

CyclePump™ EZAir™ Tire Gauge

CyclePump

”Air when you need it...”™

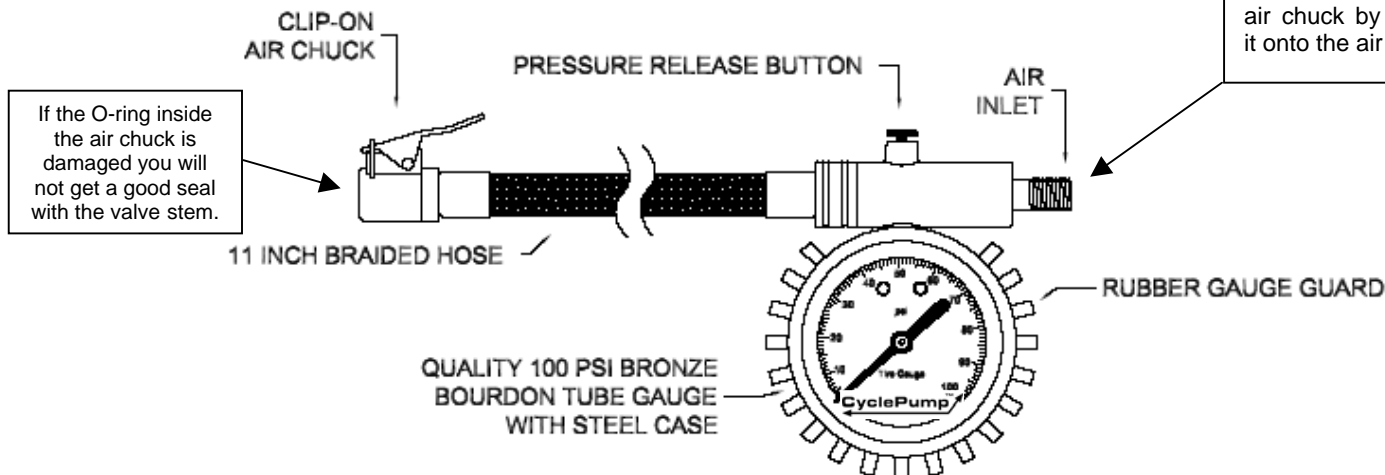


Read Operating Instructions BEFORE Using Gauge

Adjust pressure, if necessary, in accordance with your vehicle owner's manual recommendations.

1. Remove tire valve cap.
2. With clip-on air chuck lever depressed, firmly press chuck onto tire valve stem and release lever.
3. Gauge now reads tire pressure and unit is ready to inflate the tire.
4. If the air chuck leaks, press lever to release lock, rotate slightly and reinstall per instruction #2.
5. Attach a CyclePump™ Tire Inflator to the air inlet of the gauge assembly. Follow instructions on the CyclePump™ to inflate the tire.
6. Alternatively, briefly press a compressor air chuck onto the air inlet of the gauge assembly to inflate tire.
7. Turn off the CyclePump™, or remove the compressor hose, to read tire pressure.
8. If pressure is low repeat step #5 or #6.
9. If tire pressure is high, briefly press the pressure release button on top of gauge to deflate tire.
10. NOTE: Tire gauge does NOT show actual tire pressure while deflating.
11. Press chuck release lever to release air chuck and replace tire valve cap.

To prevent damage to the rubber O-ring in the end of the locking air chuck, DO NOT store the air chuck by locking it onto the air inlet.



Can't get a good air seal? Not getting a pressure reading? Try these troubleshooting tips:

The locking air chuck unscrews (in the middle) to access a rubber O-ring seal. Use a 12mm and 13mm wrench to take it apart. Check to make sure the O-ring is in place and undamaged. Turn the O-ring around to get a fresh sealing surface. Tighten snugly when finished.

The air inlet has a valve core inside. Use a valve core tool to tighten the core, gently but firmly.

The air hose attaches to the main manifold (brass housing) with a threaded fitting. Look for a hairline crack where the two parts join. Use two pliers to tighten the brass hose fitting to the manifold. Do not over-tighten.

