

# The World's Favourite Tyre Sealants



# OKO

## WHAT IS OKO?

**OKO Tyre sealants eliminate most puncture problems – instantly. OKO products are viscous fluids, designed to combat the costly inconvenience of suffering punctures.**



### How does it Work?

OKO is injected into the tubeless tyre, or into the inner tube, via the valve stem BEFORE a puncture occurs. OKO remains liquid inside the tyre, giving protection against punctures that may occur in the tread area. When a puncture happens, air pressure forces OKO into the hole whilst the tyre is moving and OKO immediately forms a strong airtight seal that STOPS any tyre deflation.

OKO seals the hole as you drive.

The OKO seal in the tread area of the tyre is Permanent. The OKO seal is much stronger than the traditional puncture repairs.

### OKO is Authenticated

OKO effectively seals holes as they occur, over and over again. The products are designed and engineered by the OKO research team in conjunction with a leading Rubber Technology Research Institute.

The whole OKO company, including production and administration, is certified under ISO 9001 for Quality and ISO 14001 for Environmental good practice.

The company has also been assessed and warranted to be Carbon Negative – it removes more carbon than it generates, largely due to its ability to lengthen the life of vehicle tyres.

OKO has been tested by various armed forces and major vehicle producers.

Approved by JCB; Massey Ferguson; Manitou; and fitted to the wheels of disabled vehicles by various manufacturers / distributors.

Has been used by the British Army; various S.E.A.T.O. & N.A.T.O. military forces; and United Nations Procurement Agencies. Served allied forces in areas of conflict – e.g. Iraq & Afghanistan.

### OKO Attributes

- Proven product longevity. Does not deteriorate. Long shelf life.
- Provides a permanent seal.
- The sealing action is virtually instantaneous. A minimal amount of OKO is used to seal each hole.
- Able to seal large and small holes.
- Tested and demonstrated that its sealing strength is 1.62 times stronger than traditional vulcanised repair.
- OKO has a MULTI-SEALING capability. In a British Army test, it sealed 30 holes in one Land Rover tyre.
- It lengthens the useful working life of a tyre by 20% on average. Steer tyres can last up to 40% longer.
- On Road OKO Truck & Bus over 5 tonnes. It is long lasting, even in High-Speed tyres.
- Tested and effective in Cold Arctic conditions, Hot Deserts, and on the Rough African terrain.
- Safe to use; does not damage rubber, tyres, or wheel rims.
- Uniquely among tyre sealants, OKO contains an environmentally friendly anti-corrosive and rust inhibitor.
- All OKO products are classified 'Non-Hazardous' and can be shipped in any transport (many others cannot).

### The OKO Group

**International Sales** +34 952 53 41 55

**UK Administration** +44 (0)238 155 0058

**[www.oko.com](http://www.oko.com)**





Made in UK



### OKO – Sealing Capability

(maxima: sealing varies according to tyre size)

OKO Off Road	12 mm / 1/2"
OKO Mining X-Tra Heavy Duty	20mm / 3/4"
OKO On Road Truck & Bus	8 mm / 1/3"
OKO Quads & ATVs	7 mm / 1/4"
OKO X-Treme Dirt Bike	9 mm / 1/3"
OKO On Road Motorcycle	5 mm / 1/5"
OKO Puncture Free Bike for tubed bicycles	4 mm / 1/5"
OKO Magic Milk™ for tubeless bicycles	6 mm / 1/4"

### OKO Grades & Colours

Off Road	Off White
Mining X-Tra Heavy Duty	Purple
On Road Truck & Bus	Salmon Red
On Road Motorcycle	Pale Green
Quads & ATVs	Reddish-pink
Puncture Free Bike	Light Blue
Magic Milk™	White

### OKO Tariff Numbers

OKO Tyre Sealants: HS 3824 99 96 99  
OKO Pressure Application Pump: HS 8413 20 00 90

### OKO – The Durability

- OFF Road or Mining X-Tra Heavy Duty will last the useful life of the tyre.
- ON Road Truck & Bus should last up to 150,000 km before topping it up, depending upon driving conditions;
- On Road Motorcycle or X-Treme Dirt Bike will last the life of the tyre;
- Puncture Free Bike will last the life of the tyre;
- Magic Milk™ tubeless bicycle sealant will last up to 6 months before topping it up, depending on the climate.

### OKO – The Benefits

- Prevents a punctured tyre from deflating to a flat;
- Seals the hole as you drive;
- No call out charges or puncture repair costs;
- Extends the useful life of the tyre even if there are no punctures;
- Helps avoid run flats and loss of vehicle control;
- Offers security – Adds safety – Ensures peace of mind;
- Stops many punctures in Enduro, Quad & Mountain Bike racing;
- Gives added safety & security to vehicles and avoids costly downtime;
- Gives long-term puncture protection.

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# OKO

## FREQUENTLY ASKED QUESTIONS

### Q1. HOW LONG HAS OKO MANUFACTURED A TYRE SEALANT?

A: OKO has been made since 1978. It is the original modern tyre sealant.

### Q2. CAN OKO BE INSTALLED IN ANY TYRE?

A: There are grades of OKO for any pneumatic tyre (we do not sell OKO for preventative use in cars).

