



MXA PRODUCT TEST: Nuetec Tubliss Front Tire System

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NUETEC TUBLISS FRONT TIRE SYSTEM

WHAT IS IT? The most creative front tire system yet to be devised.

WHAT'S IT COST? \$99.95 (same as the rear Tubliss)—(714) 998-1021 or www.nuetech.com.

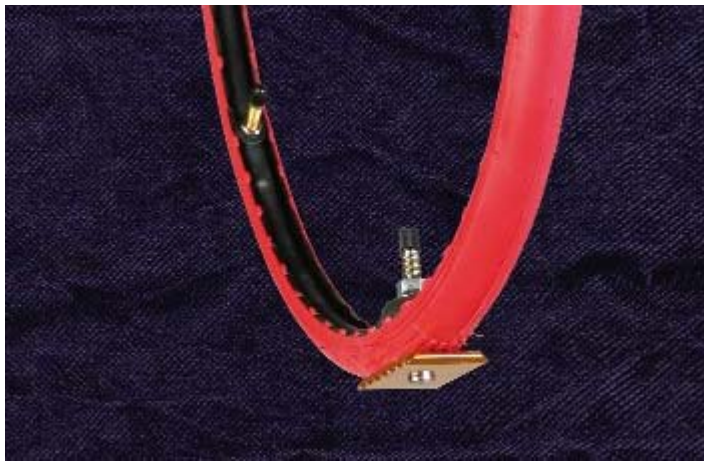
WHAT'S IT DO? There are tons of advantages to the concept of a tubeless tire. Without a tube there is nothing in the tire to pinch or puncture, rotating mass is centralized, unsprung weight is reduced, and air pressure buildup is mitigated. Tubeless motocross tires have been around for almost 30 years, but they have never seen the light of day because of technical problems. Not anymore! Nuetec came up with a very innovative design, and in our original test of the Tubliss rear tire system, it received MXA's highest five-star rating!

Now Nuetec has come out with a Tubliss system for front tires. Since the front wheel/tire has less mass, spins fewer revolutions, isn't under power, and plays a different role from the rear tire, the MXA wrecking crew felt obligated to determine the pros and cons of the Nuetec Tubliss front tire system.



WHAT STANDS OUT? Here's a list of things that stand out with the Nuetec Tubliss front tire system.

(1) Operation. The Tubliss concept works by using a special, small, bicycle-style inner tube to force a soft rubber inner liner up against the beads of the tire. This gummy inner liner, which looks very much like a red mountain bike tire, bridges the gap between the tire's beads, sealing the tire's cavity so that it will hold air without a conventional inner tube. Very creative. The tire becomes the tube, because the inner liner completes the circle to make an airtight chamber.



(2) Installation. There is no need for special sealants, rim strips or extra precautions (although it is necessary to drill out the rim lock hole from 8mm to 10mm to accept the extra valve stem). Did we mention that there are two valve stems? There are: one for the inner liner and one for the tire. Installation of the Tubliss is quite a simple process, and once it's installed you never have to

remove it.

(3) Sidewall flex. Since the gummy inner liner pushes against the tire's beads with 100 pounds of pressure, sidewall stiffness is slightly increased. This was a good thing, because it allowed us to run lower air pressures with the Tubliss; not only because of the feel of the sidewall, but because the fear of pinch flatting was eliminated.

(4) Mounting. One of our favorite things about the Tubliss is how much easier it makes changing tires: No fumbling for valve stems, no chance of pinching the tube, and more room to put the tire on the rim.

(5) Weight. On our scale, the Tubliss front tire system weighs the same as a standard inner tube, but it does save a half-pound over a heavy-duty tube and three-quarters of a pound over an ultra-heavy-duty tube.

(6) Cleanliness. When changing tires, MXA testers have noticed less dirt and debris inside. Since chafing of the tube is eliminated, there is no rubber debris. Also, internal tire temperatures are reduced because there is no friction between the tire and inner tube.

WHAT'S THE SQUAWK? Two quibbles:

(1) You need a bicycle pump to inflate the inner liner to 100 psi. We use a road bike pump and check the inner liner pressure once a week.

(2) Some sand tires are smaller around the bead, which can lead to some air burping. The next generation of Tubliss fronts will have slightly larger inner liners to eliminate burping on sand tires.



We gave the Tubliss rear tire system five stars because it pays bigger dividends than the front. All in all, though, we think this the most creative tire system ever made and wouldn't hesitate to run it front and rear.