If you see (or hear) air escaping from the chuck when it's attached to your tire valve stem, you're not getting a good seal between the air chuck and the valve stem. Some tire valve stems are slightly smaller than others, or have "rolled" threads instead of cut threads. The locking jaw of the air chuck has difficulty engaging rolled or undersized threads. You may need to hold the chuck on the tire while using the gauge.

Once a good seal is established between the chuck and the valve stem, don't pull on the hose or let the main body of the gauge hang freely. Instead, hold the gauge while inflating or deflating.

Limited Lifetime Warranty (USA only)

BestRest Products warrants this tire gauge to the original purchaser. In case of defect or malfunction, BestRest will, at its option, repair or replace the gauge without charge. For service under this warranty, return the tire gauge to our factory, PREPAID, together with \$8.00 for return postage and handling. Gauges sent without postage and handling fees will be refused or may be held pending payment.

This warranty does not extend to any damage or malfunction resulting from misuse, negligence or accident. The remedies described above are the exclusive remedies under this warranty, and in no event shall BestRest Products be liable for consequential damages.

Components of this gauge are manufactured in the USA and other countries. The gauge is assembled and tested for accuracy in the USA. Gauge accuracy can be impaired by misuse. Misuse includes dropping, jarring, excessive vibration, or connecting to an air line that exceeds 100 PSI. Line pressure over 100 PSI will damage the internal workings of the gauge.

This tire gauge has a full geared, solid brass precision movement with bronze bourdon tube. Unlike piston plunger type gauges, the bourdon tube movement is not affected by changes in temperature, humidity, or altitude. Gauges are calibrated to within 2% of maximum dial range, meaning that the gauge is accurate to within 2 PSI at any indicated pressure. Minor variations in pressure readings are considered normal.

NOTE: To prevent internal component failure, do not attach to a compressor that has a line pressure exceeding 100 PSI. Resulting damage is not covered under warrantee.

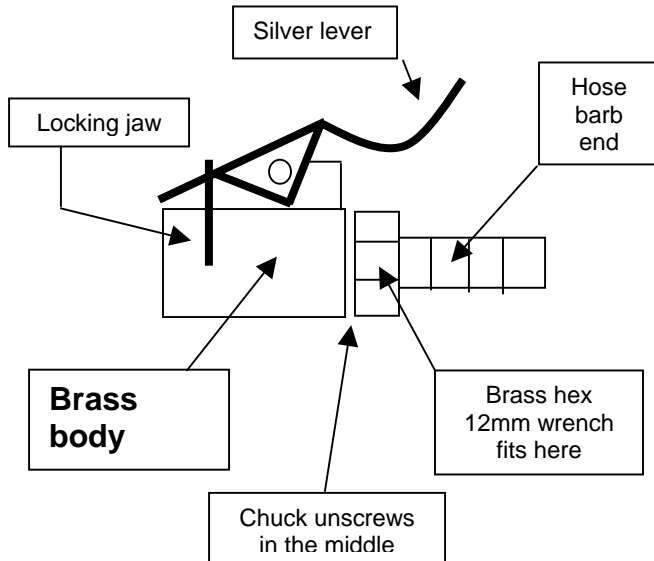
WARNING: To avoid the possibility of eye injury, eye protection should be worn when filling any tire! CAUTION: Do not exceed maximum pressure shown on dial.

BestRest Products, LLC

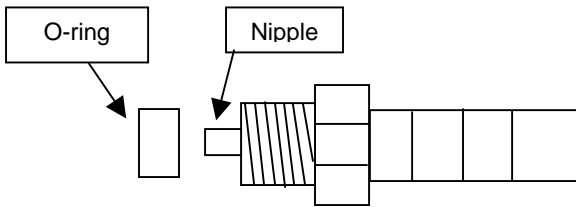
6908 220th St. SW ~ Mountlake Terrace, WA 98043 USA
(425) 673-1023 ~ Fax 425-673-0502 www.bestrestproducts.com ~
www.cyclepump.com

The locking jaw of the air chuck engages the threads of the tire valve stem, and holds the air chuck in place. When you depress the silver lever, the jaw opens, when you release the lever the jaw closes on the valve stem. Look into the end of the air chuck and you'll see a rubber O-ring, with a brass nipple in the center. That o-ring makes the airtight seal between the chuck and the valve stem.

