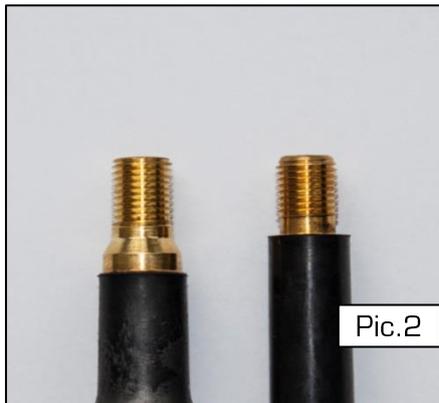


## **ASSEMBLY INSTRUCTION FOR TPMS SERVICE KITS**

### **1. IS A DIRECT TPMS SYSTEM INSTALLED?**

At the beginning of the tyre removal, you have to check whether a direct TPMS system is installed in the vehicle ("Test before touch"). Therefore, it is recommended to read the sensors with a TPMS programming tool. If the tool recognizes a sensor, a direct TPMS system is installed.

Generally, it is difficult to recognize a direct TPMS when looking at the valve. Nevertheless, please check whether an aluminium valve is assembled. This could be an indicator for a direct TPMS (see Pic. 1).



Also in case of a snap-in valve, there exist some characteristics which give hints that a direct TPMS is installed. The rubber coating ends in the most cases 6mm before the thread. The end of the rubber coating for standard snap-in valves without sensor is directly on the thread (see Pic.2).

### **2. REMOVAL OF THE TYRE AND THE TPMS SENSORS**

Please respect the following points:



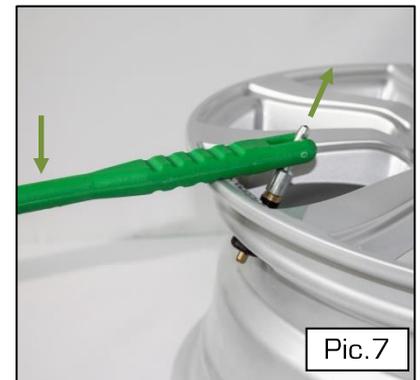
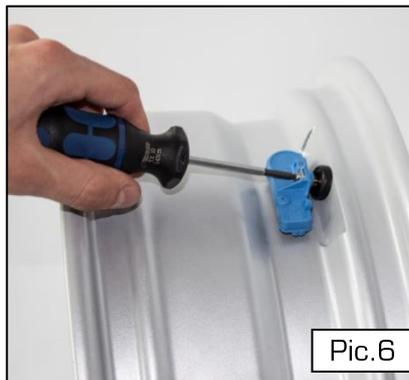
It is important that the TPMS Sensor is on the opposite side of the bead breaker, when the tyre is pressed down on the rim (see Pic.3).

During the process of disassembly there must not be any pressure on the sensor. There is a danger of destroying the sensor while pressing the tyre bead off the rim.

While pulling the upper tyre bead off the rim, the valve should be located shortly before the mounting head and ca. 15 cm away from the tyre lever (see Pic. 4). The upper tyre bead should now be pressed off the rim clockwise. To pull off the lower tyre bead, repeat the whole process.



If a metal valve had been installed, the nut can be screwed off with a suitable tool (see Pic. 5). If it is a rubber valve, the sensor has to be disconnected in a first step with a torx screwdriver from the valve (see Pic. 6). Afterwards, the valve can be cut in at the lower end and pulled out of the rim with a valve mounting tool (see Pic. 7).



### 3. IDENTIFYING THE SUITABLE TPMS SERVICE KIT

If the sensor is fully operational and can still be used, please identify the suitable Service Kit. For this, HOFMANN POWER WEIGHT offers the customers an application guide for TPMS Service Kits. Here we show the suitable Service Kits for the respective vehicle and further useful information (see Pic. 8).

