

No-Scuff Tire Tool



reviewed by Mark Barnes

WAY BACK IN July, 2009, we reviewed the \$100 Red Line Engineering tire changing stand and extolled the virtues of having everything supported well off the ground when trying to spoon new tires on or off your rims with tire irons. Then, in September, 2011, we reviewed the Cycle Hill tire changer, which featured not only a much more stable way to support your wheels, but also a tire changing bar that made traditional irons virtually obsolete—at a cost of \$465 for the basic setup. But what if you bought the inexpensive stand and really liked the idea of using a high-leverage bar instead of tire irons?

Tire bars, like the one from Cycle Hill, are available separately from No-Mar (maker of Cycle Hill), Mojo Lever, and No-Scuff. We chose the No-Scuff bar because it was described by multiple reviewers as incorporating the best features of the other two—the demounting tip from the No-Mar (literally—it's supplied by No-Mar) and a mounting tip very similar in design to that of the Mojo Lever. Not only did we want to try out this tool, but also learn if it would work with the old Red Line stand, the combination potentially providing a lower cost alternative to the Cycle Hill offering (minus the latter's very useful integrated bead-breaker).

The No-Scuff bar is 41" long and just over 1" in diameter; it's made of hefty steel tubing, with replaceable segments at each end. If a picture says a thousand words, the videos on No-Scuff's website (or YouTube) might say 10,000. Check them out for a much more thorough understanding of how this tool works.

Basically, the demount tip (made of UHMW, a self-lubricating plastic, fortified with a ½"-diameter case-hardened steel core) is forced down under the tire's well-lubricated bead, after said bead has been broken with another tool of your choosing. The bar is then rotated around the edge of the wheel, using a post rising up through the wheel center for leverage. The effect is absolute magic. What would have required lots of time, sweat and cursing with tire irons was reduced to a 10-second sweep involving shockingly little effort.

Mounting is done in a similar fashion. The nylon/steel mounting tip glides around the wheel's edge, stretching and guiding the tire's bead over the wheel rim. Leveraging the bar around the central post during this process involved considerably more

effort than dismounting did, but still only a small fraction of what tire irons require. As always, generous lubrication is key, as is keeping the stiff tire bead as far down in the wheel's central channel as possible.

While definitely not as stable or convenient as a heavier duty stand, the Red Line piece proved adequate for use with the No-Scuff tool, albeit just barely; but some modifications were necessary. First, because the stand has no provision for limiting the wheel's rotation while being seriously torqued by a tire bar, we had to lash a wheel spoke to one of the arms connecting the stand's central post to its circular wheel support. Second, because the stand has multiple telescoping sections held in place with set screws too weak to resist the torque now transferred from the tire bar to the stand, we had to drill holes so the set screws could be replaced with bolts that solidly connected each section of post to its corresponding sleeve. Third, because the post sticking up through the wheel's center was rather small in diameter and a bit bendy when called upon to serve as the tire bar's fulcrum, we slid a larger diameter metal tube over it and into the wheel's axle hole. Finally, to keep the whole stand from turning with the tire bar, we temporarily bolted its base to the wooden floor of our bike transport trailer (4' x 4' of thick plywood would have worked, too). That may sound like a lot of trouble, but it saved hundreds of dollars compared to the Cycle Hill package, and very little will have to be repeated for future uses. Check the No-Scuff website for even cheaper ways to make your own tire changing station, as well as a bead-breaker and wheel balancing stand.

We really like the No-Scuff tool, though without more testing we can't say it's significantly better than its competition. However, at \$89 shipped anywhere in the U.S., it is the most economical; the No-Mar bar costs \$125 plus shipping, while the Mojo Lever is \$99 with shipping to the lower 48. Any tire bar is vastly superior to tire irons, of that we are certain—at least with tubeless tires. Tire bars may prove too awkward to use with some tube-type tires, and/or may pose a greater risk of tube damage than skillful use of tire irons. 🚫

No-Scuff—Email designer/fabricator/vendor Dave Anderson at noscufftiretool@yahoo.com; www.noscufftiretool.com



Demount Tip End

The demount tip's shape allows it to slip under the bead easily, and then—after being twisted 90°—stay securely beneath the bead during use.



With the bar's 41" length, tremendous leverage can be exerted against a stiff/stubborn sidewall. Here's the demount tip in action, just beginning to pull off the first bead.



Mounting Tip End

The screws holding the nylon portion of the mount tip are countersunk, ensuring that no metal edges contact the wheel during use.



The bead is slick with tire paste, so the angled steel portion of the mounting tip smoothly guides the bead from above to below the rim edge.

MARK BARNES PHOTOS