



Removal and installation instruction for Continental TG1D TPMS sensor in the aftermarket

Disclaimer

- › Installation of TG1D rubber valve based TPMS sensor is only authorized for rims with a wall thickness at the valve hole between 1.8 mm and 5.0 mm.
- › Installation of TG1D rubber valve based TPMS sensor must be performed by trained and certified professional installers.
- › The tire mounting procedure shall comply with Continental's "*Tire removal and installation instruction using a manual tire changer*" to avoid TPMS sensor damage.
- › Failure to comply with the tire or TPMS sensor installation instruction voids any warranty.

Contents

1 Sensor removal

2 Sensor installation

1. Remove TPMS sensor from valve

Gently press and hold the sensor clip and pull the sensor to detach it from the valve stem.



Do not try to remove the sensor from the valve stem without pressing the clip.



Do not apply excessive force to press the clip.



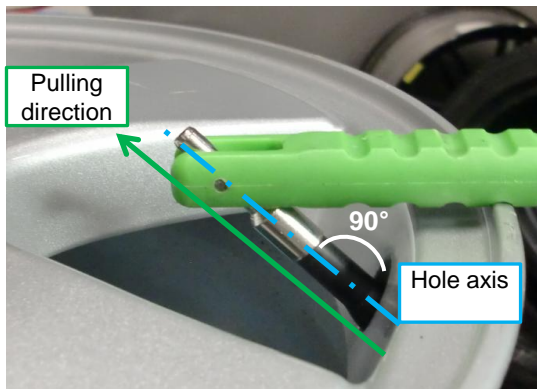
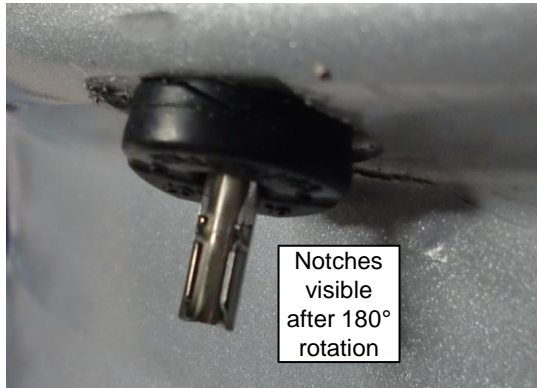
2. Remove valve from rim (step 1)

Make a circumferential cut in the valve bulb.

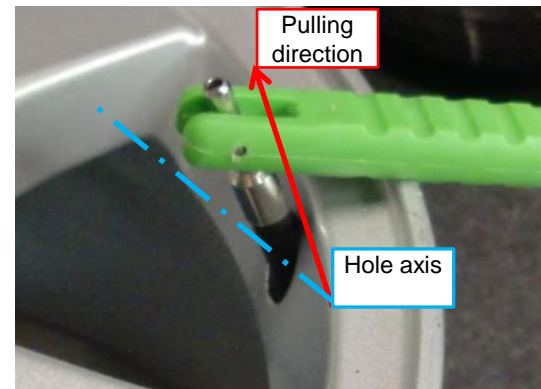


2. Remove valve from rim (step 2)

Install the valve stem puller on the valve and rotate the valve 180°. Pull the stem straight out keeping it in the direction of the axis of the hole.



If the pulling direction is not correct or the valve is not rotated, the valve stem notches may damage the walls of the rim hole.



Contents

1 **Sensor removal**

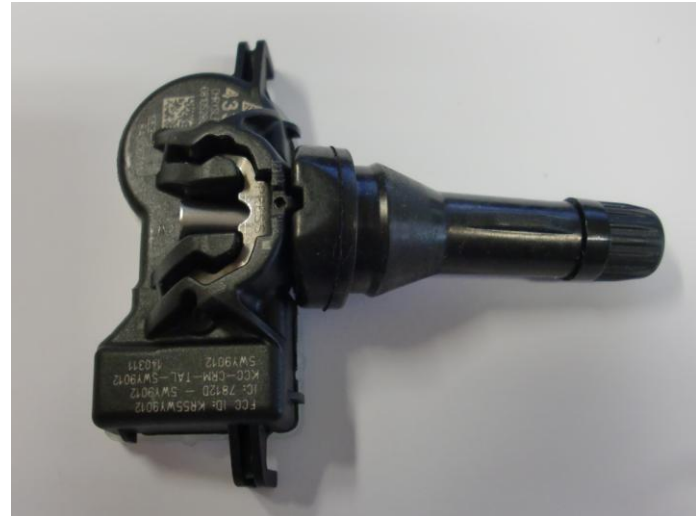
2 **Sensor installation**

1. Verify that the sensor is disassembled from the valve

Verify that the sensor is disassembled from the valve before starting the installation



Do not install a valve that has a sensor attached as the sensor may be damaged



2. Verify valve production date (11 digits valve marking)

Install a new valve with each tire dismount.

