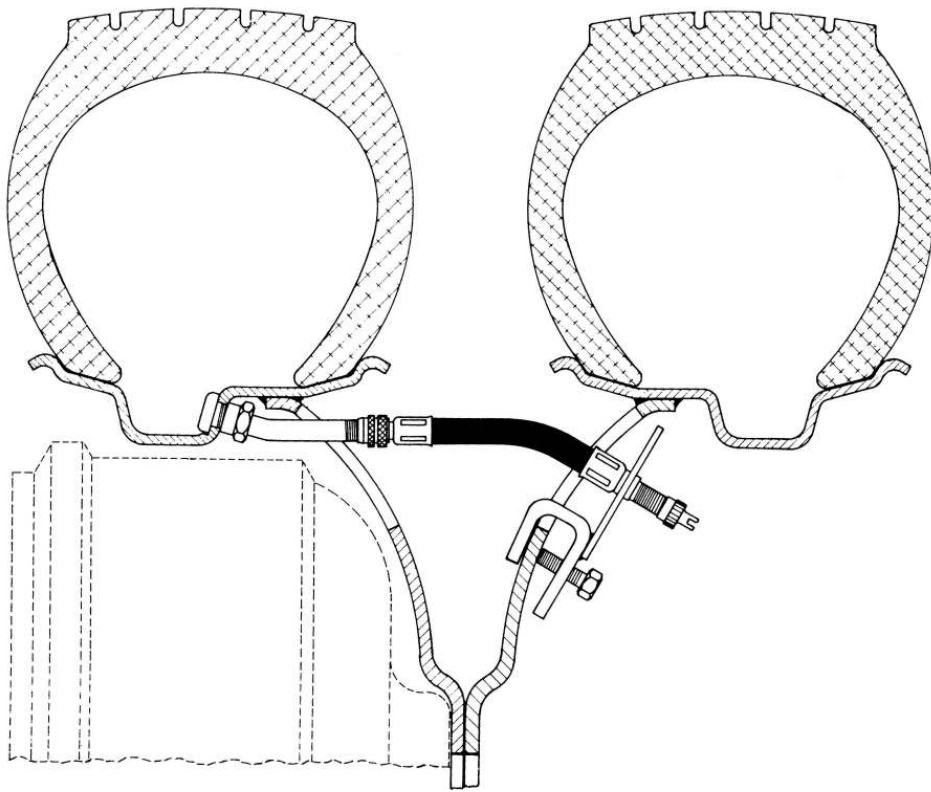




# TUBELESS TYRE VALVES FOR TRUCK AND BUS - RECOMMENDED MOUNTING PROCEEDURE



## **TRITON TUBELESS CLAMP-IN VALVES FOR TRUCKS: RELIABILITY**

- Tubeless tyre mounting can be jeopardized by poorly fitted valve stem.
- Triton tubeless valves for trucks / buses give the best results due to their high quality and manufacturing.
- Valve functions properly due to
  - a sealed (fitted) heat resistance core which withstands high temperatures and regulates pressure.
  - a heat resistant metallic cap with sealing washer which makes the valve completely air tight.

### **VALVE MOUNTING INFORMATION**

1. Rim valve holes should be checked for free from burr / damages and shall be cleaned.
2. Replace the used valve with the new valve set whenever new tyre is mounted.
3. Tighten the valve on to rim upto the recommended tightening torque (12-15 Nm / 80-125 inch-pounds).
4. Replace with the new valve set whenever badly damaged valve is observed in the rim.
5. Replace the rubber o ring / grommet each time you remove the tyre. (V9-11-5 'O' ring / T RG 300 as the case may be).
6. The use of seal type cap is necessary to avoid dust and probable leak from valve core.
7. To make the inner rear tyre inflation much easier, use flexible extensions mounted on to the original tyre valve without removing the valve core to provide a convenient air service.
8. For best results check tyre pressure when the tyres are cold or when the vehicle has not been driven for several hours. Consult 'customer manual' for the recommended air pressure for your tyres.

9. Whenever required replace the defective cores with the genuine cores TR C1-INS using proper core remover / tightening tool TST-1. Recommended core tightening torque  $3 \pm 0.5$  kgf-cm.
10. Use calibrated pressure gauges to ensure the correct air pressure. Air chucks shall be defect free and shall not damage / bend the cores.
11. Tyre valves must not project beyond the tyre side wall.
12. Use TPMS for the better monitoring of air pressure of all tyres by the driver at his cabin leading to increased tyre life, increased fuel economy, increased safety and improved vehicle handling.
13. Tyre valves and tools should only be used by individuals that have been properly trained according to the regulations.
14. Replaceable parts shall be procured from the valve manufacturers for dependability.
15. Records of weekly tyre check/ pressure readings and tyre changes with the reasons on why-so that you can identify any inherent and for historical problems.

Why change valves:-

- Bending from centrifugal force.
- Extreme temperature change due to their close proximity to break drums / disks.
- Poor weather conditions and salt.
- Natural ageing of the rubber.
- Presence of hydrocarbons.



**TRITON VALVES LTD.**

**Manufacturer of tyre valves, cores & accessories**

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VALVE CORE: TRC1 (INS)(B)



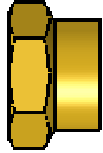
VALVE CAP: T-VC 3-1



VALVE CORE: TRC1 (INS)(B)



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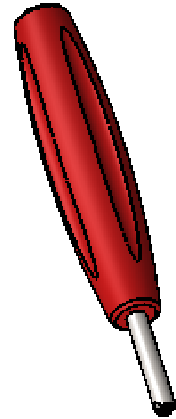
RIM NUT: V9-07-2

RIM NUT: V9-07-2

RUBBER O-RING: V9-11-5



RUBBER O-RING: V9-11-5



CORE TIGHTNER: TST - 1

VALVE CORE: TRC1 (INS)(B)



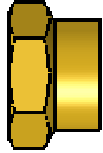
VALVE CAP: T-VC 3-1



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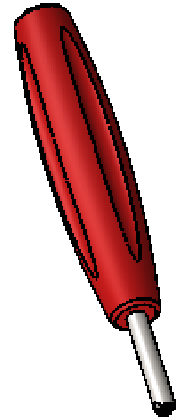
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RUBBER O-RING: V9-11-5



RUBBER O-RING: V9-11-5



CORE TIGHTNER: TST - 1

V3-20 SERIES PRODUCT  
SUITABLE FOR TRUCK/BUS RIM WITH 15° CENTER

**TRITON VALVES LIMITED**  
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MYSORE - 570 018

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D.R.#.NO.: CS 0637-4

