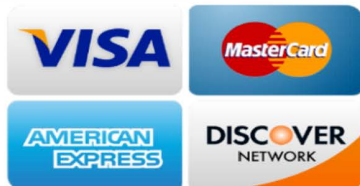




Borg
Automotive Equipment & Supply Co.
Established in 1962



Having Trouble Inflating Your Dually Tires?



Hard to Reach?



Pointing Inward?



- No More Braided or Rubber Extensions that Leak.
- No More Rubber Based Valve Stems.
- No More Crawling to Locate the Inner Valve Stem.

Duallyvalve Stems are the Solution!

Since 2005 Duallyvalve Stem kits have made it easier for Dually Wheel Owners & Operators to check and maintain Tire Pressure on those hard to reach valve stems in dual wheels.

Duallyvalves are Replacement 1-piece Bolt-In, All Metal Valve Stems. Duallyvalve stems replace your existing short metal or rubber based valves & rigid or flexible screw-on extensions. For Class A, B & C Motorhomes, Buses, Dually Trucks & Emergency Vehicles.

What makes Duallyvalves different than extensions is the following... The length of the Inner Dual Valve Stem has been extended to reach through to the outer Dual wheel. A Stabilizer is included in most kits which goes in the Hand-Hole of the outer Dual Wheel, and supports the end of the long Inner Dual Valve Stem. The kit also includes Outer Dual stems that are curved (U-shaped) making it easy to add air to both.

Duallyvalve kits are specific to your vehicles Year, Chassis, Wheel Size, Wheel Type & Hand-Hole Size & Shape. See the full Application Chart to help determine the correct kit.

**INNER
DUAL STEMS**



**LOCTITE
REVERSE MOUNT STEMS**



STABILIZERS
Go in the Outer Wheel to Stabilize Inner Stem



**OUTER
DUAL STEMS**



EXTERNAL TPMS



BALANCE COMPOUND FRIENDLY



100% GUARANTEED



**SPRINTER
CLASS B & C**

**FORD, GM, DODGE
CLASS C**

**MOTORHOMES & BUSES
CLASS A - STEEL WHEELS**

**MOTORHOMES & BUSES
CLASS A - ALUMINUM WHEELS**



**MOST
POPULAR**

DUALYVALVE APPLICATION CHART

>> CONDENSED <<

MAKE/MODEL	YEAR(S)	WHEEL SIZE	WHEEL TYPES INNER/OUTER (VALVE HOLE DIA)	HAND-HOLE SHAPE IN OUTER DUAL WHEEL	HAND-HOLE SIZE	CHROME KIT PN# * AVAIL IN BRASS ** AVAIL W/FRONTS
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CLASS B & C: SPRINTER

SPRINTER	2007-PRESENT	16"	STEEL /STEEL (.453)	ROUND & OVAL ALTERNATING	1.25" OVAL 3" X 1.5"	DL1SP **
SPRINTER	2013-PRESENT	16"	STEEL /STEEL (.453)	ROUND	1.5"	DL1SP13 **
SPRINTER	2006-PRESENT	16"	STEEL (.453)/ALUM ALCOA (9.7MM)	ROUNDED RECTANGLE	3.5" X 1.5"	DL1SPAL **
SPRINTER	VARIES	16"	ALUM ALCOA /ALUM ALCOA(9.7MM)	ROUNDED RECTANGLE	3.5" X 1.5"	DL1SPAA **
SPRINTER	2014-PRESENT	16"	STEEL /STYLIZED CHROME (.453)	HEXAGON	NO	DL2SPNAS

CLASS C: FORD, GM & DODGE

FORD E350,	1992-2007	16"	STEEL /STEEL (.453)	ROUND	2"	* DL1EC **
FORD E350,	2008-PRESENT	16"	STEEL /STEEL (.453)	OVAL	4.25" X 2.25"	* DL1FC **
FORD TRANSIT	2016-PRESENT	16"	STEEL /STEEL (.453)	ROUND	1-5/8"	DL1FTC **
FORD E350, E450 & DODGE	PRE 1997 & 2000-PRESENT	16"	STEEL /STEEL (.453)	OVAL	3.75" X 2.75"	* DL1STC **
GM 3500,	2000-PRESENT	16"	STEEL /STEEL (.453)	OVAL	4.25" X 2.5"	* DL1GMC

