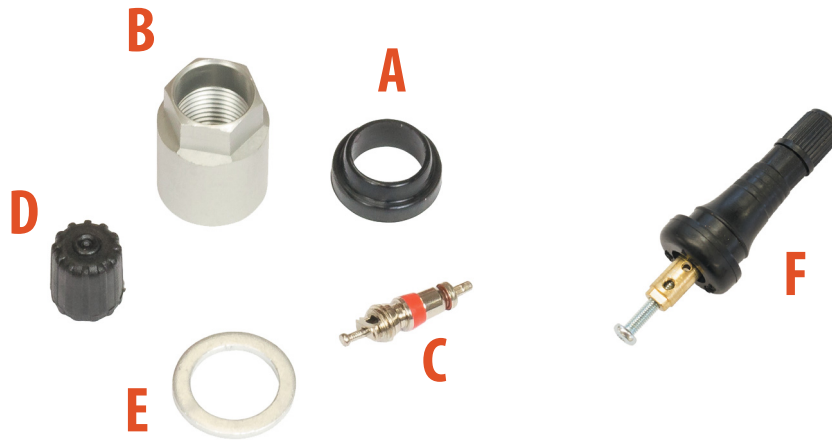


SERVICE KIT COMPONENTS



The OEM requires that the valve stem components are replaced every time the tire is serviced on vehicles with TPMS.

CLAMP-IN KIT COMPONENT	REPLACEMENT REASON	RESULT
(A) GROMMET/SEAL	Crack, deteriorate and leak over time	Leak path at valve stem
(B) HEX NUT	Plating worn off, threads corrode	Leak path at valve stem
(C) VALVE CORE	Nickel plating strips leading to galvanic corrosion/oxidation and seized valve cores	Leak at valve core, potential broken valve stem
(D) VALVE CAP W/SEAL	Valve cap seal wear	Allows moisture into core
(E) METAL WASHER (SOME APPLICATIONS)	Washer conforms to rim during installation	Leak path at valve stem

SNAP-IN KIT COMPONENT	REPLACEMENT REASON	RESULT
(F) RUBBER TPMS SNAP-IN VALVE	Crack, deteriorate and leak over time	Leak path at valve stem

Refer to manufacturer's specifications for proper torque requirements when replacing hex nuts and valve cores. These specifications can be found in the PREMA TPMS Service Kit Application Guide.