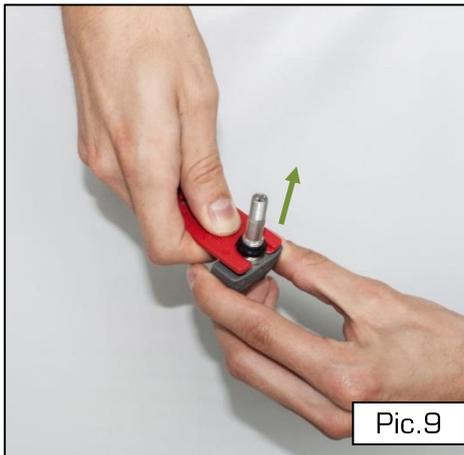
Pic. 8

| Vehicle        |                   | Sensor                 |                  | TPMS Service Kit                             |                                |   |            |              |
|----------------|-------------------|------------------------|------------------|--|--------------------------------|---|------------|--------------|
| Model          | Construction year | Manufacturer OE-Sensor | OE Sensor Number | Schrader Electronics-No. (old)               | Schrader Electronics-No. (new) | HPW*  | Torque Nut | Torque Screw |
| <b>Porsche</b> |                   |                        |                  |  |                                |   |            |              |
| 911            | 2004 - 04/2008    | Huf                    | 997 606 021 00   | 65731-67<br>65732-67<br>65733-67<br>65734-67 | 5009<br>5010<br>5011<br>5012   | 0401-0022-409<br>0401-0022-410<br>0401-0022-411<br>0401-0022-412<br>0401-0022-441 | 4Nm        | 4Nm          |
|                | 04/2008 - 2011    | Huf                    | 958 361 661 00   | 65731-67<br>65732-67<br>65733-67<br>65734-67 | 5009<br>5010<br>5011<br>5012   | 0401-0022-409<br>0401-0022-410<br>0401-0022-411<br>0401-0022-412<br>0401-0022-441 | 4Nm        | 4Nm          |
|                | 2012 - 2014       | Huf                    | 7PP 907 275F     | 65731-67<br>65732-67<br>65733-67<br>65734-67 | 5009<br>5010<br>5011<br>5012   | 0401-0022-409<br>0401-0022-410<br>0401-0022-411<br>0401-0022-412<br>0401-0022-441 | 4Nm        | 4Nm          |

#### 4. ASSEMBLY OF THE SUITABLE TPMS SERVICE KIT AND THE WHEEL

Please use

- only nickel plated valve cores
- only aluminium (for aluminium valves) or plastic valve caps with sealing ring
- suitable tools to match the required torque values in each case



Pic.9

Please replace the old rubber seal by a new one from the TPMS Service Kit. Remove the old rubber seal in a first step with a special tool (see Pic. 9). Now the new rubber seal can be assembled at the valve stem. Please ensure a good fit of the sealing to avoid a subsequent leak.

Now the maintained sensor can be assembled on the rim again. Doing that, ensure the right position of the sensor (parallel to the rim base) and screw the new nut down as far as possible by hand (see Pic. 10). Now tighten the nut with a special tool ensuring the right torque (see Pic. 11).

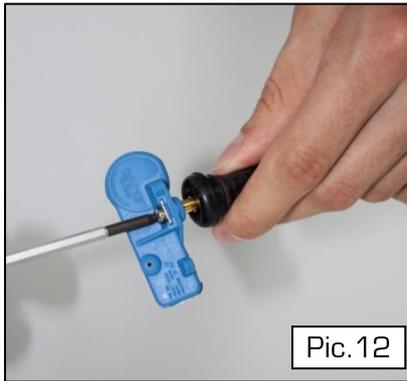


Pic.10



Pic.11

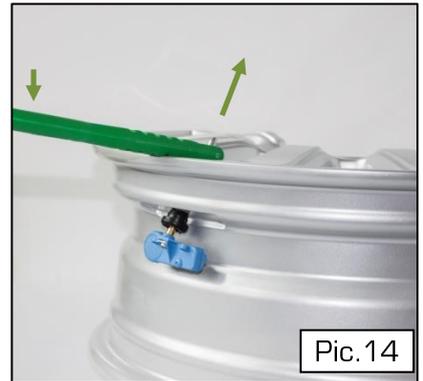
For rubber valves, you have to mount the new valve on the sensor in a first step (see Pic. 12). Doing that, please ensure the right torque. To avoid damage on the surface of the valve during the process of snapping-in, cover the valve with soap-water or a mounting paste (see Pic. 13). Now the valve can be snapped in the rim hole with the help of a valve mounting tool (see Pic. 14). Please ensure the right fitting of the valve in the rim hole.



Pic.12

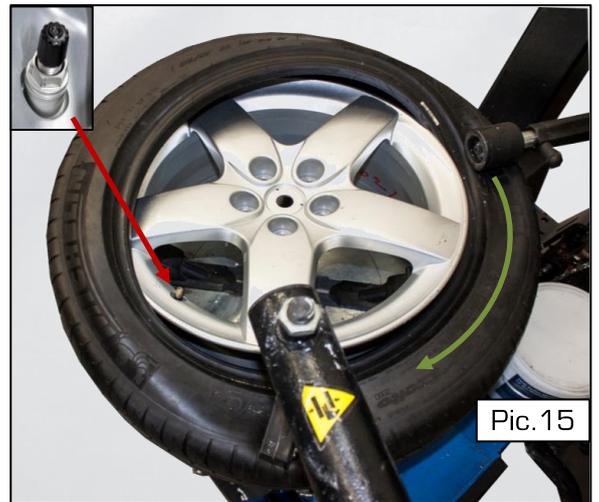


Pic.13



Pic.14

While mounting the tyre on the rim, ensure that the TPMS sensor is positioned on the opposite side of the mounting head (see Pic. 15). Assembling the upper tyre bead, ensure the same starting position. The sensor must not be blurred with mounting wax or clamped between the tyre bead and the rim, as this could destroy the sensor.



Pic.15



Pic.16

Finally, screw the new nickel plated valve core in the valve (see Pic. 16). Ensure the right torque. Now you can go on with the usual steps of a wheel assembly.