CLASS A: FORD, WORKHORSE-MOTORHOMES & BUSES

VARIES	VARIES	19.5"	STEEL (.453)/ALUM ALCOA (9.7MM)	ROUND	2"	DL3A
VARIES	VARIES	19.5"	STEEL (.453)/ALUM ALCOA	ROUND	2.5"	DL3A25
VARIES	VARIES	19.5"	STEEL (.453)/ALUM ACCURIDE	ROUND	2"	DL3AKW
VARIES	VARIES	19.5"	STEEL (.453)/ALUM ACCURIDE	ROUND	2.5"	DL3AKW25
FORD F450, F550, F53	1998-PRESENT	16"-19.5"	STEEL /STEEL (.453 & .625)	OVAL	4.25" X 2.25"	* DL3FC **
GM 3500, 4500 & WORKHORSE	2000-2009 & 1980-2012	19.5" & 22.5"	STEEL /STEEL (.625)	OVAL	3.75" X 2.75"	* DL4GMCC **
VARIES	1980-2012	19.5" & 22.5"	STEEL /STEEL (.625)	OVAL	4" X 3"	* DL4SSTC **

CLASS A: DIESEL PUSHER-MOTORHOMES & BUSES

FREIGHTLINER	VARIES	22.5"	STEEL (.625)/ALUM (9.7MM)	PENTAGON	L:3"XH:1-3/8"XD:1"	DL4FL
FREIGHTLINER	VARIES	22.5"	STEEL (.625)/ALUM "PROPRIETARY" (9.7MM)	PENTAGON	L:3-3/8"XH:1.25"XD:0.25"	DL4FLA
FORD	VARIES	22.5"	STEEL (.625)/ALUM "MADE IN TAIWAN"(9.7MM)	ROUND	1.75"	DL4FO
VARIES	VARIES	22.5"	STEEL (.625)/ALUM ALCOA (9.7MM)	ROUND	2"	DL4A
VARIES	VARIES	22.5"	STEEL (.625)/ALUM ALCOA (9.7MM)	ROUND	2.5"	DL4A25
ROADMASTER, MONACO	VARIES	22.5"	STEEL (.625)/ALUM (9.7MM)	PENTAGON	2-7/8" X 1-7/8"	DL4M
VARIES	VARIES	22.5"	STEEL (.625)/ALUM ACCURIDE (9.7MM)	ROUND	2"	DL4AKW
VARIES	VARIES	22.5"	STEEL (.625)/ALUM ACCURIDE (9.7MM)	ROUND	2.5"	DL4AKW25
VARIES	VARIES	22.5"	ALUM ALCOA / ALUM ALCOA (9.7MM)	ROUND	2"	DL4AA

Borg
Automotive Equipment & Supply Co.
Established in 1962

***AVAILABLE IN BRASS
**AVAILABLE W/FRONT
STEMS**

**INQUIRE FOR ADDITIONAL
APPLICATIONS
OR SEE THE FULL
DUALYVALVE APPLICATION
CHART**



Duallyvalve Flyer 2021



DUALYVALVE KIT APPLICATION CHART



NOTE: DUALYVALVE STEMS DO NOT WORK WITH INTERNAL TPMS, WHERE THE SENSOR IS ATTACHED TO THE VALVE STEM. ALSO, HAVING DUALYVALVES MAKE IT DIFFICULT FOR THE TIRE SHOP TO BALANCE YOUR TIRES ON A STANDARD SPIN BALANCER, YOU CAN USE INTERNAL BALANCING COMPOUNDS (EQUAL OR COUNTERACT).