Repair or replacement of the locking air chuck is quick and easy. You do NOT need to remove the chuck from the air hose. Instead, use a 12mm box wrench and a 13mm wrench to unscrew the air chuck in the middle. Look closely and you'll see a hairline joint where the two pieces are joined.



Once the two parts have been unscrewed, inspect the rubber o-ring and make sure it's in good condition. You can flip it around so a fresh surface is exposed. This o-ring makes the airtight seal between the air chuck and the tire valve stem. The o-ring fits on the brass nipple shown below.



Replace the rubber o-ring and the main brass body. Reassemble the air chuck and tighten the two parts gently but firmly. If you get too enthusiastic you can strip the brass threads.

When using the air chuck on a tire valve stem or on the input port of the EZAir Gauge:

1. Open the jaw by depressing the silver lever.
2. Press the chuck **FIRMLY** onto the end of the valve stem, which will compress the o-ring.
3. While holding the air chuck **FIRMLY** onto the valve stem, release the silver lever.
4. The jaw of the chuck will engage the threads of the valve stem and hold it in place.
5. If you don't get a perfect seal, rotate the air chuck slightly and re-engage another part of the valve stem.
6. Damaged, worn out, or smooth threads on a valve stem may cause problems and prevent a good airtight seal. I
7. Dragging the jaw of the air chuck across the threads of the valve stem will cause them to get dull, and may result in a poor seal.

You're having difficulty making a good air-tight seal between the air chuck and the valve stem... you can hear air escaping when the air chuck placed on the valve stem.

What's happening is the rubber o-ring is not making a good seal onto the valve stem. This can be caused by a number of things:

1. The o-ring is missing, worn or damaged. Look inside the air chuck for the black o-ring. Make sure it's still there and doesn't have any nicks or cuts. You can service the o-ring by unscrewing the air chuck... use a 12 and a 13mm wrench, it comes apart in the middle. Turn the o-ring around and reassemble and you'll have a fresh surface.
2. The silver locking jaw is damaged, which allows the chuck to slip on the threads. It has a concave scalloped cut which is designed to engage the threads. If it's damaged it won't lock on properly. The jaw can be sharpened with a round jeweler's file.
3. The design of the threads of the valve stem... If they're rolled threads instead of cut threads, the jaw has a difficult time engaging one of the valleys of the threads, and the chuck slips on the stem. Nothing can be done about the valve stem threads, except changing your technique, or perhaps sharpening the jaws.
4. Most "failure to seal" issues are related to improper technique when putting the chuck on the stem. If you route the air hose under a big brake disc, then try to clip it onto the valve stem, this is a recipe for a bad seal. Instead of snaking the hose in such a way that it puts stress on the chuck when it's fitted to the stem, re-route the hose so that it engages the stem in a straight-on fashion. Route the hose down thru the axle area so that you approach the stem directly.
5. Sometimes, on some valve stems, it's just plain difficult to get a good seal, one which you can walk away from while the CyclePump inflates the tire. Those instances are rare, but they can happen. So you may need to hold the CP in your hand while inflating, so that the air seal doesn't fail. The trick is to get a good seal **BEFORE** you turn on the pump. If you're leaking air you won't hear it because of the noise of the pump.

6. Some motorcycle valve stems have a shorter than normal length of exposed brass thread, before the rubber shoulder begins to flare outward. When the chuck is pressed onto the tire, it hits the rubber shoulder before the o-ring makes a seal on the end of the stem. To cure this, press the air chuck harder onto the stem before releasing the locking lever. Or you can carefully trim just a tiny bit of rubber off the shoulder so that the air chuck can make a proper sea.

Proper application of the air chuck to the valve stem is as follows:

- a. Route the hose directly down onto the valve stem, so that the hose is not bent to the side
- b. Pinch the silver locking lever
- c. Keep the lever pinched, and forcefully press the chuck **STRAIGHT DOWN** onto the stem
- d. Keep pressing the chuck onto the stem while you release the lever
- e. If you allow the chuck to move **UPWARD** when releasing the lever, you get a bad seal
- f. If you keep the chuck pressed **DOWNWARD** when releasing the lever, you get a good seal.

Getting a good air seal is mostly about proper technique and a bit of practice.