### Q3. IS OKO SAFE AND LEGAL TO INSTALL IN MY TYRES?

A: Yes, it is both safe and legal.

### Q4. DOES OKO AFFECT TYRE LIFE OR THE PERFORMANCE?

A: Performance – No. OKO does not affect tyre structures or rubber. In most cases tyre life is extended as OKO keeps air inside, and cools, the tyre. OKO also increases tyre life by sealing punctures and avoiding run-flat damage.

### Q5. WILL OKO CORRODE THE WHEELS, RUST WHEEL RIMS OR STEEL BELTS?

A: No. Special corrosion inhibitors in the OKO formulations protect steel & alloy rims, and prevent the product from oxidizing brass valve stems. If any residue of OKO touches the inner rim, it can be

washed off when a tyre is changed. It is advisable NOT to use any tyre sealant with traditional chrome-plated wheels as they are damaged by most chemicals.

### Q6. IS OKO ON ROAD SPEED-RATED?

A: OKO On Road products have been tested at various speeds in a variety of vehicles, including motorbike tests on race tracks. OKO On Road sealants are designed for use on the highway to a maximum of 80 mph/ 130 km/h or any lower legal speed set by the authorities. DO NOT EXCEED YOUR LEGAL VEHICLE SPEED LIMIT.

### Q7. WHEN THE OKO LIQUID IS INSIDE THE TYRE, DOES IT REACT WITH THE AIR AND GO HARD?

A: No. OKO remains liquid inside the tyre. It will seal a hole under pressure and then dry instantly there, but the remainder of the liquid will not turn hard.

### Q8. DOES IT CONTAIN ANY HARMFUL INGREDIENTS?

A: The OKO Group formulates products that are as environmentally friendly and as safe to use, store and dispose of as possible. No OKO product is classified 'hazardous', harmful, or flammable.

### Q9. WHAT TYPE OF DAMAGE CAN OKO SEAL AND REPAIR?

A: It will seal holes in the tread area caused by nails, screws, glass, stones and sharp objects.

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OKO



## Q10. HOW STRONG IS THE OKO SEAL?

A: OKO Group regards the seal to be permanent, due to its strength. When subjected to a “strength test” at the Gerotek Test Facility, OKO was compared to a “repair plug” and a “vulcanised repair”. It was shown that the OKO permanent seal was 1.6 times stronger than a vulcanised repair and 7 times stronger than a “repair plug”. (The tyre industry states that a “Traditional Repair” - defined as a vulcanised repair - is permanent. Therefore, the seal made by OKO, that is so much stronger, should be regarded as “more permanent still”).

## Q11. CAN A NUMBER OF PUNCTURES WEAKEN THE TYRE STRUCTURES?

A: Tyre structures are likely to be weakened by sidewall and “Run flat” damage. OKO will eliminate many of the risks associated with “Run Flat damage” but OKO will not seal sidewall holes.

## Q12. WHAT DO I DO IF I FIND A NAIL IN THE TYRE TREAD?

A: According to Forensic studies, a nail can penetrate a tyre and on average will remain there for 60 to 80 miles / 100 to 130 km. The nail is likely to eject itself after this period. If OKO is inside the tyre, the vehicle is motionless, and the nail is seen in the tread area:

- i. The driver should pull the nail; AND,
- ii. Drive immediately.

This will cause OKO to make a new seal. If the nail is unnoticed and ejects itself as the vehicle is in motion, OKO will make a new seal.

## Q13. HOW MANY HOLES WILL OKO SEAL USING ONE APPLICATION?

A: OKO is designed to seal many holes. It is the true “multi-sealing” tyre puncture sealant.

A small amount of OKO is used to seal a single hole in the tyre casing. Most of the tyre sealant remains and carries on working.

## Q14. TO WHAT PRESSURE DOES OKO SEAL?

A: OKO has sealed a Quad tyre at 2.5 PSI/ 0.2 BAR and has sealed a Truck tyre at 145 PSI/ 10.0 BAR designed to last (in normal use) the legal life of the tyre. There is little practical limit on the high side.

## Q15. HOW OFTEN DOES OKO NEED TO BE REPLACED INSIDE A TYRE?

A: Not at all in Off Road vehicles; OKO is designed in normal use to last (in normal use) the legal life of a tyre. In high-mileage on-road truck tyres it normally lasts for up to 90,000 miles/140,000 km. If the tyre is still legal, you can top up with another OKO dose.

## Q16. DOES OKO DEGRADE, DRY OUT OR SEPARATE?

A: No. OKO remains liquid, in suspension, for its designed life span - ready to stop punctures.

## Q17. UP TO WHAT SIZE PUNCTURE WILL OKO SEAL?

A: The OKO seal size varies with the tyre type and size, and the grade of OKO. See the product data sheets and [www.oko.com](http://www.oko.com) for details.

## Q18. DOES OKO CAUSE PROBLEMS IN MAKING A VULCANISED REPAIR?

A: This is likely to be extremely rare. Due to the strength of the OKO seal, in normal conditions, it is unlikely that a conventional vulcanised repair will be required. If necessary, OKO can be removed from the inside of the tyre by washing it out - ideally using a hose. The tyre can be dried, then a vulcanised repair can be made.

