INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL

EZ-DEFLATOR

DIGITAL & ANALOG TIRE DEFLATORS

Part No. **RJ-9029PRO** — Digital EZ-Deflator · Part No. **RJ-560200-101** — Analog EZ-Deflator
Hand-held combination tire deflators and pressure gauges for rapidly and accurately lowering ("airing down") tire pressures for off-road use. Both models thread onto standard automotive valve stems and follow the same operating procedure. EZ-Deflators are beadlock friendly.

WARNING

Read and understand this entire manual and all product safety labels before using this product.

Operating a vehicle on underinflated tires, or releasing tire air in an uncontrolled way, can result in tire failure, loss of vehicle control, a crash, serious injury, or death.

→ Keep this manual with the product for future reference. If you do not understand any part of it, contact RockJock before use.

NO INSTALLATION REQUIRED. The EZ-Deflator is a hand-held tool and is ready to use out of its case. Read the operating procedure in Section 4 before first use, and always return every tire to the vehicle manufacturer's specified pressure before returning to the road (Sections 2 and 6).

1 SAFETY INFORMATION — HOW TO USE THIS MANUAL

This manual uses the hazard-communication system defined by the American National Standard **ANSI Z535.6** (Product Safety Information in Product Manuals, Instructions, and Other Collateral Materials). Safety messages are flagged with a **signal word** and, where personal injury is possible, the **safety alert symbol** ⚠. Each message states the **hazard**, the **consequence** of not avoiding it, and **how to avoid it**.

SIGNAL WORDS USED IN THIS MANUAL

⚠ **DANGER**	**Indicates a hazardous situation which, if not avoided, WILL result in death or serious injury.**
⚠ **WARNING**	**Indicates a hazardous situation which, if not avoided, COULD result in death or serious injury.**
⚠ **CAUTION**	**Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.**
NOTICE	**Addresses practices not related to personal injury — typically a risk of property or product damage.**

INTENDED USE

The EZ-Deflator is a hand-held combination tire deflator and pressure gauge. It is designed to rapidly and controllably lower tire pressure ("air down") for off-road use by temporarily unscrewing the tire's valve core into the body of the tool, and to read tire pressure while doing so. This manual covers two models: the **digital** EZ-Deflator (part no. RJ-9029PRO) and the **analog** EZ-Deflator (part no. RJ-560200-101). Both thread onto standard automotive valve stems and follow the same operating procedure (Section 4). Analog deflators additionally include a thread-in tip that converts the tool to a simple tire pressure gauge (Section 5). EZ-Deflators are beadlock friendly. The EZ-Deflator is not an inflator and cannot add air to a tire; it is not intended for pressurized systems other than tires. Do not use it for any purpose other than as described in this manual.

WHO SHOULD USE THIS PRODUCT

No installation, vehicle modification, or mechanical experience is required: every EZ-Deflator connection is made by hand, and the complete operating procedure is given in Section 4. The critical judgment this product asks of you is **choosing tire pressures**. Reduced (aired-down) pressures are for off-road use only; the correct on-road pressures for your vehicle are printed on its tire-information placard (usually in the driver's door jamb) and in its owner's manual. If you are unsure what pressures are appropriate for your tire, wheel, and terrain combination, consult a qualified tire or off-road professional before airing down.

2 SAFETY INFORMATION — READ BEFORE YOU BEGIN

The following hazards apply to the use of this product. Review every message below before airing down for the first time. These hazards are repeated, where relevant, at the individual steps in Section 4.

WARNING

Reduced (aired-down) tire pressure is for off-road use only.

Driving at road speed on underinflated tires causes sluggish handling, longer braking distances, and tire overheating, and can lead to sudden tire failure, loss of vehicle control, a crash, serious injury, or death.

→ Before returning to the road, reinflate every aired-down tire to the pressure shown on the vehicle's tire-information placard and confirm it with a gauge (Section 6).

WARNING

During deflation the valve core is unscrewed and captured inside the tool (Section 4, Steps 5–9). With the core out, the EZ-Deflator is the only thing sealing the tire.

