

# 1999 - 2005 Corvette: GM TechLink: Tire Mounting and Dismounting

## Tire Mounting and Dismounting

This information applies to the 2000--05 Cadillac Deville, Seville, STS, 2004--05 Cadillac CTS, Escalade, SRX, XLR, 1999--2005 Chevrolet Corvette, 2004--05 Chevrolet Tahoe, Suburban, 2004--05 GMC Yukon, Yukon XL.

When dismounting and mounting tires, be careful when breaking the bead loose from the wheel rim (**fig. 11 and 12 - attached**).

If the tire machine's bead breaking fixture is positioned too close to the TPM sensor, or pressed down directly on top of it, it may contact the sensor as the tire bead breaks away from the wheel rim. This can damage the TPM sensor and require the sensor to be replaced.

Also be careful when transferring the tire bead to the other side of the wheel rim. As the tire machine rotates and the tire bead is stretched around the wheel rim, the bead can come in contact with the sensor. This can also cause sensor damage, requiring replacement. Damage can be avoided by correctly positioning the wheel and tire in relation to the mounting/dismounting head.

## Tire Dismounting Tips

Refer to SI -- Tire Mounting and Dismounting section for more information.

- Place the sensor's cap and valve on a dry, clean surface after removal. The cap is aluminum and the valve is nickel-plated to prevent corrosion. Do not substitute a cap made of any other material.
- When separating the tire bead from the wheel, position the bead breaking fixture 90° from the valve stem.
- Position the mounting/dismounting head so the tire iron or pry bar can be inserted slightly clockwise of the sensor body when prying the tire bead up and over the mounting/dismounting head.
- Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the outside of the wheel rim.

## Tire Mounting

- Position the mounting/dismounting head 180° from the valve stem.
- Position the bead transition area 45° counterclockwise of the valve stem.
- Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the inside of the wheel rim.

*- Thanks to John Spidle, GM Techlink, June, 2005*

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