## Q19. WHAT HAPPENS TO OKO WHEN A VEHICLE IS IDLE FOR A WEEK OR TWO? DOES IT NEED TO BE DRIVEN AGAIN AT REDUCED SPEEDS?

A: Generally, once the OKO has coated the inner tyre, the majority of the OKO will remain as a coating. If a light On Road vehicle has been idle for a long period some minor wheel vibration may be detected when first starting off. This will disappear rapidly if the vehicle is driven steadily. This issue is NOT relevant to the use of any Off Road OKO; OKO Bike products; or On Road Truck & Bus for Heavy Trucks and Coaches.

## Q20. DOES OKO CAUSE WHEEL IMBALANCE?

A: OKO will not normally cause wheel imbalance if the product is prepared and dosed correctly. When applying On Road OKO to a Motorcycle or light commercial vehicle, the instructions should be strictly adhered to. Wheels of vehicles of 5 tonnes or lower should be professionally balanced and tracking tested prior to fitting OKO. Only the recommended quantity should be inserted (no more). All tyres must be treated.

Having applied the OKO, these vehicles should be driven carefully and slowly for a distance of 6 to 10 miles/ 10 to 16 km.

During this initial “run in” distance, OKO will line the inner tread area of the tyre. Once this inner coat has been formed, there should be no wheel imbalance. In some cases, where initial wheel vibration is experienced at certain speeds, the vehicle must be driven slowly until vibration disappears. OKO Off Road must NOT be fitted to fast moving On Road vehicles or driven regularly at a speed exceeding 50 mph/ 80 km/h.

## **Q21. WITHIN WHAT RANGE OF TEMPERATURES DOES OKO OPERATE?**

- A. From -40 degrees C. (specially made for cold climates) to above + 45 degrees C. Both OKO Off Road and On Road products have been used in hot Desert conditions and in Antarctica.

## **Q22. WHAT ARE “BALLASTED” PNEUMATIC TYRES?**

- A. Tyres filled with water. Some rear Tractor tyres are ballasted by farmers to weigh down the vehicle. Or some pack rear tyres with weights or sand. Fitting the tyre with OKO (and using axle weights) is preferable: the puncture problem is eliminated, the tractor performs better and the ground is not as heavily compacted. (OKO cannot function inside a tyre that has been filled with water).

## **Q23. WILL OKO STAIN MY CLOTHES?**

- A. If OKO splashes on clothes, it should be wiped off immediately, preferably with a wet cloth. If some OKO residue remains, wash the clothing that evening or during the same day. Avoid leaving the clothes for a long time with the OKO in a dry state. Wherever possible, contact with clothing should be avoided.

## **Q24. WILL OKO SWILL INTO THE VALVE STEM CAUSING A MISREADING OF THE AIR PRESSURE?**

- A. No. When applying the OKO product, some residue may remain inside the valve stem. Clear this using an airline as per the instructions. OKO sealant coats the inside of the tyre. It should not travel back up the valve stem. Normally, conditions inside the tyre mean that no air is forced back through the valve stem to the outside.

## **Q25. WHY DOES THE OKO PRODUCT NOT BLOCK A VALVE STEM AS IF IT WERE A HOLE WHEN THE TYRE IS DEFLATED?**

- A. When a tyre is deflated on purpose, it is virtually guaranteed that the vehicle is standing still. In a motionless tyre the OKO remains in place, coating the inside tread area. It does not travel towards the valve stem. Insufficient air pressure and the lack of movement is enough to ensure the OKO remains in its correct place.

## **Q26. ARE THERE ANY SPECIAL HEALTH & SAFETY REQUIREMENTS?**

- A. Not especially, but common sense needs to be used. Avoid contact with the eyes; avoid prolonged skin contact with the sticky viscous layer inside the tyre; and do not drink the product. OKO can be removed from the skin with soaps and industrial hand cleaners. If OKO gets in the eyes, wash with large amounts of clean water.

## **Q27. IS THE AMOUNT OF OKO APPLIED TO ANY PARTICULAR TYRE SIZE CRITICAL?**

- A. Yes. The amounts to be applied for any given tyre size are shown on the labels; the Dosage Calculator at [oko.com](http://oko.com); and the OKO application charts.

## **Q28. CAN OKO BE USED IN TYRES WITH INNER TUBES AS WELL AS TUBELESS TYRES?**

- A. Mostly, yes. OKO will seal holes in the tyre casing and in the inner tubes as well. Many bicycles have inner tubes. But for other vehicles, there are reservations. “Why use an inner tube if applying OKO (assuming the wheel rim permits tubeless tyres)?”

Inner tubes are weak. It is not possible to inspect them in use. They can be unreliable and the wall thickness inconsistent. The inner tube can move inside the tyre. Tubes tend to rip when a puncturing object remains.

OKO will function and seal holes without or with inner tubes, but the best combination for most vehicles (where the wheel rim is suitable) is to use a tubeless tyre with OKO applied. This is the less expensive and better performing option. Exceptions: On Road OKO Truck & Bus and On Road Motorcycle are recommended for tubeless tyres only.