CLASS	MAKE	MODEL	YEAR(S)	WHEEL SIZE	INNER / OUTER WHEEL TYPES (STEEL or ALUMINUM) Valve Hole Diameter: (.97mm, .453, .625)	OUTER WHEEL STABILIZER SHAPE	OUTER WHEEL HAND- HOLE SIZE	YOUR DUALY VALVE KIT WILL BE...		
When Measuring, do not measure the Simulator or Wheel cover, you must measure the actual Steel wheel.								BRASS \$130.00 ea.	CHROME \$140.00 ea.	CHROME KIT w/ FRONT STEMS \$160.00 EA.
C	MB	SPRINTER - 5 Cylinder	2006 & BEFORE	15" , 16"	STEEL / STEEL (.453)	OVAL ONLY	3.5" X 1.75"		DLSP16	DLSP16CFR
C	MB	SPRINTER	2007-PRESENT	16"	STEEL / STEEL (.453)	OVAL & ROUND ALTERNATING	3" X 1.25" (FOR THE OVAL HOLE)		DLSP	DLSPFR
C	MB	SPRINTER	2013 -PRESENT	16"	STEEL / STEEL (.453)	ROUND	1.5"		DLSP13	DLSP13FR225 2.25" (W/COVERS) OR DLSP13FR175 1.75" (W/OUT COVERS)
C	MB	SPRINTER	2006-PRESENT	16"	STEEL (.453) / ALUM - ALCOA (.97mm)	ROUNDED RECTANGLE	3.5" X 1.5"		DLSPAL	DLSPALFR
C	MB	SPRINTER	VARIES	16"	ALUM / ALUM - ALCOA (.97mm)	ROUNDED RECTANGLE	3.5" X 1.5"		DLSPAA	DLSPAAFR
C	MB	SPRINTER	2014-PRESENT	16"	STEEL / ALUMINUM (NON-ALCOA) "STYLIZED CHROME" (.453)	HEXAGON NO STABILIZER \$120 - CHROME INNER: VH51SS5CSP08, OUTER:VHVS8225 W/SPECIAL 90 DEG BEND			DL2SPNAS >>XTRA LEAD-TIME<<	FRONT STEM RECCOMENDATIONS: VHVS8175 1.75"OR VHVS8125 1.25"
C	MB	SPRINTER	2019-PRESENT	16"	STEEL / ALUMINUM (NON-ALCOA) HI-SPEC,VISION OR OE WHEEL WORKS VALVE STEM IS MOUNTED IN-FRONT OF THE HAND-HOLE IN THE OUTER DUAL WHEEL.	HEXAGON INNER STEMS ONLY \$65 - CHROME INNER STEM PN# VH51SS6CSP			DLSPHS	
C	FORD	E450, E350	2008-PRESENT	16"	STEEL / STEEL (.453)	OVAL	4.25" X 2.25"	DLIF	DLIFC	DLIFCFR
C	FORD	E350, E450	1992-2007	16"	STEEL / STEEL (.453)	ROUND	2"	DLIE	DLIEC	DLIECFR
C	FORD	E350, E450	PRE 1997	16"	STEEL / STEEL (.453)	OVAL	3.75" X 2.75"	DLISST	DLISSTC	DLISSTCFR
C	FORD	F350 & F450	VARIES	16" - 17"	STEEL/ ALUMINUM (.453)	NO STABILIZER \$120 - CHROME INNER: VH51SS6C, OUTER:VHVS8225 W/SPECIAL 130 DEG BEND			DL2FA	FRONT STEM RECCOMENDATION: VHVS8225 W/ SPECIAL 35 DEG BEND >>XTRA LEAD-TIME<<
C	FORD	TRANSIT 350HD	2016-PRESENT	16"	STEEL / STEEL (.453)	ROUND	1-5/8"		DLIFTC	DLIFTCFR
C	FORD	TRANSIT 350HD	2018-PRESENT	16"	STEEL / ALUMINUM (NON-ALCOA) "STYLIZED CHROME" (.453)	HEXAGON NO STABILIZER \$120 - CHROME INNER: VH51SS5CSP08, OUTER:VHVS8225 W/SPECIAL 90 DEG BEND			DL2SPNAS >>XTRA LEAD-TIME<<	FRONT STEM RECCOMENDATION: VHVS8175 1.75" CHROME .453
C	DODGE	DUALY PICK-UPS	2000-PRESENT	16"	STEEL / STEEL (.453)	OVAL	3.75" X 2.75"	DLISST	DLISSTC	DLISSTCFR
C	DODGE	RAM 3500 & CHEVY 3500; FORD, GMC, DODGE - DUALY PICK-UP	VARIES	16", 17"	STEEL / STEEL (.453)	NO STABILIZER \$110/\$120		DL2	DL2C	
C	GMC/CHEVY	3500 HD	2011-PRESENT	16"- 17"	STEEL/ ALUMINUM (.453)	NO STABILIZER \$120 - CHROME INNER: VH51SS6C, OUTER:VHVS8225 W/SPECIAL 130 DEG BEND			DL2FA	FRONT STEM RECCOMENDATION: VHVS8225820
C	GM	3500 & 4500 CHASSIE	2000-PRESENT	16"	STEEL / STEEL (.453)	OVAL	4.25" X 2.5"	DLIGM	DLIGMC	

