

IJKP-18 / Install and Set-up Instructions

Air Down / Air Up Tool with Gauge

Assembled in USA

- 1) The recommended installation position is under the driver's seat as shown below (exceptions detailed in **Step 2**). Insert the black tubing of the tool into the respective fitting and then connect tubing from the compressor supply to the open end of the tool branch tee fitting by pushing in firmly. **Note:** The branch tee fitting on the end of the tool swivels, so the gauge can be adjusted as needed for ease of viewing.

Jeep JKU



Jeep JL / JLU / JT



- 2) For a Jeep JK (2-door) or any pressurized system (like our air locker system or a system that has been converted to industrial type couplers), the tool must be installed inline in either airline set as shown below. This method is also an option for any of our 4-tire air systems if you do not want to use the recommended position detailed in **Step 1**. Push and hold either blue ring on the y-connector and remove either airline, then insert the black tubing of the tool into the y-connector and then connect airline tubing you removed to the open end of the tool branch tee fitting by pushing in firmly.



Tool Setup

Airing Up Pressure Setting: Loosen the locking ring on the brass valve on end of the tool. Then turn in (clockwise) the adjusting screw in a few turns. Now fill your tires to your desired pressure as explained in the Quick User Guide. Once up to pressure turn off the compressor. Now back off the adjusting screw on the brass valve until the valve “pops” (releases air) and then turn in about 1/2 turn. Cycle the blue sleeve open and closed to reset the brass valve (air release should stop). Now turn on the compressor and run until (1) the brass valve “pops”, (2) then turn off compressor, and then (3) cycle the blue sleeve open and closed to reset the brass valve. Check your pressure on gauge or TPMS. Adjust screw (clockwise to increase pressure / counterclockwise to decrease pressure) as necessary depending if your tire pressure is too low or too high. And then repeat the steps above as needed. It may take a few tries to narrow in on your desired pressure. As you narrow in on your desired pressure, it will take very small adjustments (a 1/8th turn or less). Once complete, tighten the locking ring on the brass valve.

Notes:

- It is normal for the pressure to vary a few psi from the set point each time depending on altitude and air temperature. And if your travels involve big changes in altitude with respect to your home, you may have to re-adjust your tire pressures after you return home.
- Once your tire pressure has been reached and you turn off the compressor / reset the tool, it is normal to hear a slight amount of pressure bleeding out. This will not affect anything since you will be removing the airlines from the tires at this point.
- Once the tool is set, is essentially “calibrated” for 4-tires. If airing up less than 4-tires (i.e. fixing a flat, airing up 2 tires on another vehicle), you may have to temporarily remove the tool from the system, or it may “open” at a pressure other than what you are trying to achieve.
- If using our Air Accessory kit, IJKP-32, the tool must be removed.

A **Quick User Guide** card is supplied with each system showing the steps for airing down and airing up.

Please contact info@innovativeATproducts.com if you have any questions or feedback.

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The Fine Print

Innovative AT Products is not responsible or liable for damages received by improper installation or use of the product. In no event shall our liability exceed the cost of the goods.