**Q29. WHY ARE THERE DIFFERENT TYPES OF OKO? SHOULD I TAKE CARE IN CHOOSING ONE?**

- A. The OKO Group makes several different formulations. These are designed and engineered especially for certain vehicle types. You can choose the right grade of OKO via oko.com or by examining the product description on the labels of the different bottles and drums. Only use the correct grade.

**Q30. ARE THERE ANY ENVIRONMENTAL IMPACTS WHEN DISPOSING OF OKO-FITTED TYRES?**

- A. No. Tyres with OKO can be disposed of via conventional recycling. OKO Group can recommend the methods required if there is a significant amount of liquid OKO, ideally absorbed into solid waste such as sawdust.

**Q31. WILL USING OKO PREVENT THE RETREADING OF THE TYRES?**

- A. No. OKO Puncture Free is compatible with retreading methods, cold and hot cures. OKO does not have adverse effects on tyre casings or metal tyre cords. It is recommended that casings are cleaned and dried prior to treatment by the retreading company.

OKO is easy to clean with water and does not mask the punctures and holes it has sealed. It should be simple for “NDT” machines to find all the punctures sealed by OKO. The R & D of OKO has been carried out in collaboration with tyre specialists including “Rubber Consultants”, a leading Tyre & Rubber Research Institution (formerly M.R.P.R.A., owned jointly by The Malaysian & British Governments). OKO does not pose any hazards or flammability issues for retreading companies.

**Q32. DOES OKO EXTEND EFFECTIVE TYRE LIFE BY HELPING TO MAINTAIN CORRECT AIR PRESSURES?**

- A. By using OKO, it is possible to combat some porosity, the natural process of air migration through the tyre casing. By reducing the possibility of driving on under-inflated tyres, they will likely remain in use for longer. Under-inflation causes a heat build-up, and heat is the biggest enemy of tyre life. OKO also tends to retard dry rot and casing degradation. This all helps lengthen the life of the tubeless tyre.

**Q33. DOES THE USE OF OKO MAKE A TYRE WARRANTY VOID?**

- A. There is no legal reason that allows a tyre manufacturer to say that its warranties are void due to the use of OKO Tyre Sealant. Since the founding of OKO, there has been no report that OKO has caused a new tyre warranty rejection or a retread casing rejection. All OKO formulations are harmless to tyres and rubber and are compatible with tyre components.

It is possible that a retail tyre distributor may take a negative stance against OKO. This is likely due to a historic and cultural tradition of being ‘anti-sealant’ or ignorant of the modern technological information provided by OKO Group.

**Q34. CAN I USE OKO IN A TPMS-EQUIPPED VEHICLE?**

- A. Tyre sealant runs around the inside of the tyre tread. Thus in most instances it should not come into contact with an internal-type TPMS (Tyre Pressure Monitoring System) valve sensor when in use. However, when fitting OKO you may cause the sensor to be coated (or it may be splashed when in use), affecting its performance. Some TPMS valves are also too narrow in diameter to accept sealant. External-type TPMS that monitors the shape of the tyre is fully compatible with OKO. We recommend that you consult your vehicle manufacturer to check whether the TPMS system is sealant-friendly before fitting anti-puncture sealant.



# DATA SHEET OFF ROAD



## Function & Use

A powerful tyre sealant. Prevents punctures and stops deflation as you drive: seals a hole in the tread area the moment the puncture happens. Designed for use in harsh off-road environments. Lasts the legal life of the tyre. Provides a permanent seal to any hole in the tread area caused by puncturing objects with a diameter of up to 12 mm. (In practice, it has sealed holes up to 20 mm in large tyres). A minimal amount of OKO is used in making each seal. OKO Off Road remains liquid inside the tyre even after multiple sealing events. For both tubeless pneumatic tyres & inner tubes (cannot seal as large a hole in tubes, and slits will not be sealed).

## Applications

**Suitable for:** All Off Road & slower-moving vehicles, e.g.:

**Agriculture/Horticulture/Forestry** – Tractors, Harvesters, and ALL pneumatic-tyred vehicles, from wheelbarrows upwards.

**Industrial & Construction** – Forklifts; Excavators; Earth Movers; Road makers; Diggers; Wheel loaders; Refuse & waste disposal. (In forklifts and excavators, where pneumatic tyres are permitted it can replace solid-fill tyres at much lower cost and with no excessive weight or bad ride problems)

## Available In:

1250ml Bottles (12 per carton)	Individual Agricultural, Grass Cutting machines etc.
5 Litre Cans (4 per carton) +150ml injectors	For Workshops
25 Litre Drums (32 per pallet)	For Workshops
1000 Litre IBCs (1 per pallet)	For Bulk Supply



## Benefits

**Protection against flat tyres:** The cost of protecting a four-wheeled vehicle is far less than the cost of one tyre. Fit to new or fresh tyres for the maximum effect and payback.

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends tyre life by 20% on average.

**Remoulds:** OKO causes no problems. The sealant washes out easily.

**Vulcanising:** First remove OKO with water, then dry tyre with a 'BUFSOL' solution.

**Retreading:** Often limited by the life of the tyre's inner liner. OKO keeps a tyre in a 'like new condition' longer, allowing the casing to be re-treaded more often. OKO assists in making retreads last longer.

## Characteristics

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anticorrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the bottle/drum and in the tyre).

