

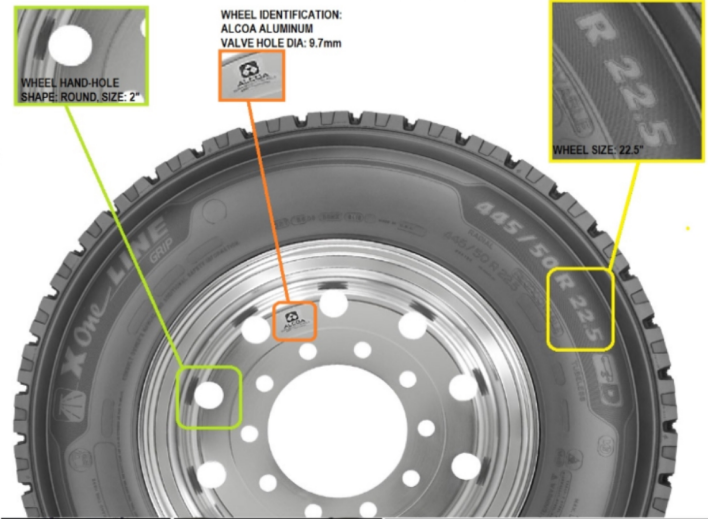
DUAL VALVE INSTALLATION INSTRUCTIONS:

PRE-INSTALL

A. Do you have the Correct Duallyvalve Kit? (Refer to the Application Chart)
See Wheel Identification image for help >>>

1. What is your wheel size? Ex. 15", 16", 17", 19.5", 22.5"
2. What is your INNER DUAL WHEEL / OUTER DUAL WHEEL type?
Ex. STEEL/STEEL, STEEL/ALUM ALCOA, STEEL/ALUM ACCURIDE, STEEL/STYLIZED CHROME, ALUM/ALUM (ALCOA or ACCURIDE)
Note: Steel is painted Grey, Black or White (Magnetic); Aluminum looks like foil and is shiny and has a metal valve stem installed already. Look for a TR# near the valve cap engraved in the stem.
3. Determine the stabilizer shape and size.
What is the shape and size of the hand-holes in the outer dual wheel?
(Not the simulator/Wheel cover) Ex. Oval or Round; Ex. 3"x1-1/4" or 2"
4. What is the Year of the chassis on your vehicle?
5. What is the chassis of your vehicle?
Ex. Sprinter, Ford E350, Chevy 3500, Freightliner, Diesel pusher

WHEEL IDENTIFICATION HELP:



B. Verify Valve Hole Diameter:
Alloy/Alum (.388 / 9.7mm) or Steel (.453 or .625)

C. Break bead on tire, take out old stem & Inspect Wheel/ Valve hole
look for Cracks, Burs, Pits & Damaged or Elongated Valve Holes.



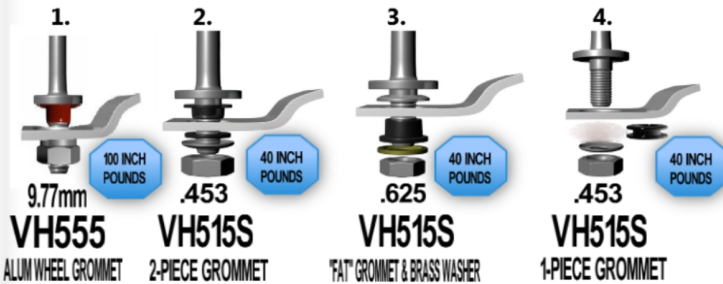
TORQUE
SPECS



D. See Valve Stem Charts below to determine Grommet set-up and

REVERSE MOUNT VALVE STEM CHART :

(Nut Goes on the INSIDE of the wheel)



APPLY THREAD
LOCKER TO
ALL REVERSE
MOUNT VALVE
STEM THREADS
TO KEEP NUT IN
PLACE

REGULAR MOUNT VALVE STEM CHART :

(Nut Goes on the OUTSIDE of the wheel)