If the tool is unscrewed from the valve stem while the core is out, the tire's full pressure vents without control: the blast can drive debris into your eyes, and the tire deflates completely and can unseat its bead.

→ Never unscrew the valve stem adapter while the valve core is out. Reinstall the core (Step 9) before removing the tool from the valve stem (Step 10).

CAUTION

Air escapes rapidly at the sliding valve while pressure is being released (Section 4, Step 7).

The escaping air jet can carry dust and debris that can irritate or injure your eyes.

→ Keep your face away from the tool while air is venting and wear ANSI Z87.1 eye protection, especially around muddy or heavily soiled wheels.

WARNING

California Proposition 65 — chemical exposure.

These products can expose you to chemicals including chromium, lead and lead compounds, nickel (metallic) and nickel compounds, di-isononyl and di(2-ethylhexyl) phthalates (DINP/DEHP), which are known to the State of California to cause cancer and birth defects or other reproductive harm.

→ Wash hands after handling. For more information visit www.P65Warnings.ca.gov.

NOTICE

Very low tire pressures can unseat the tire bead on conventional (non-beadlock) wheels.

A tire that slips on the wheel or unseats its bead deflates completely, can be damaged, and can leave the vehicle stranded.

→ Know the minimum safe pressure for your tire and wheel combination before airing down. EZ-Deflators are beadlock friendly.

NOTICE

Dirt, moisture, and impacts damage the gauge and its seals.

A contaminated or damaged gauge reads inaccurately or fails.

→ Keep the tool clean and dry, and always return it to its storage case when finished (Sections 4–6).

3 TOOLS, MATERIALS & KIT CONTENTS

REQUIRED TOOLS

- None — every EZ-Deflator connection is made and tightened by hand.

MATERIALS AND REFERENCES

- Your vehicle's tire-information placard (driver's door jamb) or owner's manual, for the correct on-road pressures
- An air source for reinflation before road use (portable compressor or shop air — not included)

PERSONAL PROTECTIVE EQUIPMENT

- ANSI Z87.1 safety glasses (air is released rapidly in Step 7)

KIT CONTENTS

Each EZ-Deflator is sold individually; this manual covers both models.

1	RJ-9029PRO	Digital EZ-Deflator with braided hose, valve stem adapter, and valve core remover
1	–	Battery (installed; protected by a pull-out activation tab)
1	–	Zippered storage case
1	RJ-560200-101	Analog EZ-Deflator with braided hose, valve stem adapter, and valve core remover
1	–	Thread-in tire-gauge tip (stored in the deflator head)
1	–	Zippered storage case

Verify contents before first use; report any shortage to RockJock.

THREADED-CONNECTION REFERENCE

NOTICE

Every EZ-Deflator connection is hand-tight only.

Wrenches or pliers can strip threads, crush seals, and bend valve stems.

→ Make each connection below by hand. This product contains no wrench-torqued fasteners; no torque specifications apply.

CONNECTION	HOW IT IS MADE	TIGHTNESS
Valve stem adapter to tire valve stem (Steps 4 and 10)	Threaded by hand using the knurl on the adapter	HAND-TIGHT
Valve core into valve stem, reinstallation (Step 9)	Driven by the tool's valve core remover	SNUG BY HAND
Thread-in tire-gauge tip, use or storage position (Section 5, analog only)	Threaded by hand into either end of the deflator head	HAND-TIGHT

4 OPERATING PROCEDURE

BE ADVISED — MODELS AND CONTROLS

The steps in this manual are illustrated using the **digital** deflator, but the digital and analog devices follow the same procedure.

FIG. 1 identifies the digital deflator's controls: the **ON** button powers the unit on and off, the **FUNC** button toggles through the pressure-unit preferences (PSI, kPa, Bar, Kgf/cm²), and the display includes a battery-level indicator. An **LED flashlight** on the back of the unit turns on and off by holding the ON button down for 3 seconds (Step 3).

Analog deflators ONLY include a (one) thread-in tip that allows the EZ-Deflator to be used as a simple tire pressure gauge. Screw the tip into the **use** end of the deflator head shown in FIG. 2 to use it as a tire gauge; screw it into the **store** end for storage of the tip. See Section 5.