BALANCING: If you plan on using balancing compounds in your tires such as Equal or Counteract; please take a look at the application charts to determine the size you need based on your tire size.

TPMS: All of our valve stems in the Dually valve kit can accommodate External TPMS Sensor Caps, that go on the end of the valve stem.

BENDING: All of our long valve stems in the Dually valve kit can be bent. See Instructions >>>>



PARTS MADE IN CHINA, KITS
ASSEMBLED IN USA.

PAGE 1 OF 2

Updated: 5/2/2025

CLASS	MAKE	MODEL	YEAR(S)	WHEEL SIZE	INNER / OUTER WHEEL TYPES (STEEL or ALUMINUM) Valve Hole Diameter: (.97mm, .453, .625)	OUTER WHEEL STABILIZER SHAPE	OUTER WHEEL HAND- HOLE SIZE	YOUR DUALY VALVE KIT WILL BE...		
A	FORD	F450, F550, F53	1998-PRESENT	19.5"	STEEL / STEEL (.453 & .625)	OVAL	4.25" X 2.25"	DL3F	DL3FC	DL3FCFR
A	FORD	F450, F550	PRE 1997	16" , 19.5"	STEEL / STEEL (.453 & .625)	OVAL	3.75" X 2.75"	DLISST	DLISSTC	DLISSTCFR
C	CHEVY	SILVERADO 3500	2008	16" - 17"	STEEL / STEEL (.453)	NO STABILIZER \$120 - CHROME			DLI	
C	GMC	4500/5500	2000-2009	19.5"	STEEL / STEEL (.625)	OVAL W/ NOTCH	3.75" X 2.75"	DL4GMC	DL4GMCC	DL4GMCCFR
A	GM, WORKHORSE		1980-2012	19.5", 22.5"	STEEL / STEEL (.625)	OVAL W/ NOTCH	3.75" X 2.75"	DL4GMC	DL4GMCC	DL4GMCCFR
A	MOTORHOMES & BUSES- DIESEL---->		1980-2012	19.5", 22.5"	STEEL / STEEL (.625)	OVAL	4" X 3"	DL4SST	DL4SSTC	DL4SSTCFR
A	MOTORHOMES & BUSES- DIESEL ----->			22.5"	STEEL / STEEL (.625)	ROUND	2.5"		DL4SSTC25	FRONT STEM RECCOMENDATION: VH1224RC CHROME
C	ANY FORD, GM WITH OUTER ALUM		VARIES	VARIES	STEEL (.625) / ALUMINUM (9.7mm)	NO STABILIZER \$120 - CHROME			DL2A	
C	FORD, CHEVY >> AMERICAN EAGLE		1992 -PRESENT	VARIES	STEEL (.625) / ALUM-ALCOA (9.7mm)	ROUND	2"		DLIAC	
A	FREIGHTLINER ----->		VARIES	22.5"	STEEL (.625) / ALUMINUM (9.7mm)	PENTAGON	L:3"x H:1-3/8"x D:1"		DL4FL	
A	FREIGHTLINER ----->		VARIES	22.5"	STEEL (.625) / ALUMINUM (9.7mm)	PENTAGON	L:3-3/8"x H:1-1/4"x D:1/4"		DL4FLA	
A	FREIGHTLINER ----->		VARIES	19.5", 22.5"	STEEL / STEEL (.625)	OVAL	4" X 3"	DL4SST	DL4SSTC	DL4SSTCFR
A	ROADMASTER CHASSIE, MONACO		VARIES	22.5"	STEEL (.625) / ALUMINUM (9.7mm)	PENTAGON	2-7/8" X 1-7/8"		DL4M	