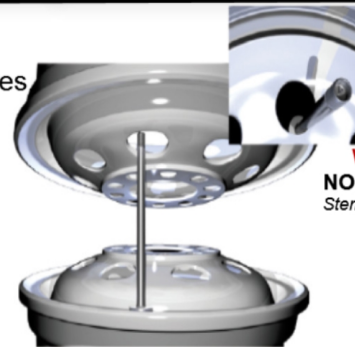
STEP 1 INSTALL VALVE STEMS

Regular and/or Reverse Mount Valve Stems, Torque & Air-up tires
Note: During grommet assembly make sure all surfaces are clean, free of dust and dry.

STEP 2 STACK THE DUAL WHEELS

(On the ground outside of the vehicle)

To see if the inner stem is centered in the outer Hand-Hole.
Note: If centered skip to step 5.

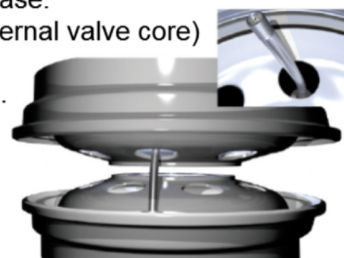


WARNING:
NOT CENTERED
Stem is Touching Rim

STEP 3 BEND

Bending Inner Dual Stem to Center in the Outer Dual Hand-Hole

1. Keep valve cap on to protect the threads and support the base.
2. Slip pipe over valve stem mid-way for leverage (Beyond internal valve core)
NOTE: The core is located ~1" down from the threads.
Slowly bend while supporting the base with your other hand.



CORRECT:
CENTERED

STEP 4 RE-STACK

The Dual wheels

To confirm the inner stem is centered in the outer Hand-Hole.

STEP 5 LEAK TEST VALVE STEMS

Spray soapy water at the base and the tip of the valve stem to make sure that there are no leaks.

*Note: If it is leaking at the base it's the valve stem grommet. Need to re-install using a **NEW GROMMET**. (Additional grommets provided in most Duallyvalve kits)
If it leaking at the tip, then the valve core needs to be inspected and re-installed, using a valve core removal tool. (PN#AS620)*



STEP 6 INSTALL WHEELS BACK ON VEHICLE

Make sure that the Inner dual and the Outer dual valve stems are mounted opposite of each other.

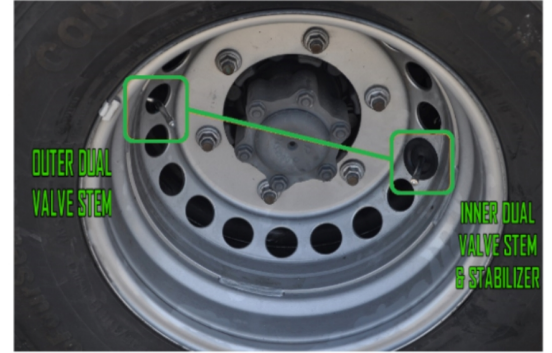
See example >>>



NOT NEXT TO EACH OTHER

NOT IN THE SAME HAND-HOLE

OPPOSITE OF EACH OTHER



EXAMPLE OF VALVE STEMS INSTALLED OPPOSITE OF EACH OTHER IN A SPRINTER STEEL WHEEL. DUALYVALVE KIT PN#DL1SP13

STEP 7 INSTALL STABILIZERS (If applicable)

- * Take the valve cap off.
- * Warm stabilizers, makes them more pliable. (Rubber)
- * Slide the stabilizer over the end of the Valve stem, start by slipping the edge of the hand-hole into one side of the stabilizer groove.

Note: You can also use a flat edged screwdriver to work the stabilize into the wheel. (The stabilizer does not go into the simulator/cover)

Stabilizers are meant to go into the outer dual wheel and support the long inner dual valve stem. We recommend stabilizing all valve stems off 7" and up.