Verify the production date code in the first four digits of the valve marking and ensure it is within the max. storage time of 2 years.



The date code is indicated by the first four digits. The first two are for year and the next two for week.

E.g. a date code “**1141**” means the valve was built in year 2011 on week 41. This valve is good for use until October 12, 2013 (year 2013 and end of week 41).

Check your new valve prior to installation for the actual production date coding. The production date code does not influence valve stems that are already installed. Once a valve stem is installed, it is intended for use until the next tire service interval.

2. Verify valve production date (6 digits valve marking)

Install a new valve with each tire dismount.

Verify the production date code in the first three digits of the valve marking and ensure it is within the max. storage time of 1 year.



3 digit code
production date
ABCDEF

A	0	1	2	3	4	5	6	7	8	9
Rubber batch year	10	11	12	13	14	15	16	17	18	19

B	1	2	3	4	5	6	7	8	9	A	B	C
Rubber batch month	1	2	3	4	5	6	7	8	9	10	11	12

C	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y
Rubber batch day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

See table below to decode the valve production date from first three digits of valve marking.

E.g. a date code “**39629D**” means the valve was built in year **2013**, month **9**, day **6**. This valve is good for installation until September 6, 2014.

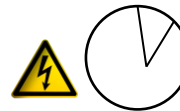
Check your new valve prior to installation for the actual production date coding. The production date code does not influence valve stems that are already installed. Once a valve stem is installed, it is intended for use until the next tire service interval.

3. Reactivate valve lubricant

Spray the valve with tire lube or water to reactivate the lubricant.



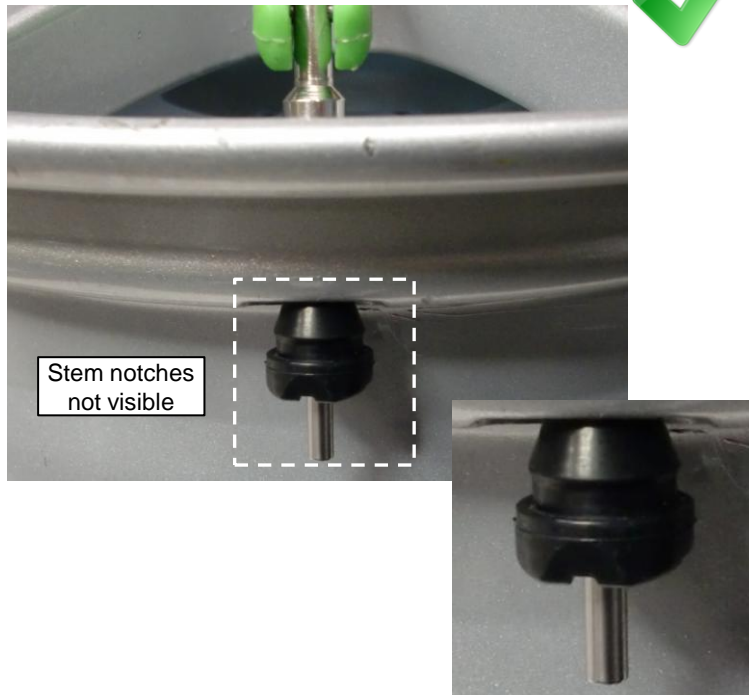
Do not install a valve without lubrication or fail to lubricate the conical section.



Do not exceed 5 min between lubrication and mounting.

4. Install valve to rim (step 1)

Insert the valve in the rim hole and install the valve stem puller on the valve thread. The valve stem notches shall not be visible. ✓

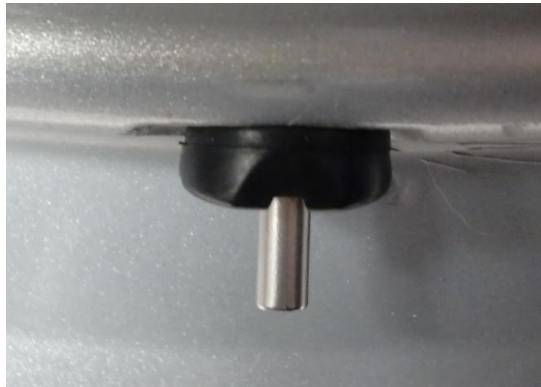
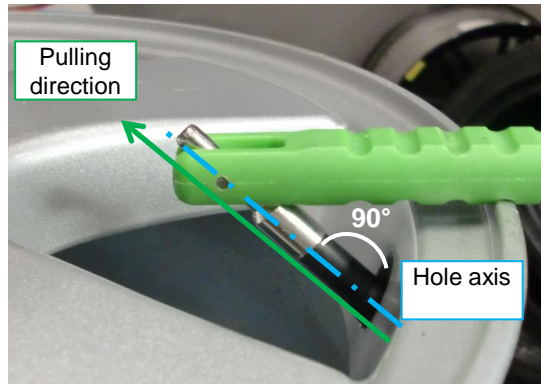