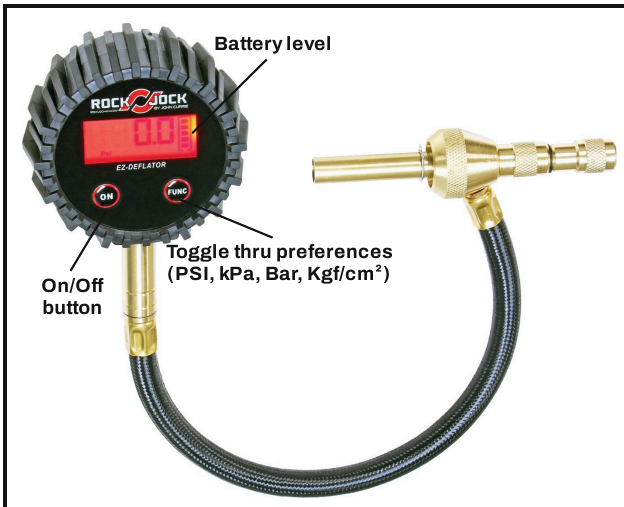

FIG. 1 Digital EZ-Deflator controls.

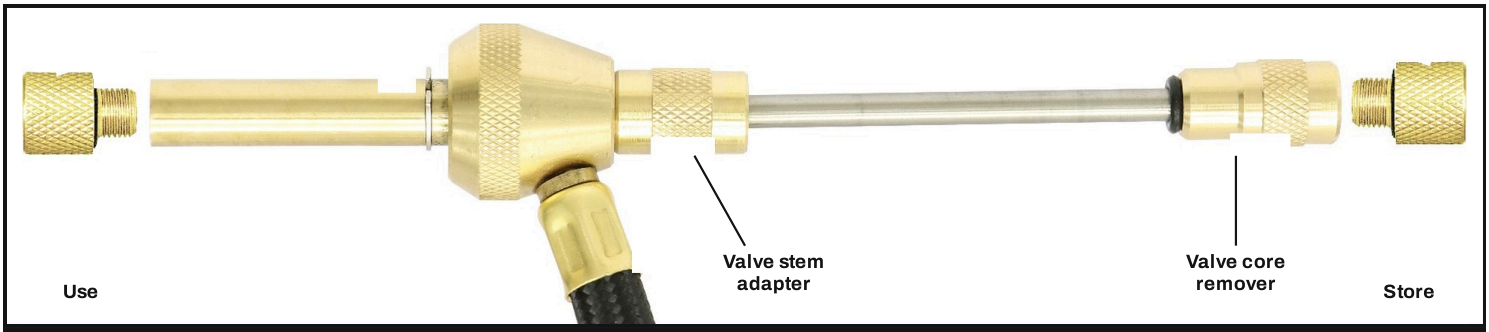

FIG. 2 Analog deflator head: tire-gauge tip in the use position (left) and store position (right).

1 PULL THE BATTERY ACTIVATION TAB

Start by pulling the battery activation tab out of the back of the unit.

Digital models only. The analog deflator uses no battery — analog users may skip to Step 4.

FIG. 3 Pull the battery activation tab out of the back of the unit.

2 POWER THE UNIT ON

Power the unit on by pressing the “ON” button one time.

The unit will also power on automatically when it senses pressure.

FIG. 4 Press the ON button once; the unit also powers on when it senses pressure.

3 USE THE LED FLASHLIGHT AT NIGHT

If you are using the unit at night, holding the “ON” button down for 3 seconds will turn on an LED flashlight on the back side of the unit to aid you in finding your valve stem in the dark.

Clicking it again will shut it off.

FIG. 5 Hold ON for 3 seconds for the LED flashlight. Inset: the flashlight on the back of the unit.

4 THREAD THE UNIT ONTO THE VALVE STEM

After removing your valve stem cap, hold the sliding valve tight and thread the unit onto your valve stem threads using the knurl on the valve stem adapter (FIG. 2).

FIG. 6 Hold the sliding valve and thread the adapter onto the valve stem by its knurl.

