

IJKP-36 / Installation Instructions

Bluetooth Conversion Kit for IJKP-1

4-Tire Air System Jeep JK Unlimited (2008 - 2018) / Jeep JK (2008 - 2010)

Made in USA

Kit Contents:

- 1 ARB Pressure Control Kit
- 2 M6x16mm Button Head Bolts / Nuts
- 1 90° Elbow Fitting
- 1 Male Straight Fitting (Pipe Thread to 3/8" Tube – Pressure Control Input)
- 1 90° Elbow Fitting (Pipe Thread to 3/8" Tube – Pressure Control Output)
- 1 Y-Connector
- 1 16-inch section of Black Air Line Tubing (Compressor to Pressure Control Input)
- 1 19-inch section of Black Air Line Tubing (Pressure Control Output to Y-Connector)
- 1 54-inch section of Black Air Line Tubing (Y-Connector to Driver Side Seat)

Tools Required:

- Drill / 1/4" Drill Bit
- Ratchet
- Extension
- 10mm / 18mm Sockets
- 10mm Wrench
- 2.5mm / 4mm Allen Wrenches

Other items that may be required (not Supplied):

- 22-18 Gauge (Red) Butt Connectors and/or Materials for Soldering Connections
- Cable Ties

STEP 1 – Compressor Removal and Preparation

- 1-A) If equipped, disconnect the yellow connector(s) under the passenger seat. There may be one to two on newer model Jeeps and none on older models. Also disconnect the two connectors to the ARB compressor.
- 1-B) Using an 18mm socket remove the 4 bolts that secure the seat in the Jeep. You may need a breaker bar (or impact) to get these loose.
- 1-C) With the rear seat in the upright position (not folded), lay the front seat back. Wrap the rear seat belt across the top of the seat to hold it in place.
- 1-D) Remove the compressor from the bracket by removing the 4 bolts securing it in place and set aside. Then remove the compressor bracket by removing the 4 bolts / nuts securing it in place.
- 1-E) Insert an open end 10mm wrench into the slot on the top of the compressor and loosen the bolt on the end of the manifold (just enough to allow the end cap to rotate). Rotate the tee fitting to the top and remove it. Replace it with the provided 90° elbow fitting. Tighten the fitting to ensure a good seal. Rotate the fitting as far over as possible (**Figure 1**), then retighten the bolt on the manifold. **This step is really important since seat clearance is very tight. Get the fitting over as far as possible!**

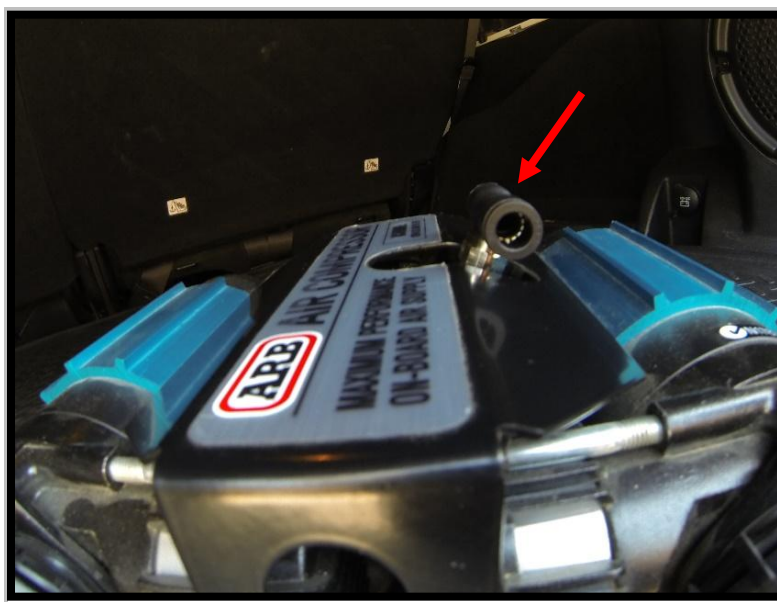


Figure 1

STEP 2 – Pressure Control Manifold and Compressor Installation

- 2-A) Inspect the ARB mounting bracket for two (2) 1/4" holes as shown below. If not present, you will have to drill two (2) 1/4" holes at the locations dimensioned in **Figure 2**. If holes are already present, proceed to **Step 2-B**.

