



Robert Wohlers <wohlersbob1@gmail.com>

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Off-Road Safety Academy <bob.wohlers@discoveroffroading.com>
To: wohlersbob1@gmail.com

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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!

The InDeflate Tire Inflation and Deflation Tool

As I've Said in Other Newsletters:

Regarding my off-road product reviews, I only work for you. My opinionated product reviews only come from actual repetitive field use. The majority of products I review, I purchase at retail price. If free or wholesale priced products are sent to me, I always tell the individual or company that they may not like or agree with my reviews. As much as humanly possible, I try to provide honest and helpful product reviews.



Today, there are more air down tools to choose from than ever before. You gotta love the innovation sparked by the free market. I think I own and have used practically every model-type (not "make" - because so many copy each other). I own all the different models so I can show each type to students when they attend

my Intro to 4WD course. This gives me the opportunity to try them all.

Separating the tools you'd actually use in the field from those that take up too much storage room, don't work very well, or are overly complicated is key in my mind. You need to find the tool that works best for you. In this newsletter I review the InDeflate air down system. I didn't include this type of air down tool in Chapter 6 of my book "Raising Your 4WD Vehicle Off Road & In-Field Tire Repair" (available on Amazon [HERE](#)). So, consider this an update to my book.

InDeflate - Two Hose Model



This air down tool has been on the market for a while, but it was new to me. I've been using it on the trail for about a year, plus I've loaned it to participants on my tours and in my 4WD classes to air down their tires. The product is cleverly and correctly named as a tool that can assist you in both airing down and inflating two or four tires at once (depending on the model you purchase – two or four hoses).

Clever naming aside, I'll say right upfront that I'm not a big fan of this product even though it has a few positive attributes and is well built. Here's my take on how the InDeflate is used and its Pros and Cons.

How InDeflate is Used

To deflate your tires using this tool, attach the hoses to your tire's valve stems (two or four tires - depending on the model). Attaching a hose to your tires valve stem is easy as InDeflate has excellent air chucks on each hose. To remove air from your tires simply slide the center cylinder dump valve to hear air escaping. To read the gauge on the InDeflate, close off the escaping air. Continue this process of letting air out and closing it off until you arrive at the pressure you want in your tires. You can only accurately read InDeflate's gauge when the valve restricts air release.

To inflate your tires, again attach the hoses to your valve stems. Connect your air source hose (from a compressor or CO2 PowerTank) to the valve stem on the bottom of the gauge cylinder. Slide the on/off knob up and down to add air to tires or read the gauge.

Pros

Equalizes Pressure in Two Tires. When using the InDeflate to air up two tires at a time, it equalizes the pressure in both. I like this feature versus filling tires individually with a single hose. But let's get real for a moment. If you pay close attention to a gauge when filling tires individually with a single hose from your air source, you can easily put the same pressure in both tires on the same axle. In my mind, this feature of the InDeflate does not justify the price or the bulk of the system.

No Kneeling on the Ground. Unlike some tire air down tools (ARB E-Z Deflator), you do not need to kneel down or sit on the ground while using the InDeflate. You use this tool while standing. This is a blessing for those with bad knees, a tired back, or are in challenging terrain (cactus all around). In my opinion, this is the best feature of the InDeflate.

Cons

Bulky Storage. I dislike loose hoses and the room they take for storage in a vehicle. To be fair, the InDeflate does come with a nice bag. In my opinion

however, the positives about this product do not outweigh the downside that the InDeflate takes up much more room in your vehicle than any other air down tool. Further, why would someone purchase the extremely bulky four-hose model? The bulk of the four-hose model is huge, plus many vehicles have tires on each axle that require different pressure ratings. In this situation you can't fill all four tires at the same time anyway. The only advantage of a four-hose model is when you have a vehicle whose front axle tires run the same pressure as the rear axle tires. Realistically, how hard is it to fill only two tires at once and then switch axles?



Do You Need TWO Gauges When Airing Up? If you use a belt-driven or 12V compressor mounted in your vehicle or a CO2 PowerTank to air up your tires, you no doubt already have a hose and a tire inflator with a gauge (I use quality PowerTank inflators). If this is you, then why oh why would you need an InDeflate with another gauge for airing up your tires? (See the photo.) Sure, you could purchase the InDeflate "Quick Coupler" for \$12, but why? Just so you can fill two tires simultaneously?



Here's a Special Note for ARB Compressor Owners

If you have an ARB portable compressor, then perhaps the InDeflate system has benefit for you. Why? When you purchase a portable (boxed) ARB compressor, you DON'T get a tire inflator with a gauge. Say what? Yep. It's true. As expensive as ARB compressors are, you don't get a legit tire inflator with a pressure gauge.

You need to purchase your own separate tire gauge. Perhaps an InDeflate system with its built in gauge is just what you need with your ARB compressor. But, then you still have to store all that bulk somewhere in your vehicle.