If the valve stem notches are visible, it is not possible to install the sensor. ✗

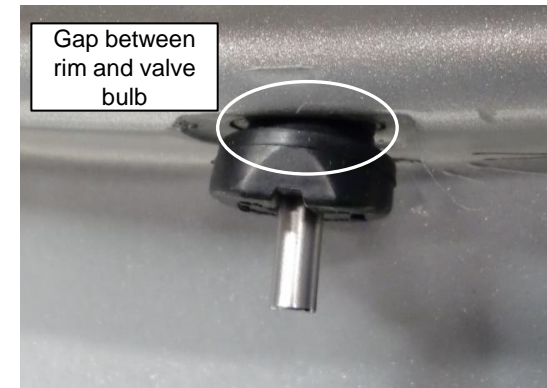
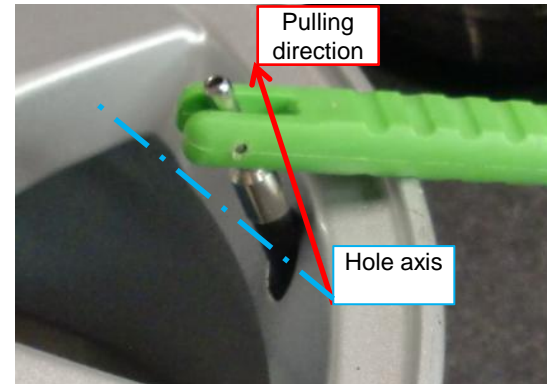


4. Install valve to rim (step 2)

Pull the valve stem straight into the rim hole, keeping it in the direction of the axis of the hole until the valve bulb is in contact with the rim.

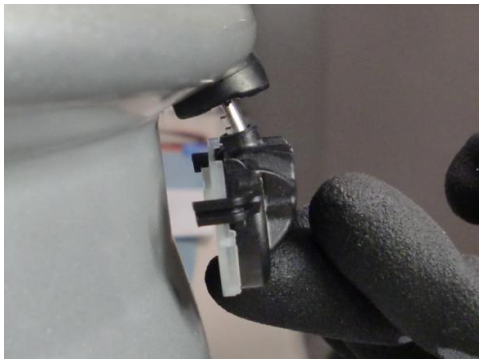


If the pulling direction is not correct and consistent, the force to seat may be higher and lead to an incorrect installation or valve damage.



5. Attach sensor to valve (step 1)

Attach the sensor to the valve stem. The valve orientation shall allow the sensor to be tangential to the rim drop well. If required, rotate the valve using the valve stem puller.



Do not install the sensor before the valve has the correct orientation.

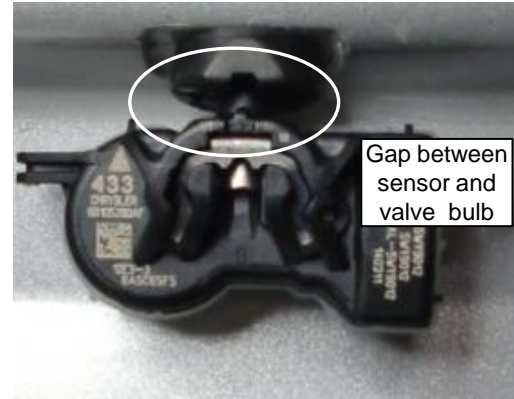


5. Attach sensor to valve (step 2)

Gently press and hold the clip to unlock. Insert the sensor fully into the valve stem and push firmly to close the gap between the sensor and the valve bulb.

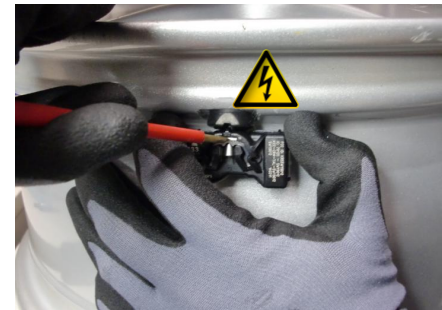


The sensor shall be firmly pushed to achieve the minimum possible gap. If needed press and hold the clip to unlock again and push further.



Gap between
sensor and
valve bulb

Do not apply excessive force to press the clip



6. Verify that sensor is correctly attached to valve

Firmly but carefully pull on the sensor housing to check that the sensor is correctly locked on the valve stem.