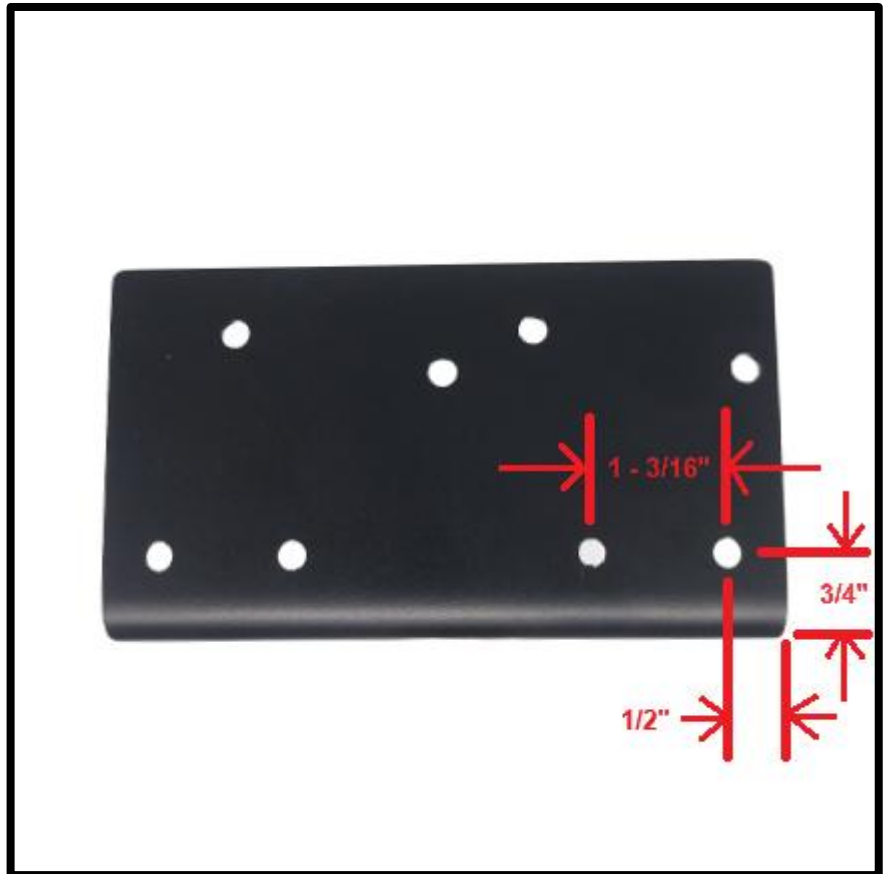


Figure 2

Note: The two (2) identical holes on the opposite side are not required for the typical installation of the ARB compressor bracket on the passenger side. They are only required if installing the pressure control on a Jeep with the ARB compressor bracket installed on the driver's side.

- 2-B) Open the ARB Pressure Control Kit and remove the valve assembly. Disassemble as shown in **Figure 3**. Loosen the cap on top of each solenoid and take note of the O-ring under each cap. Be careful not to damage them as you slide the solenoids off the posts. Each solenoid can be interchanged between the posts (they are identical), but maintain orientation (i.e., the single blade connection is the cap / O-ring end). Remove the fitting from the input port and the small "muffler" from the exhaust port. The fitting and "muffler" will not be reused.

Note: The “muffler” designed to reduce the noise of the air being released during an air down cycle. However, we have found it does restrict airflow and in turn increases the time to air down. We recommend removing it. The sound difference is minimal.



Figure 3

2-C) Remove the ARB pressure sensor from the ARB Pressure Control Kit and obtain the two (2) provided fittings with the small pipe threads on one end (a 90° elbow fitting and a male straight fitting). Install all three (3) items as shown in **Figure 4**. Install the elbow first and tighten, then install the male straight and tighten (both fittings have pre-applied Teflon thread sealant), and finally the ARB pressure sensor (note this has an O-ring for a seal so DO NOT apply any Teflon or thread sealant and only tighten finger tight). For reference note the arrows on the valve assembly body. These indicate the direction of air flow. Both the ARB pressure sensor and the 90° elbow will be on outputs and the male straight is on an input. The silver caps on the opposite side seal the unused outputs and should come from ARB tightened (note these also use and O-ring to seal).