A	MOTORHOMES & BUSES- DIESEL		VARIES	19.5"	STEEL (.453)/ ALUM-ALCOA (9.7mm)	ROUND	2"		DL3A	
A	MOTORHOMES & BUSES- DIESEL		VARIES	19.5"	STEEL (.453)/ ALUM-ALCOA (9.7mm)	ROUND	2.5"		DL3A25	
A	MOTORHOMES & BUSES- DIESEL		VARIES	19.5"	STEEL(.453) / ALUM ACCURIDE (9.7mm)	ROUND	2"		DL3AKW	
A	MOTORHOMES & BUSES- DIESEL		VARIES	19.5"	STEEL(.453) / ALUM ACCURIDE (9.7mm)	ROUND	2.5"		DL3AKW25	
A	MOTORHOMES & BUSES- DIESEL		VARIES	22.5"	STEEL(.625) / ALUMINUM (9.7mm)	NO STABILIZER \$120 - CHROME			DL4	
A	MOTORHOMES & BUSES- DIESEL		VARIES	22.5"	STEEL (.625)/ ALUM-ALCOA (9.7mm)	ROUND	2"		DL4A	
A	MOTORHOMES & BUSES- DIESEL		VARIES	22.5"	STEEL (.625)/ ALUM-ALCOA (9.7mm)	ROUND	2.5"		DL4A25	
A	MOTORHOMES & BUSES- DIESEL		1992-2012	22.5"	STEEL(.625) / ALUM ACCURIDE (9.7mm)	ROUND	2"		DL4AKW	
A	MOTORHOMES & BUSES- DIESEL		1992-2012	22.5"	STEEL(.625) / ALUM ACCURIDE (9.7mm)	ROUND	2.5"		DL4AKW25	
A	MOTORHOMES & BUSES- DIESEL		BEFORE 1993	22.5"	STEEL (.625) / ALUMINUM (.625)	ROUND	2"		DL4ADS (Old Style)	
A	MOTORHOMES & BUSES- DIESEL		VARIES	22.5"	ALUMINUM / ALUMINUM (9.7mm)	ROUND	2"		DL4AA (ALCOA)	
A	FORD ----->			22.5"	STEEL (.625)/ ALUMINUM (9.7mm)	ROUND	2"		DL4A (ALCOA)	
A	FORD (OUTER WHEEL STAMPED "MADE IN TAIWAN") ----->		VARIES	22.5"	STEEL(.625) / ALUMINUM (9.7mm)	ROUND	1.75"		DL4FD	FRONT STEM RECCOMENDATION: HATV550
A	MOTORHOMES & BUSES- DIESEL		BEFORE 1993	22.5"	ALUMINUM / ALUMINUM (.625)	ROUND	2"		DL4AADS (Old Style)	

BALANCING: If you plan on using balancing compounds in your tires such as Equal or Counteract; please take a look at the application charts to determine the size you need based on your tire size.

TPMS: All of our valve stems in the Dually valve kit can accommodate External TPMS Sensor Caps, that go on the end of the valve stem.

BENDING: All of our long valve stems in the Dually valve kit can be bent. See Instructions >>>>

Bending Valve Stem Instructions:

Mounted: You can use a thin narrow pipe and slip over to bend slightly. Leave the Valve Cap on to protect the threads. You can also use a crescent wrench.