**Non Corrosive - Non Flammable - Non Hazardous - No adverse affect upon tyres or wheel rims.**

**Product** - Natural Off White colour. Viscous. Low Odour.

**Quantity** - Refer to bottle, can and drum labels or the Dosage Calculator at [www.oko.com](http://www.oko.com)

**OKO Sealant Tariff Number:**  
HS 3824 99 96 (3824 99 96 99, non-EU)

**Sold separately:** An adjustable, all-alloy OKO Pump fits the 25L drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

**OKO Drum Application Pump & Tyre Sealant Injector -**  
Tariff Number: HS 8413 20 00 (HS 8413 20 00 90, non-EU)

## Precautions

Keep out of the reach of children. Wear eye protection. Do not swallow. No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations. (MSDS available on request).

**Speed:** OKO Off Road is designed for slower moving vehicles. It should not be used in On Road vehicles or driven regularly at speeds over 80 km/h (50 mph).



# OKO

## TRUCK & BUS ON ROAD HEAVY VEHICLE DATA SHEET

### FUNCTION & USE

A tyre sealant designed to deal with On Road speeds in the tyres of heavy trucks, trailers and buses.

Prevents punctures of up to 8mm diameter and stops tyre deflation as you drive: seals a hole in the tread area the moment the puncture happens.

Copes with the friction and heat inside fast-moving tyres: reduces the temperature and lessens the loss of air. In a matched 5-month European test, the OKO Truck & Bus-equipped truck had 20% less tyre wear than the non-OKO truck. On the steer tyres, the difference was 40%.

Lasts 100,000 - 140,000 km (60,000 – 90,000 miles) before more sealant should be injected (if the tyre is still usable) to maintain a liquid layer: the longer duration can be expected in cool climates.

Only a small amount is used in making each seal. Truck & Bus remains liquid inside the tyre even after multiple sealing events.

For tubeless pneumatic tyres: inner tubes are too weak inside fast road-going vehicles and cannot be sealed reliably.

### APPLICATIONS

**Suitable for:** Heavy trucks and semi-trailers over approximately 5 tonnes (Owner/Drivers; Fleets: Freight Forwarders; Trailer Rental companies); Buses and Coaches.

### BENEFITS

**Protection against flat tyres:** The cost of protecting a four-wheeled vehicle is far less than the cost of one tyre. Fit to new or fresh tyres for the maximum effect and payback.

**Avoid downtime:** Just-In-Time deliveries require certainty that the vehicle will not be delayed.

Passenger vehicles cannot afford irate, stranded customers.

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends tyre life by at least 20%.

**Remoulds:** OKO causes no problems. The sealant washes out easily.

**Vulcanising:** First remove OKO with water, then dry tyre with a 'BUFSOL' solution.

**Retreading:** Often limited by the life of the tyre's inner liner. OKO keeps a tyre in a 'like new condition' longer, allowing the casing to be re-treaded more often. OKO assists in making retreads last longer.



### CHARACTERISTICS

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anti-corrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the drum and in the tyre). Cleans away with water.

**Non Corrosive - Non Flammable - Non Hazardous - No adverse affect upon tyres or wheel rims.**

**Product** - Salmon red colour. Viscous. Low odour.

**Quantity** - Refer to can and drum labels or the Dosage Calculator at [www.oko.com](http://www.oko.com)

### AVAILABLE IN:

**5 Litre Cans** (4 per box + 150ml Injectors)

For Workshops

**25 Litre Drums** (32 per pallet)

For Workshops

**1000 Litre IBCs** (1 per pallet)

For Bulk Supply

### OKO Sealant Tariff Number:

HS 3824 99 96 (3824 99 96 99, non-EU)

**Sold separately:** An adjustable, all-alloy OKO Pump fits the 25L drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

### OKO Pressure Application Pump and Tyre Sealant

**Injectors:** Tariff Number: HS 8413 20 00 (8413 20 00 90, non-EU)

### PRECAUTIONS

Keep out of the reach of children. Wear eye protection. Do not swallow.

No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations. (MSDS available on request).

Fit Truck & Bus to all the vehicle's tyres to avoid any adverse effect on ride quality.



Made in UK

# OKO

## DATA SHEET MINING X-TRA HEAVY DUTY

### FUNCTION & USE

An extra-heavy duty tyre sealant. Prevents punctures and stops tyre deflation as you drive: seals a hole in the tread area the moment the puncture happens. Designed for use in large tyres, in the very harshest off-road environments. Lasts the legal life of the tyre.

Provides a permanent seal to any hole in the tread area caused by puncturing objects with a diameter of up to 20mm, in the largest tubeless tyres. (May seal larger holes, but then the tyre is likely to be structurally damaged).

Only a small amount of OKO is used in making each seal. OKO Mining remains liquid inside the tyre even after multiple sealing events.

For both tubeless pneumatic tyres & inner tubes (cannot seal as large a hole in tubes, and slits will not be sealed).