Figure 4

2-D) Remove the small silver bracket from the ARB Pressure Control kit and bolt it to the ARB compressor bracket with two (2) of the provided M6x16mm Button Head Bolts / Nuts using the rear holes as shown in **Figure 5**. Insert the valve assembly through the bracket you just installed. Then slide each solenoid back over the posts (with the single blade to the top) and re-install the O-rings and caps. Caps should be finger tight. The final assembly should look like **Figure 6**.



Figure 5

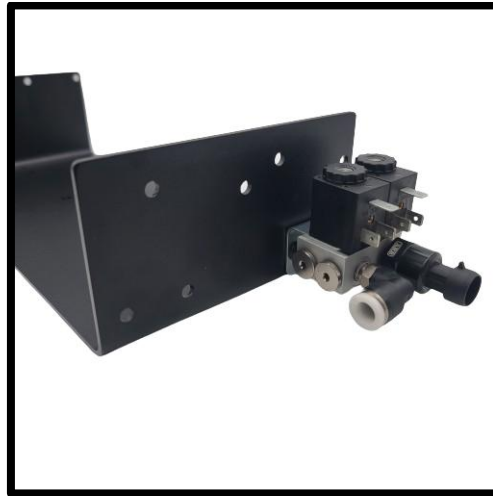


Figure 6

2-E) Reinstall the compressor bracket and install the compressor. If unsure how to reinstall, you can always refer to the instructions for **IJKP-1** on the website (starting at Step 2-G). Leave the passenger seat tilted back. It will be reinstalled later.

STEP 3 – Pressure Control Wiring Harness Installation and Plumbing

- 3-A) Obtain the ARB pressure control module / wiring harness, plug the harness into the module, and attach the module with at least one (1) zip tie to the bracket under the glove box as shown in **Figure 7** (glove box is removed) with the harness plug to the left. Run the ground for the module (**black** wire with a brass ring connector) over to the ground stud in the footwell. Attach to the stud circled in **Figure 8**.

