

# Schrader

*pressure to perfection*

ARG 001 GB-3

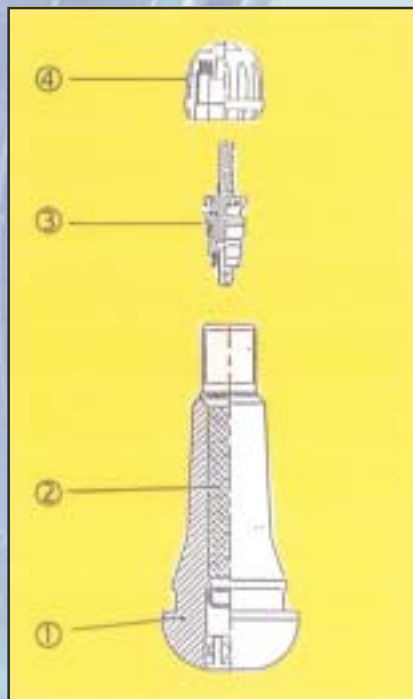
## Schrader clamp-in valves for passenger cars

Quality & Security

### Rubber valves

#### PRESENTATION

These valves are mounted on passenger car tubeless tyres rim holes.



- 1- Rubber body
- 2- Stem
- 3- Valve core
- 4- Sealing cap

# The valves carry out 2 functions



## Valve aperture seal

Provided by:

- a significant difference in dimension between the diameter of the valve aperture and the minimum diameter of the valve body
- deformation of the lip as soon as the valve is positioned
- rubber quality conforms to mechanical demands.



## Valve seal

Assured simultaneously by:

- a valve core (ref 37992)      tightening torque: 0.17 to 0.4 N.m  
working pressure: 0 to 14 bars  
working temperature: -50 to +150°C (max to 180)
- sealing cap (ref. R 1424)      tightening torque: 0.2 to 0.35 N.m.  
working pressure: 0 to 28 bars  
working temperature: -10 to +80°C (max to 150)

The sealing cap carries out two essential functions:

- 1.-Assures the valve is utterly sealed: the crimped joint assures a perfect seal if the valve core breaks down.
- 2.-Protects the whole of the inside of the valve: By preventing foreign bodies getting into the working part of the valve core and ensuring there is no leak at the valve itself.

The standard plastic cap (ref S 4000) protects the valve core:

- tightening torque: 0.2 to 0.3 N.m.
- working pressure: 0 to 14 bars
- working temperature: -10 to +80°C

## Advices



### Pressure adjustment

Inflation and pressure adjustment are carried out by a mechanism mounted in the valve nose.



### Checking the state of the valve aperture

Rim without imperfections, flat surface with no scratches, no rusting

Max. working pressure: 4.5 bars

For pressures exceeding this and for wheels whose thickness at the valve hole exceeds 3.5 mm, use a metal valve.



### Choice of model

- The valve must not overrun the side of the tyre
- The valve diameter must exactly fit the diameter of the valve aperture
- the valve nose must remain accessible so that nozzle 985 can be fitted on it for inflation
- Rubber-coated valves are mounted on all wheels (aluminium or steel) with a min. thickness of 1.8 mm.

**Valve aperture:**

Diameter 11.5mm: 95% of vehicles worldwide  
(TR413-TR414-414L-TR418)

Diameter 15 mm: 4x4, Range Rover (TR415)

Diameter 9 mm: ref. 1874-2 (TDX) and 1826-2



To avoid any risk of tearing and to facilitate assembly, it is advisable to **lubricate with soapy water** or with another suitable lubricant.



Assembly is easy by pulling on the threaded nose with a special tool (ref 4032).





## WHY CHANGE THE VALVE?

Valves undergo much wear and tear due to:

1. Bending from centrifugal force
2. Extreme temperature change due to their close proximity to brake drums or discs
3. Poor weather conditions and salt
4. Natural ageing of the rubber
5. Hydrocarbons.

## Schrader's «pluses»

The invention of the tubeless tyre in the USA in 1955 required a special valve to be designed. This valve was designed by Schrader in the USA.

The ever increasing use of the tubeless tyre in France gave Schrader France the opportunity to manufacture these valves from 1968: **Brevet Français n° 1 126 219.**

### TECHNICAL CHARACTERISTICS

-Special rubber mix:

- \*highly ozone-resistant, so long life
- \*well adapted to permanent deformation and bending

-Seal: 100% control of production on all-automatic machines, ensuring zero error (automobile manufacturers' requirement)

-Working temperature: -40°C to +100°C, max up to 120°C

-Working pressure: 0 to 4.5 bars

-Labelled at base with letter S.

-Tightening torque of valve core 37992: 0.17 to 0.4 N.m

-Tightening torque of the sealing cap: 0.2 to 0.35 N.m

All our TR valves adhere to ETRTO and ISO norms

**SCHRADER valves are approved by leading automobile manufacturers.**

We supply all the leading European manufacturers;: PSA, Renault, Toyota, Mercedes, Volvo and accessory manufacturers, especially Michelin, with whom we have a very close relationship.



**Schrader s.a.s.**

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