Time to Air Down. The InDeflate air down system does not deflate tires faster than most air down tools. In fact, the time needed to reduce the pressure in two of my Jeep TJ's tires by 10 psi with the \$24 TeraFlex key chain tire deflator is roughly the same as the time needed for the InDeflate - two minutes. I've been testing this timing in the field and replicated the performance.

Filling Tires with the InDeflate is NOT Faster. You don't really think that your compressor can fill two tires faster with the InDeflate than filling them one at a time with a single hose? Physics my friend, physics. Your compressor has a CFM (cubic feet per minute) rating and the InDeflate can't magically add to your compressor's capability.

Price. Really? \$170 for an air down tool? **I find this to be laughable.** In my opinion, the small bits of convenience one might obtain when using the InDeflate does not justify its price or carrying all that bulk. Now, I don't fault the manufacturer for this price. They need this price margin because there's a lot of quality materials and parts making up the InDeflate, plus assembly time at the factory. Again, I personally don't believe the positives about this product justify spending \$170 on an air down tool. Call me cheap if you wish, but those that genuinely know me know that I'm anything but cheap.





Final Words

One last comment about air down tools. Rather than buying something "fancy" like the InDeflate, why not spend your money on a high quality reliable air gauge and the extremely simple air down deflator tool. Consider the TeraFlex Air Deflator - a key chain air down tool that can allow you to deflate two or all four of your tires at once (\$23 on Amazon; some knock offs are cheaper). I've used this four-inch long air down tool for years and I can easily carry it with me when I fly to rent or borrow a 4WD vehicle. There's NOTHING to break on these deflators I've had one for 18 years. Oh, one last note about this tool. Like the InDeflate, this tool can also air down two or four tires at once.



The air gauges I have used for years are from AutoMeter (\$40) and PowerTank (liquid filled gauge \$75). Both brands of gauges always read spot on and can take field abuse without falling out of accurate calibration. Forget the \$3 gauges sold at auto parts stores as a point-of-purchase item. They never read accurately and are junk.

So, for between \$60 to \$70 you will have two simple and reliable air down tools. Compared to the InDeflate, you'll save about \$100. Can you think of other more important off-roading items or upgrades you can spend \$100 on?



In my next newsletter I'll review another air down tool - the J.T. Brooks Pro II Automatic Tire Deflators. You might be surprised as to my opinion about this product.

Death Valley Miner's Cabin Tour - A Couple of Spots Left

October 31-November 3, 2024



My upcoming Death Valley Overland Tour is sold out. But, here's the good news. There is still time to secure a spot on the Miner's Cabin Tour. Read on.

BONUS ADD ON

If you attend the Miner's Cabin Tour, you are invited to participate in a Recovery Skill Clinic at NO CHARGE on October 29, 2024. This is the Tuesday before the Miner's Cabin Tours. This Recovery Skill Clinic will be conducted at the location where you begin the Miner's Cabin Tour.

Off-Road Safety Academy is a permitted BLM and National Park Outfitter and Guide.



I LOVE this Adventure Tour!

Practically none of the remote backcountry cabins visited on this unique tour can be found on a map. Someone has to lead you to them, like Off-Road Safety Academy. The cabins are special "secret spots" in and around the Death Valley area. Most are past Adopt-A-Cabins, carefully nurtured and cared for by volunteer groups. These are not dilapidated cabins that are falling in on themselves. These are remote backcountry cabins you will want to return to and stay in year after year.

The tour route visits different miner's cabins each day, including a visit to Barker Ranch, where Charles Manson was apprehended by law enforcement. History at its best!

This Death Valley basecamp adventure is especially for those who: 1) Tow their street-legal 4WD behind a motorhome or truck, 2) Like to basecamp (meaning camp in the same location each night), and/or 3) Like the challenge of a more difficult off-road trail.

Unlike Off-Road Safety Academy's overlanding-style adventure tours, the trails

traveled on this tour are a bit more challenging. There will be some rock crawling to get to a couple of cabins. To join this tour you will need a 4WD short wheelbase style vehicle - Jeeps, Land Rovers, Toyota 4Runners, Broncos, etc. No long wheelbase trucks please. There are some other vehicle requirements, so be sure to read these on DiscoverOffRoading.com before you purchase a tour ticket.

Cost: \$650.00 per vehicle. Bring as many passengers as you have legal seat belts.

Click [HERE](#) To Learn More And Sign Up Click



Miner's Cabin Tour Vehicle Requirements

All street-legal vehicles must have 4-Lo gearing capability, reasonable ground clearance suited for the trail to be traveled, seat belts for all passengers, and front and rear frame-mounted recovery points. The Death Valley Miner's Cabin basecamp tour requires 33" or larger tires, a full-size spare tire the SAME size as the four tires on the vehicle, and rock rails or rock sliders. All vehicles must have either a rear locker, a limited slip differential, or electronic traction control. No towing of off-road trailers while on the trail. Trailers may be left at basecamp. If

your vehicle has a trailer hitch, you must NOT have connected a tow ball, cargo "basket," spare tire mount, or bicycle rack to the rear of your vehicle.



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