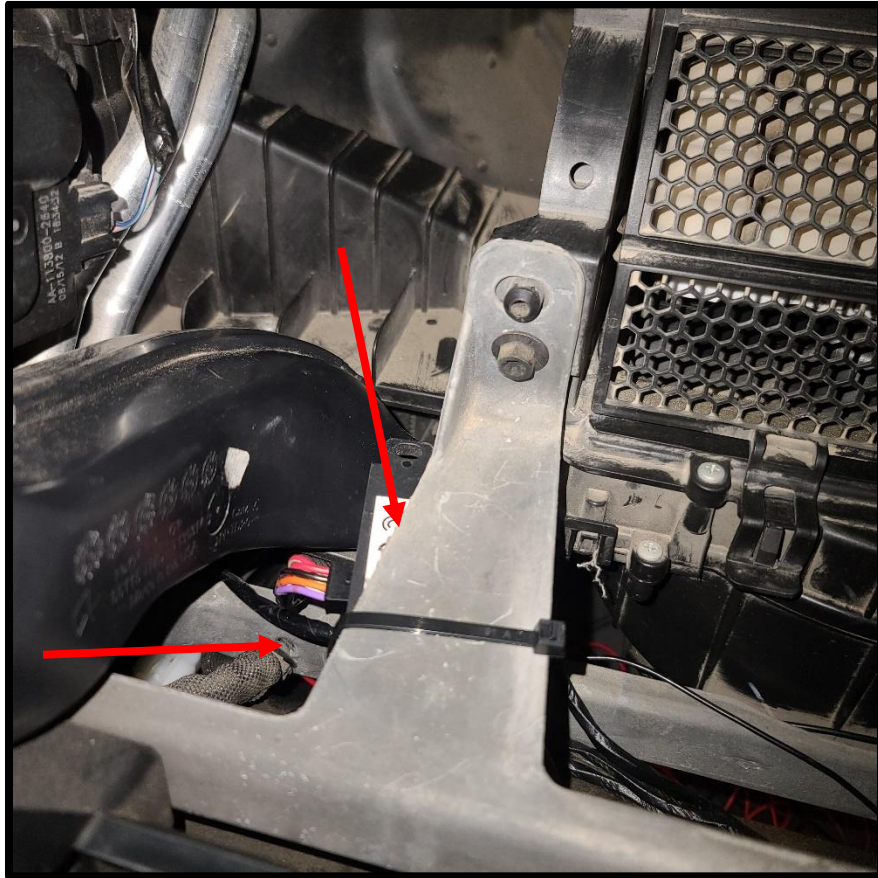


Figure 7

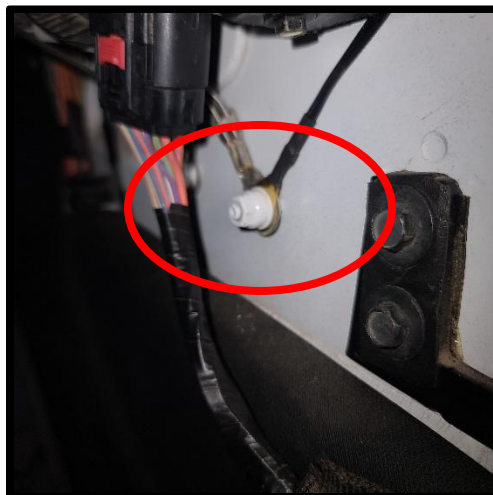


Figure 8

- 3-B) Run the ARB pressure control module / wiring harness (leaving the **red** wire behind) along the top edge of carpet near center console as shown in **Figure 9**. Leave there for now and it will get tucked in later after making connections and bolting the passenger seat back in place.



Figure 9

- 3-C) Attach the three (3) plugs from the ARB pressure control module wiring harness to the valve assembly as shown in **Figure 10**. The plug with the **purple** wire must be attached to the solenoid directly above the exhaust port (this will be the solenoid towards the rear of the vehicle). Use a 2.5mm allen wrench to tighten the two small screws in the center of each solenoid plug.



Figure 10

3-D) Attach the provided 19-inch section of black tubing to the output fitting of the valve assembly and connect the other end to the provided y-connector as shown in **Figure 11**. Now fish the 54-inch section of black tubing up and over the hump in the center of the Jeep underneath the console from the driver side to the passenger side. With a little finesse you can push it up and over while rotating at the same time (using the natural curve of the tubing) to get it to a point where you can reach under the driver's seat and grab the end up under the console. Once you get it, pull some through and connect to the back of the driver's side quick connect bulkhead. Be sure to press all tubing in firmly to each fitting until it bottoms out.

Note: The **blue** tubing shown is for demonstration purposes only.

