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Thank you for signing up to receive my newsletters. I hope you've found the previous editions informative and helpful for your vehicle- supported adventures. I trust you will enjoy this month's newsletter. If you have comments, please email me: Bob.Wohlers@discoveroffroading.com. You can access, download, and read previous newsletters on my website by clicking [HERE](#). Look through the

Newsletter Reference for a topic that may interest you, or download them all!

Baja's Hidden Heart Adventure Tour – One Spot Just Became Available December 12-20, 2024



Join this Tour and become a Baja Overland Explorer!

After announcing this tour in early 2024, it sold out in three days and has remained that way for nine months. One paid participant just called me and told me that they can't go. I decided just this once to ignore my refund policy and return their payment. I issued the refund knowing I can sell this one spot on the tour. Are you in? This is one spot and one spot only. **Once this single spot is sold the tour will again be closed and labeled as SOLD OUT.**

When the tour does sell out again, and you missed the opportunity to go, email me and I'll begin another waitlist.

If you've never been to Baja before, this tour is for you. Learn all the ins-and-outs of how to safely explore the Baja Peninsula. On this tour you will experience: Baja beach camping, cave paintings, and traveling as far south as Conception Bay. Plus, the tour may also include a gray whale tour in Scammon's Lagoon (this segment of the tour is dependent on when the whales will arrive in the lagoon in late 2024).

To learn more about this tour go **HERE** and **HERE**. To secure this one ticket, go **HERE** to pay for your spot on the tour. If you have additional questions, feel free to call me at: 909-844-2583.

Review – J.T. Brooks Pro II Automatic Tire Deflators



As you no doubt know, there are a variety of devices you can use to lower the pressure in your tires in preparation for the trail. Collectively, these devices are called “air-down tools.”

In my last newsletter, I expressed my thoughts on the \$170 InDeflate air down tool. If you missed this review, you can read my opinion of this device in the Newsletter Archives on my website [HERE](#). Together with my time in the field using the InDeflate tool, I also tested the \$100 J.T. Brooks Pro II Automatic Tire Deflators.

For the most part, “automatic tire deflators” have been my least favorite air down tool category. However, I’ve recently had a change of heart with the release of the new J.T. Brooks Pro II Automatic Tire Deflators. Let me explain.



What is an automatic tire deflator? These small deflators are typically sold as a set of four and are packaged in a nice bag or container. All use an internal spring that can be set to release a certain amount of air to a desired tire pressure. Once you set the deflators to a desired pressure, you need only screw a deflator on to the valve stem of your four tires. These deflators take up virtually no space in your vehicle and are very convenient, allowing you to do other things while they automatically deflate your tires to a desired pressure. Once the pressure inside the

tire is less than the tension on the adjusted internal spring, the spring closes off the deflator and stops the flow of escaping air.



There are basically two types of automatic tire deflators: 1) Those automatic deflators that CAN'T be easily adjusted in the field, and 2) Those automatic deflators that CAN be easily adjusted in the field. I would suggest you steer clear

of the difficult to adjust Coyote, Staun, and Trailhead brand tire deflators. Why? If you are a seasoned off-roader, you know you need different lower tire pressures for different terrain and off-road situations. I generally like lower tire pressures for sand and snow, and not so low a pressure for rocks and gravel. Off-road tire pressures should also be determined by such considerations as a vehicles weight, how it sits on the terrain (off-camber), and whether you are stuck or not. The Coyote, Staun, and Trailhead automatic tire deflators aren't easily nor quickly adjusted in the field to release different pressures based on terrain and other considerations. Oh sure, with a pack of four of these automatic air down tools you can adjust the individual components to let out different amounts of pressure, but this is a headache in my opinion. Plus, the Coyote, Staun, and Trailhead air down tools are each around \$80. Why pay that amount of money for a lack of freedom?

In the field I like the freedom to decide on the fly how much air I want to release from my tires based on the terrain, the difficulty of the trail, and other considerations. Also, I have multiple off-road vehicles that have different tire pressures for the highway. If I can easily adjust an automatic air down tool for each vehicle, that's a win. Further, I sometimes need to loan air down tools to another off roader. Easily adjustable automatic tools are better in this situation as well.

Enter the J.T. Brooks Pro II Automatic Tire Deflators. I'll say right up front, I'm a fan of these air down tools. The J.T. Brooks tools:

- Take up virtually NO room in your vehicle (compare this with the InDeflate tool reviewed in my last newsletter)
- Are made in the USA from quality nickel plated steel
- Easily adjust to keep between 30 to 5 PSI in your tires
- Quickly air down of tires
- Can air down all four tires at one time without constant inspection of progress
- Automatically stops releasing air from tires once set pressure is achieved, allowing you to perform other tasks while tires are airing down
- Screw quickly on each tire's valve stem
- Allow you to stand up (not squat down) during the deflating process
- Included is a nice storage pouch and clear instructions for use
- Are a bit pricey, but in my opinion are a fair value for their small size and ease of use in the field

I find very little to complain about with this product. I do need to note however that extreme elevations – high and low – directly affect the absolute accuracy of the PSI set on the individual tools. When any spring activated automatic air down tool is used at extremely high elevations, the ambient (surrounding) air pressure is less than at sea level. This will always result in the air down tool letting out slightly MORE air than what is desired or set on the tool. The opposite is true when using these tools below sea level. The tools will let out slightly LESS air than what is desired or set on the tool. Is this a big deal? I have not found this to be the case. The variance between altitudes is almost insignificant in my opinion. But here's a great time to mention that even when I use automatic air down tools I still carry a quality air gauge with me to double check the pressure in my tires. As President Reagan once said, "Trust but verify." Ha!



Once last note... I've noticed on social media a plethora of air down tools for sale. Take for example the interesting looking \$70 Over-Sand Automatic Tire Deflators (see photo). I plan on securing a set of these tools and giving them a try in the field. (Photo from website: <https://over-sand.com>)

I don't however plan on trying all the knockoffs that are similar to the InDeflate tool I reviewed in my last newsletter. Why? Because they all have the very same price and bulky downsides as the InDeflate air down tool. These include "Thor's Lightning," "Frontrow Offroad," and "Morrflate." I'm simply not a fan of bulky multi-hose air down tools.



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