### APPLICATIONS

**Recommended for:** Off Road & slower-moving vehicles with large tyres (c. 25 inches or larger diameter) running on bad terrain. e.g.:

**Mining and Quarrying** – ALL pneumatic-tyred vehicles. (Using the maximum recommended dosage, it can replace solid-fill tyres at much lower cost and with no excessive weight or bad ride problems)

**Industrial & Construction** – Excavators; Earth Movers; Road makers; Diggers; Wheel loaders; Refuse & waste disposal.

### BENEFITS

**Protection against flat tyres:** The cost of protecting a four-wheeled vehicle is far less than the cost of one tyre. Fit to new or fresh tyres for the maximum effect and payback.

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends tyre life by 20% on average.

**Remoulds:** OKO causes no problems. The sealant washes out easily.

**Vulcanising:** First remove OKO with water, then dry tyre with a 'BUFSOL' solution.

**Retreading:** Often limited by the life of the tyre's inner liner. OKO keeps a tyre in a 'like new condition' longer, allowing the casing to be re-treaded more often. OKO assists in making retreads last longer.

### CHARACTERISTICS

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anticorrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the bottle/drum and in the tyre).

**Non Corrosive - Non Flammable - Non Hazardous - No adverse affect upon tyres or wheel rims.**

**Product** - Purple colour. Viscous. Low odour.

**Quantity** - Refer to bottle, drum label or see the Dosage Calculator at [www.oko.com](http://www.oko.com)

### AVAILABLE IN:

25 Litre Drums (32 per pallet)	For Workshop Fitment.
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220 Litre Drums (4 per pallet)	For Workshop Fitment.
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1000 Litre IBCs (1 per pallet)	For Bulk Supply.
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**OKO Sealant Tariff Number:**  
HS 3824 99 96 99

**Sold separately:** An adjustable, all-alloy OKO Pump fits the drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

**OKO Pressure Application Pump Tariff Number:**  
HS 8413 20 00 90

OR many users pour pre-measured pails or full drums into the open tyre well when fitting a new tyre.



### PRECAUTIONS

Keep out of the reach of children. Wear eye protection. Do not swallow. No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations. (MSDS available on request).

**Speed:** OKO Mining Xtra Heavy Duty is designed for slower moving heavy industrial vehicles. It should not be used in On Road vehicles or driven regularly at speeds in excess of 80 km/h (50 mph).





# OKO

## DATA SHEET ON ROAD GRADE Light Vehicles

### FUNCTION & USE

A tyre sealant designed to deal with On Road speeds in the tyres of lighter vehicles. Prevents punctures of up to 7mm diameter and stops tyre deflation as you drive: seals a hole in the tread area the moment the puncture happens. Copes with the friction and heat inside fast-moving tyres: reduces the temperature and lessens the loss of air. Only a small amount is used in making each seal. On Road Grade remains liquid inside the tyre even after multiple sealing events. For tubeless pneumatic tyres only: inner tubes are too weak inside fast road-going vehicles and cannot be sealed reliably.

### APPLICATIONS

**Suitable for:** preventative use in: Light Commercial Vehicles under approximately 5 tonnes (Owner/Drivers; Fleets: Delivery Companies); 4x4s with on/off road high profile tyres; Recreational Vehicles (RVs)/Motorhomes; Caravans; Boat and Horse trailers; Mobile Homes.

**Passenger Cars:** only to be used as a temporary tyre repair method.

### CHARACTERISTICS

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anti-corrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the drum and in the tyre). Cleans away with water.

**Non Corrosive - Non Flammable - Non Hazardous - No adverse affect upon tyres, steel or alloy wheel rims (do not use on chrome-plated rims which are weak and can be affected by any chemical).**

**Product** – Light blue colour. Viscous. Low odour.

**Quantity** - Refer to bottle/drum label or the Dosage Calculator at [www.oko.com](http://www.oko.com)



### BENEFITS

**Protection against flat tyres:** The cost of protecting a four-wheeled vehicle is far less than the cost of one tyre. Fit to new or fresh tyres for the maximum effect and payback.

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends tyre life by at least 20%.

**Avoid downtime/worry:** Business deliveries require on-time performance. No private driver wants to be stranded far from home in a dangerous place.

### AVAILABLE IN:

1250ml Bottles (12 per carton)

For individual users.

(Integral filling cap contains valve core remover and filling tube)

25 Litre Drums (32 per pallet)

For Workshop Fitment.

220 Litre Drums (4 per pallet)

For Workshop Fitment.

### OKO Sealant Tariff Number:

HS 3824 99 96 99

**Sold separately:** An adjustable, all-alloy OKO Pump fits the drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

### OKO Pressure Application Pump Tariff Number:

HS 8413 20 00 90



### PRECAUTIONS

Keep out of the reach of children. Wear eye protection. Do not swallow.

No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations. (MSDS available on request).

Have all wheels/tyres professionally balanced and tracking adjusted correctly before fitting On Road Grade to a light vehicle.

Fit in the recommended dose to all the vehicle's tyres to avoid any adverse effect on ride quality.

Vehicles with Tyre Pressure Monitoring Systems (TPMS) fitted in their valves often have restricted-diameter valve stems that cannot accept sealant injection: consult your manufacturer before attempting to apply On Road Grade. Vehicles with external TPMS that monitor wheel speed do not have this problem.