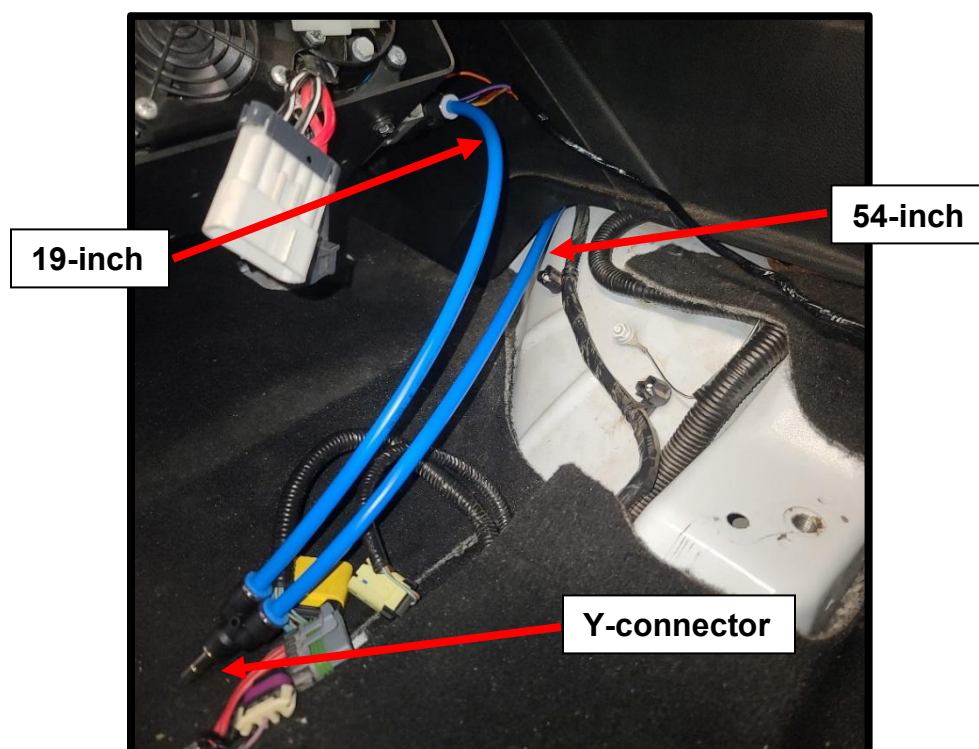


Figure 11

3-E) Carefully tilt the passenger seat back into position while being conscious of all the wiring and plugs. Once the seat is in place plug in the two (2) ARB plugs into the compressor and tuck them in a safe spot. Plug the Y-connector in the passenger seat bulkhead as shown in **Figure 12**. Bolt the seat back in place and torque bolts to manufacturer specifications (45 ft-lbs). Reconnect the yellow plug(s), if applicable. While looking under seat, check for clearance on wires, cables, plugs, and compressor as the seat is moved forward and back. Use wires ties to secure cables from yellow plugs if necessary, leaving slack where necessary to allow the seat to move without getting caught on anything.



Figure 12

3-F) Go to the back of the passenger seat and connect the 16-inch section of black tubing to the output fitting of the ARB compressor and to the input of the pressure control valve assembly as shown in **Figure 13**. Be sure to press all tubing in firmly to each fitting until it bottoms out.

Note: The **blue** tubing shown is for demonstration purposes only.



Figure 13

3-G) Now is a good time to go back and ensure ARB pressure control module / wiring harness is clear from everything under the seat. Then you can begin to tuck it under along the edge of the center console and under the carpet where it was left from **Step 3-B**.

3-H) Connect the **red** wire from the ARB pressure control module wiring harness to the same 12V source you are using to turn on the compressor such that the pressure control is turned on at the same time.

STEP 4 – System Check

- 4-A) Turn on the system. The compressor should run for a few seconds then shut off when it reaches the pressure safety switch built into the compressor, 150 psi. The system should be able to sit for a few minutes without the compressor cycling. If after a few seconds to a minute the compressor cycles, you will need to check for leaks. The first thing to check is the fitting in the compressor to ensure it is not leaking, then check the fitting on the input side of the valve assembly, and finally the tubing connection between each. Make sure they are tight and not leaking and tubing is pressed in firmly. Once everything is ok, TURN OFF the system.

STEP 5 – System Set-up and Use

- 5-A) Download the “**ARB Compressor Connect**” App available for iOS or Android. Sample screen shots shown below in **Figures 14 and 15**. The settings shown are just examples and not recommendations. If you select the gear icon, bottom right, it will bring you to the settings screen. From here if you select the “i”, upper right, it will bring to an information screen that provides all the details of the app.