STABILIZER INSTALL

(REF KITS:DLISPAL, DLISPAA)
Note: DLSPAL stabilizer is the most difficult. May be easier to install in the hand-hole in the wheel and then slide valve through it. (After steps 4 & 5)

HEAVY-DUTY METAL ZIP-TIE

SIMULATOR CUTTING STEMS



DL1SP13 FRONT WHEEL



LAST STEP INSTALL WHEEL COVER (If applicable)

Valve stems should NOT TOUCH the edge of the simulator.

Note: Suggested min clearance 1/2". You can trim or cut your wheel cover. (No sharp edges)

We also recommend Wire-Tie or Heavy-Duty Zip-Tie your "clip-on" simulator covers to the wheel underneath.

COMMONLY ASKED DUALYVALVE QUESTIONS

- Q: What are Duallyvalve Stems Made out of?**
They are made of Brass. If you have chrome stems, they are just Chrome plated Brass.
- Q: What is the PSI Rating for Duallyvalve Stems?**
MAX 200 PSI
- Q: What is the Duallyvalve Stem Cap Thread Size?**
Duallyvalve stems use a standard cap thread .305-32. Note: Large Bore Cap thread is .482-26
- Q: Are Duallyvalve Stems Bendable?**
Yes. They are Brass which is bendable. We only recommend bending the long inner dual stems (See step 3). Short and Curved stems require a special bending tool: Do Not attempt to bend.
- Q: What If I don't see my Vehicle on the Duallyvalve Application chart?**
Give us a call with Your Vehicle information needed to help determine your kit (See Pre-Install A)
We would be glad to help piece a kit together.
- Q: Can I just Purchase individual parts I need from my Duallyvalve kit?**
Yes. Please give us a call and let us know what you need and what kit # you have installed. 818-352-8717 x111

STOCK & TRADE

PN#	DESCRIPTION:
DLPACKET	.453 Grommet Accessory Kit 16" STEEL WHEELS
DLPACKET.G25	.625 Grommet Accessory Kit 19.5"-22.5" STEEL WHEELS
DLPACKETAL	9.7mm Grommet Accessory Kit ALUMINUM WHEELS
VH5ISBW	Brass Washer for .625
VH5ISCCW	Large Metal Concave Washer, OD : 20mm, ID: 10mm
VH5ISPPW	Small Metal Concave Washer, (vs-8) OD: 15mm, ID: 10mm - SPRINTER
DIG55	Chrome Metal Valve Cap (Dome Top)
HEXNUT	Chrome Duallyvalve HexNut .375-32
HAHN22	Chrome Duallyvalve HexNut for 540 & 550 Alum Valve Stems
VHCI-1	High Temp Standard valve core TRCI Qty:1
EQFVC	Filtered valve core (Used with Balancing Compounds)
AS620	Valve Core Removal Tool

Warranty

Duallyvalve Parts 3 Years. To reduce potential future air leaks; we recommend after 5 years replacing the rubber seals on the valve stems.

TPMS

Duallyvalve stems DO NOT work with INTERNAL TPMS unless it is attached to a band in the tire and not connected to the valve stem in any way. Duallyvalves can work with External TPMS that go on the end of the valve stem.

Balancing

Having Duallyvalves makes it difficult for the tire shop to balance your inner tires on a standard machine due to the long inner valve stem. Duallyvalve is compatible with internal Balancing Compounds. There are some internal balancing compounds that require a filtered valve core.

Tire Rotation

Having Duallyvalves make it difficult for the tire shop to rotate your tires. Inner stems, Outer stems and Front stems are all different. You can rotate Inner with Inner, Outer with Outer and Front with Front; or you can change the valve positions and just replace the rubber valve stem grommets.

INSTALLER NOTES:

Any local Truck Tire Shop should be able to install Duallyvalves. Please call if you have any questions. 800.300.2674, 818-352-8717 x111 M-F 8:30am-5pm PST (Excluding Holidays) Installer Feedback appreciated. Email: support@yourtiresupply.com with Installer name, phone & address.