5 REMOVE THE VALVE CORE

Push the valve core remover down and turn it until you feel it lock onto the valve core, and then unscrew the core until it comes completely out into the deflator unit.

WARNING

The valve core is now out of the tire and captured inside the tool.

Unscrewing the tool from the valve stem with the core out vents the tire's full pressure without control.

→ Keep the valve stem adapter threaded onto the valve stem until the core is reinstalled in Step 9.

FIG. 7 Push the valve core remover down, lock onto the core, and unscrew it into the tool.

6 READ THE CURRENT TIRE PRESSURE

With the valve core out, you can now push the sliding valve down until it stops to read the current tire pressure.

The tire shown is currently at 27.5 pounds of pressure.

FIG. 8 Push the sliding valve down until it stops to read pressure (27.5 psi shown).

7 RELEASE AIR FROM THE TIRE

CAUTION

Air escapes rapidly while the sliding valve is pulled out.

The air jet can carry dust and debris that can irritate or injure your eyes.

→ Keep your face away from the tool and wear eye protection.

Pull the sliding valve up to start releasing air from the tire. Air will flow rapidly!

Disregard the gauge reading during the time the sliding valve is pulled out.

FIG. 9 Pull the sliding valve up to release air; disregard the gauge while it is out.

8 CHECK THE NEW TIRE PRESSURE

Push the sliding valve back down to check the new tire pressure.

The tire shown is now at 24.5 pounds. Repeat Steps 7 and 8 until you reach your desired tire pressure.

FIG. 10 Push the sliding valve back down to check the new pressure (24.5 psi shown).

9 REINSTALL THE VALVE CORE

Once you have reached your desired tire pressure, screw the valve core back in using the valve core remover, until it is snug by hand (Section 3).

FIG. 11 Screw the valve core back into the valve stem with the valve core remover.

10 UNSCREW THE UNIT FROM THE VALVE STEM

WARNING

Do not unscrew the tool until the valve core is reinstalled.

With the core out, the tire's full pressure vents without control and the tire deflates completely.

→ Complete Step 9 first, then remove the tool.

Hold the sliding valve and unscrew the valve stem adapter from your valve stem.

FIG. 12 Hold the sliding valve and unscrew the adapter from the valve stem.

11 REPLACE THE VALVE STEM CAP

Replace your valve stem cap.

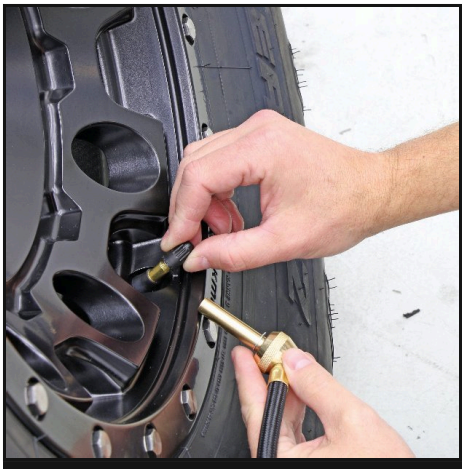

FIG. 13 Replace the valve stem cap.

12 POWER THE UNIT OFF

Click the “ON” button once to power the unit off.

The unit will power off automatically after 2-1/2 minutes.

FIG. 14 Click ON once to power off; the unit auto-powers-off after 2-1/2 minutes.

WARNING

These tires are now at off-road pressure.

Driving at road speed on underinflated tires causes tire overheating and can lead to sudden tire failure, loss of vehicle control, a crash, serious injury, or death.

→ Before returning to the road, reinflate every aired-down tire to the pressure on the vehicle’s tire-information placard and confirm it with a gauge (Section 6).

FIG. 15 The EZ-Deflator in use. EZ-Deflators are beadlock friendly.

5 USING THE EZ-DEFLATOR AS A TIRE GAUGE

Analog deflators ONLY include a (one) thread-in brass tip that allows the EZ-Deflator to be used as a simple tire pressure gauge. The tip is stored in the valve-core-remover end of the deflator head and screws into the opposite end for gauge duty — the **use** and **store** positions shown in FIG. 2 (Section 4).