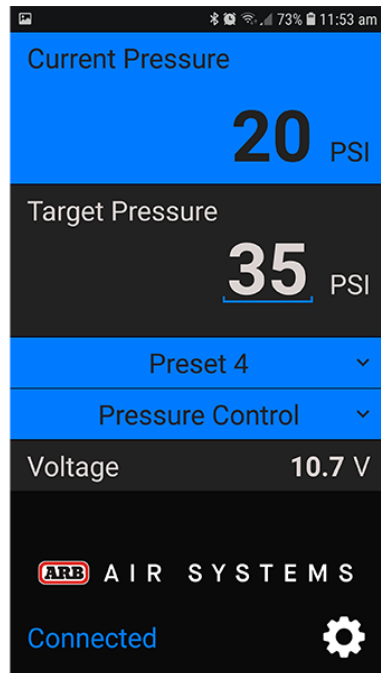


Figure 14

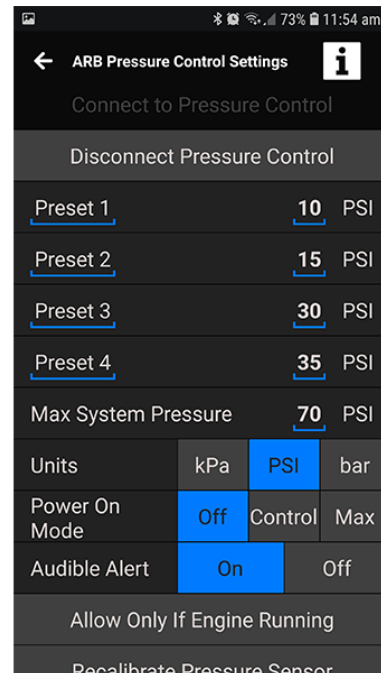


Figure 15

5-B) The following are some recommendations for the initial set-up. Bear in mind the recommended settings may need to be adjusted based on your vehicle weight, wheel / tire combination and conditions of the terrain. And the names for each preset can be adjusted to your preference.

- **DO NOT** use the “Recalibrate Pressure Sensor” function after installing the system. The pressure sensor is set properly from ARB.
 - This is only required in rare cases and if not done properly it will cause an incorrect pressure reading on the app resulting in the system not functioning correctly.
- **Read** the Quick Start Guide provided by ARB with the Pressure Control. It does have some helpful info and tips.
- Set the “Max System Pressure” to 90 psi.
 - There is no need to continually run the system at full pressure (150 psi). It can be adjusted later if needed.
- Change “Preset 1” to “Off Road” and set to your desired off road tire pressure.
 - This will be your air down to pressure for off-road conditions.
- Change “Preset 2” to “Road” and set to your desired on road tire pressure.
 - This will be your normal daily use tire pressure.

5-C) **System Use** – Airing down and up all 4-tires is simple with your new 4-Tire Air System.

Airing Down: Connect your two (2) airline sets to the passenger and driver side seat connections. Then hook the air chucks to each tire. The order does not matter. The Haltec air chucks clip on by pressing on the valve stem and then sliding the silver sleeve towards the wheel to lock it (note: the Haltec air chucks are shipped with the sleeve in the locked position, so you will have to slide the sleeve back for the first use). Once all tires are connected, turn **on** your system switch, open the app, select the “Air Down” preset or enter your desired pressure. Then select “Pressure Control” and the system will start airing down. Once complete, select “Pressure Off”. Turn **off** your system switch. Disconnect air chucks first then remove airlines from seat connections.

Airing Up: Repeat what was done above to connect everything and turn **on** the system. Select the “Road” preset or enter your desired pressure. Then select “Pressure Control” and the system will start airing up. Once complete, select “Pressure Off”. Turn **off** your system switch. Disconnect air chucks first then remove airlines from seat connections.

STEP 6 – System Tips

- 6-A) The last part in your parts bag should be a black plastic plug. Keep this somewhere safe in your Jeep. It is used to close off one seat connection if you happen to only be using one side (i.e., to fix a flat or air up another vehicle). **DO NOT store it in one of the seat connections.** It will get broken off!
- 6-B) If you have dual valves on your wheels, use the valve without the TPMS sensor. Deflation / inflation will be quicker.
- 6-C) The system is designed to be flexible in that you can air 1, 2, 3, or 4 tires at once since all the air chucks are self-sealing. Also, any of the four (4) airlines can also be used on their own. The same way you connect / disconnect the airlines from the seat connections, each airline can be removed from the splitter and plugged directly into either seat connection. This way you can use a single airline to fix a flat, air up a mattress, fill a bike tire, etc. (Check out [IJKP-32: Air Inflation Accessory Kit](#)). No need to carry a fifth single line since you have four to choose from.

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

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