Low-profile, fast-rated sports tyres are very stiff and have internal vanes that can disrupt sealant flow: they are the most likely to experience steering wheel wobble at certain speeds. We do not therefore recommend the preventative use of On Road Grade in any vehicle with 40 profile or lower tyres, or those with a V or higher speed rating.



Made in UK

# OKO

## DATA SHEET QUAD/ATV

### FUNCTION & USE

**A unique sealant that has the strength to seal Off Road punctures, and also to cope with the friction and heat of racing and On Road Quads/ ATVs.**

Prevents punctures of up to 7mm diameter in tubeless Quad/ ATV tyres (4mm in inner tubes) and stops tyre deflation as you drive: seals a hole in the tread area. Reduces tyre temperature and lessens the loss of air.

This product lasts for the legal life of the machine's tyres. Only a small amount is used in making each seal. The rest remains liquid inside the tyre even after multiple sealing events.

### APPLICATIONS

OKO works best in tubeless pneumatic tyres: inner tubes are weak and can be torn.

In race use and on bad terrain generally, it allows you to reduce pressure for maximum traction.

It was tested successfully by the Polaris France works team, who won races using OKO Quad/ATV.

### BENEFITS

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends its life by 20% on average.

**Safety:** Eliminates the insecurity and danger of a puncture at speed: even if the damage is severe, it allows you to slow to a stop.

**Security:** Reduces the risk of being stuck deep in the country, or losing a race due to a puncture.

**Economy:** Lowers puncture repair/replacement costs.



### CHARACTERISTICS

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anti-corrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the bottle and in the tyre). Cleans away with water.

**Non Corrosive - Non Flammable - Non Hazardous - No adverse affect upon tyres,** steel or alloy wheel rims (do not use on chrome rims which are weak and can be affected by any chemical).

**Products** –Reddish-pink colour. Semi-viscous. Low odour.

**Quantity** - Refer to bottle, can and drum labels or the Dosage Calculator at [www.oko.com](http://www.oko.com)

### AVAILABLE IN:

**1250ml Bottles** (12 per carton)

For individual users  
(cap contains valve core  
remover and filling tube)

**5 Litre Cans** (4 per carton)

with 150ml injector for  
clean, accurate application

**25 Litre Drums** (32 per pallet)

For Workshop Fitment

**OKO Sealant Tariff Number:** HS 3824 99 96 (3824 99 96 99, non-EU)

**Sold separately:** An adjustable, all-alloy OKO Pump fits the drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

**OKO Pressure Application Pump Tariff Number:** HS 8413 20 00 (8413 20 00 90, non-EU)



### PRECAUTIONS

Keep out of the reach of children. Wear eye protection. Do not swallow.

No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations.

(MSDS available on request).



Made in UK



# OKO

## DATA SHEET MOTORCYCLES

### FUNCTION & USE

**On Road Motorcycle:** designed to deal with On Road speeds. Prevents punctures of up to 5mm diameter in tubeless tyres and stops tyre deflation as you ride: seals a hole in the tread area. Copes with the friction and heat inside fast-moving tyres: reduces the temperature and lessens the loss of air.

**X-Treme Dirt Bike:** a unique sealant designed for the worst Off Road race conditions. Seals up to 9mm holes and slits, when used with a thick latex tube. Also suitable for off road tubeless conversions and speed-limited on road machines.

Both grades normally last for the legal life of a motorcycle's tyres. Only a small amount is used in making each seal. The rest remains liquid inside the tyre even after multiple sealing events.

### APPLICATIONS

We recommend On Road Motorcycle only for tubeless pneumatic tyres: inner tubes are weak and can be torn. If you use the sealant in inner tubes, it may slow down the rate of deflation but not seal the hole permanently.

For mopeds/scooters with tubes, use OKO X-Treme Dirt Bike. Enduro, Motocross, Trial and Dirt Bikes in general should use X-Treme Dirt Bike. For most riders, it makes mousse unnecessary, at a fraction of the cost and without worsening the ride. Allows you to reduce pressure for maximum traction.

### BENEFITS

**Tyre life extension:** By keeping air in the tyre, and cooling and conditioning it from inside, OKO extends tyre life by 20% on average.

**Safety:** Eliminates the insecurity and danger of a puncture at speed: even if the damage is severe, it allows you to slow to a stop.

**Security:** Reduces the risk of being stuck deep in the country, or losing a race due to a puncture.

**Economy:** Lowers puncture repair costs.



Made in UK

### CHARACTERISTICS

An aqueous glycol based solution comprising specially treated constituents of the highest grade, environmentally-friendly rust inhibitors for anti-corrosion purposes, adhesion agents, gums and preservatives, held in suspension to provide a carefully engineered matrix. No shaking is necessary (unlike many other sealants that separate in the bottle and in the tyre). Cleans away with water.