1. To use the analog deflator as a tire gauge, remove the brass tip from the storage end of the deflator head and screw it into the other end, as shown in FIG. 2 (FIG. 16).
2. With the tip installed on the other side of the deflator head, you may now simply press the tip onto your valve stem to use the deflator as a tire gauge (FIG. 17).
3. When you are finished, always put the EZ-Deflator back in its case for safe keeping (FIG. 18). This applies to digital and analog models alike.

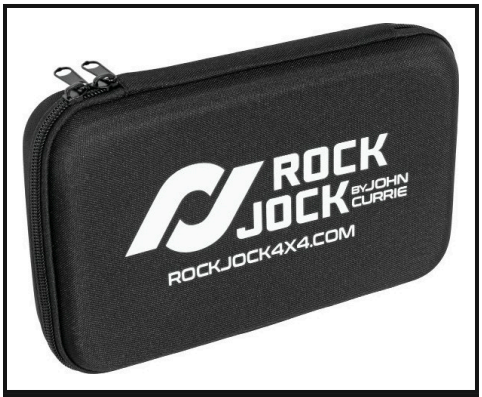

FIG. 18 Store the EZ-Deflator in its case when finished.

FIG. 16 Remove the brass tip from the storage end and screw it into the use end.

FIG. 17 Press the installed tip onto the valve stem to read pressure.

6 CARE, INSPECTION & MAINTENANCE

WARNING

Confirm tire pressures before returning to the road.

A tire left at off-road pressure overheats at road speed and can fail suddenly, causing loss of vehicle control, a crash, serious injury, or death.

→ Reinflate every aired-down tire to the pressure on the vehicle's tire-information placard and confirm it with a gauge after every outing.

BEFORE EACH USE

- Inspect the gauge head, hose, and brass fittings for cracks, cuts, or crushed sections; confirm the sliding valve moves freely.
- Digital models: confirm the display powers on and the battery-level indicator (FIG. 1) shows adequate charge.
- Analog models: confirm the needle rests at zero while the tool is unpressurized, and that the tire-gauge tip is present in its storage position.

AFTER EACH USE

- Valve core reinstalled snug and valve stem cap replaced on every tire you aired down (Section 4, Steps 9 and 11).
- Every aired-down tire reinflated to the vehicle placard pressure and verified with a gauge before road use.
- Tool wiped clean and dry and returned to its storage case.

ROUTINE

- Replace the battery when the battery-level indicator reads low (digital models).
- Inspect the valve stem adapter and tire-gauge-tip threads for damage or debris; keep the seals clean.

⚠ **CAUTION**	**A damaged or inaccurate gauge misleads every pressure decision you make with it.** Setting pressures from a bad reading can leave tires underinflated for road use or below the safe minimum for your wheels. → If the unit has been dropped, reads erratically, or disagrees with a known-good gauge, stop using it and contact RockJock.

7 WARRANTY, DISCLAIMER & DOCUMENT CONTROL

LIMITED WARRANTY

RockJock 4x4 warrants this product to be free from defects in materials and workmanship for the period and under the terms stated in the current RockJock limited-warranty policy. This warranty applies only to products used, cared for, and maintained in accordance with this manual.

EXCLUSIONS

This warranty does not cover, and RockJock is not responsible for, damage or loss resulting from: improper use, including use as an inflator or on pressurized systems other than tires; unscrewing the tool from a valve stem while the valve core is removed; disassembly or modification of the tool; dirt or moisture intrusion; battery leakage; accident, abuse, or impact damage; corrosion; or operation of a vehicle on incorrectly inflated tires. Damage caused by improper use is expressly not warranted.

SAFETY DISCLAIMER

Off-road driving and reduced tire pressures involve inherent risks. Airing down changes the way a vehicle handles, and tire pressure directly affects vehicle safety. The operator is responsible for selecting pressures appropriate to the tire, wheel, and terrain combination, for observing the minimum safe pressure for conventional (non-beadlock) wheels, and for returning every tire to the vehicle manufacturer's specified pressure before road use. If any part of this procedure is unclear, contact RockJock or a qualified tire professional.