubeless Tire Sealant uses non-toxic propylene glycol, water, and our proprietary blend of fibers.

While some have raised concerns about Kevlar® Fibers effect on the environment and compare microbeads to the Kevlar fiber. This is not a correct analogy. While both are resistant to bio-degradation, microbeads pass through filtration systems, while Kevlar® fibers do not (they are too large). This leads to microbeads making their way into the food chain where a process of biomagnification begins. Additionally, many microbeads contain harmful chemicals, while Kevlar® fiber is inert and non-toxic.

If you have any additional questions, we would love to hear from you. Please email your questions to informe@finishlineusa.com