**Non Corrosive -  
Non Flammable -  
Non Hazardous -  
No adverse affect upon  
tyres, steel or alloy wheel  
rims (do not use on  
traditional chrome-plated rims which are weak and can be  
affected by any chemical).**



**Product - On Road Motorcycle:** Light green colour, freer-flowing.

**X-Treme Dirt Bike:** Natural Off-White colour, more viscous. Low odour.

**Quantity -** Refer to bottle, drum label or [www.oko.com](http://www.oko.com)

### AVAILABLE IN:

<b>ON ROAD MOTORCYCLE:</b> 800ml Bottles (12 per carton)	For individual users (cap contains valve core remover and filling tube)
<b>X-TREME DIRT BIKE:</b> 800ml Bottles (12 per carton)	For individual users (cap contains valve core remover and filling tube)
<b>BOTH:</b> 5 Litre Cans (4 per carton) (with 150ml sealant injector)	For Workshop Fitment
<b>BOTH:</b> 25 Litre Drums (32 per Pallet)	For Workshop Fitment

**OKO Sealant Tariff Number:**

HS 3824 99 96 99

**Sold separately:** An adjustable, all-alloy OKO Pump fits the drum and applies pre-measured OKO at up to 250ml per downward stroke, against up to 60 psi/4.1 bar tyre pressure.

**OKO Pressure Application Pump and Injector**

**Tariff Number:** HS 8413 20 00 00

### PRECAUTIONS

Keep out of the reach of children. Wear eye protection. Do not swallow.

No specific risk and safety labels or warnings are required since this product is not classified as hazardous under current regulations. (MSDS available on request).

# OKO Bike Range DATA SHEET

**OKO Magic Milk™**. The next generation tubeless sealant Formulated to avoid the problems of conventional tubeless products.

Lasts longer- proven to seal stronger - does not ball up - easy to top up - coats the whole inner tyre.

Ammonia-free - non-allergenic - safe for tyres, rims and skin.

Can be used neat, or diluted to individual preference. (Don't try this with other brands...)

**Magic Milk™**  
**Tubeless**

**Magic Milk™ Tubeless:** a free-flowing, white liquid that out-performs the brand-leading tubeless sealant.

It is technically superior, offers better value and is an ideal choice for regular MTB riders. Seals up to 6mm holes.

Perfect for tubeless-ready conversions.

Packed in:

65ml 'Backpack Pack'/250ml/500ml/  
1 Litre bottles: 5 Litre workshop  
can (now with 150ml injector)



**Magic Milk™**  
**HI-FIBRE**

**Magic Milk™ Hi-Fibre Race:** a premium formula containing a matrix of fibres that knit together to seal punctures in high pressure, and low pressure situations that defeat competitive sealant.

Tested and proven by World Cup-winning MTB, Downhill and Road Race teams (can be used in tubulars and tubed road tyres as well as tubeless). Seals up to 7mm holes.

Packed in:

Packed in: 65ml  
'Backpack Pack'/  
250ml/500ml/1 Litre  
bottles: 5 Litre  
workshop can (now  
with 150ml injector)







# Puncture free Bike

A versatile tubed sealant, suitable for any speed. Stops deflations as you ride, by permanently sealing the hole in the tread area the moment it happens. Has a multi-hole sealing capability.

Ideal for e-bikes: use it to avoid difficult tyre/tube replacements. Also for commuter/touring/rental bikes, and on/off road MTB users.

Remains functional for the life of the tyre. Seals a puncturing object with a diameter of up to 4 mm in tubes – bigger than competitors.

In comparison tests with other sealants, Puncture Free was the only sealant to permanently seal three holes, all made at the same time. OKO sealed the holes in less than half a revolution of the wheel.

Light blue liquid, with aramid and other fibres for high security and peace of mind.

Packed in:

250ml bottle:  
NEW 5 Litre workshop can  
(sold with Presta/  
Schrader 150ml injector):

25 Litre workshop drum,  
plus an adjustable Presta/  
Schrader alloy pump:  
fantastic service margin.



## OKO Tyre Sealant Injector

A device that doses precise amounts of sealant into tyres or inner tubes. Avoids under-use or excess tyre weight. Also a versatile workshop tool for injecting lubes etc.

Screws onto Schrader and (removable-core) Presta valve stems: includes a valve core remover.

UNIQUE Large-Capacity 150ml Injector: Can deliver to all bike tyres in 1 shot: also great for motorbikes and other vehicles.



# X-TREME DIRT BIKE

A NEW Super-Concentrated Off Road tube sealant. Strong enough for Off Road Motorbike tubes: unbeatable for Mountain Bike tubes.

Designed to combat up to 7mm 'snake bites'/pinch flats. Nothing else comes close. Can also be used in full UST systems where the tyre fits the rim perfectly.

Natural colour liquid, with a matrix of fibres and rubber for maximum sealing strength.

Packed in:

NEW 800ml bottle: NEW 5 Litre workshop can (sold with Presta/Schrader 150ml injector):

25 Litre workshop drum,  
plus an adjustable Presta/  
Schrader alloy pump:  
fantastic service margin



## Characteristics

### Sealants

All are Non Corrosive - Non Flammable - Non Hazardous  
No adverse affect upon tyres or rims.  
Quantity to Apply: refer to bottle & drum label, or [www.oko.com](http://www.oko.com)

### 2 Tariff Numbers

OKO Sealants: HS 3824 99 96 (3824 00 96 99, non-EU)  
Bike Drum Pump/ Injectors: HS 8413 20 00 (8413 20 00 90, non-EU)

### Precautions

No risk and safety labels or warnings are required since these products are not classified as hazardous under the latest regulations.