Not Mounted: Stack the Duals and bend long inner dual valve stem to center in outer dual hand hole by using one hand and support the base and one hand on top and slightly bend.



PARTS MADE IN CHINA, KITS
ASSEMBLED IN USA.



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

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.

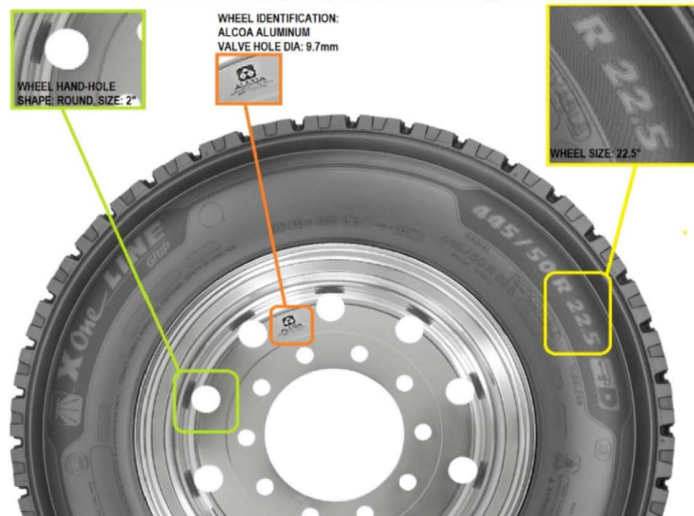


DAMAGED ELONGATED CRACKS & BURS ELONGATED & PITS

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

TORQUE
SPECS

WHEEL IDENTIFICATION HELP:



VALVE STEM EXAMPLES:



VALVE STEM BASE COMPARISON:

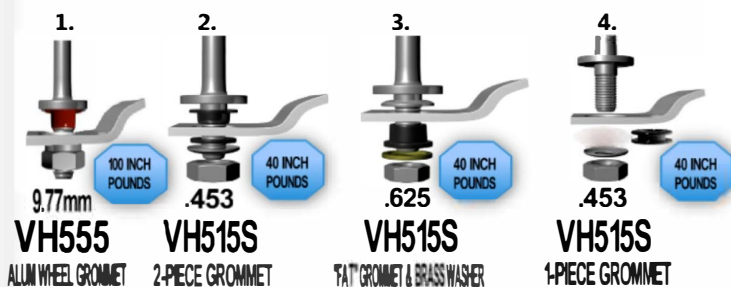


METAL WASHER COMPARISON:



REVERSE MOUNT VALVE STEM CHART :

(Nut Goes on the INSIDE of the wheel)



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.

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)

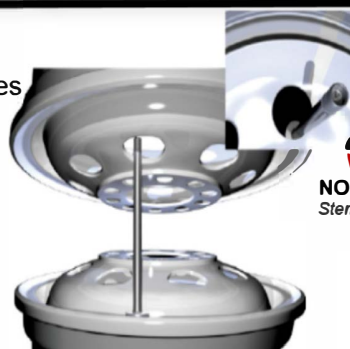
NOTE: The core is located ~1" down from the threads.

Slowly bend while supporting the base with your other hand.

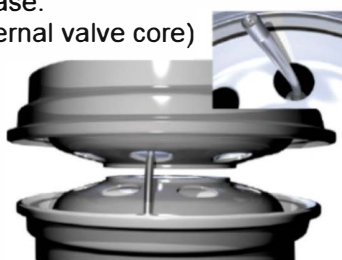
STEP 4 RE-STACK

The Dual wheels

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



WARNING:
NOT CENTERED
Stem is Touching Rim



CORRECT:
CENTERED

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.



(REF KITS:DLISPAL, DLISPA) *Note: DLISPAL 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)*

STABILIZER INSTALL

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.

HEAVY-DUTY METAL ZIP-TIE



SIMULATOR CUTTING STEMS



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.

SALES PARTS & TOOLS

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
VHSISBW	Brass Washer for .625
VHSISCCW	Large Metal Concave Washer, OD: 20mm, ID: 10mm
VHSISSPW	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 G 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.

