

# ITP QUADCROSS MX PRO LITE TIRES



The new QuadCross Pro Lite carcass construction flexes front to rear to keep as many knobs in contact with the dirt as possible. The area around the bead is extra thick and super strong to prevent pinch flats.

## The latest tool for battle

By the Staff of Dirt Wheels

□ For most of the 2008 racing season and the early part of the 2009 campaign, the Monster Energy Team Kawasaki riders were consistently finishing in the top five and occasionally stepping on to the podium. Then in Round 5, 6 and 7 of the ATVA MX series, the Kawasaki team captured three wins in a row in both the Pro and Pro Am classes. When we asked Team Manager Jim White what has changed, he said, "We've done a ton of changes to the quads all year, and we are now using the new ITP QuadCross tire."

To find out for ourselves how well this new tire worked, we ordered up a set to try out. ITP claims they shaved nearly two pounds off of this new rear tire versus the older style QuadCross tire. The dimpled knobby design is very similar to the old Carlisle Turf Tammer tire that Jim may have used when he was racing the Pro circuit back in the 1980s.



### QUADCROSS MX PRO LITE

This new tire is only available in 20x6-10 front and 18x10-8 rear sizes. We mounted up a set of the new QuadCross tires on ITP's aluminum, beadlock-equipped wheels. Before

we inflated the tires it was easy to see how much thicker and stronger the lower portion of the sidewall is than the upper part. The carcass under the knobby is noticeably soft and flexible.

*From the looks of the new QuadCross Pro Lite tire, you can't tell them from the old. However, if you feel the rubber between the big dimple-centered knobs, you can feel how flexible the rubber is.*

# MIX PRO LITE

To get a good feel for the new tires, we installed them on our stock YFZ450R and tried them out on several local MX tracks. Before heading on to the track, we aired the rear tires up to seven pounds each and set the fronts up to eight pounds each. Team Manager Jim White tells us the race team quads run as much as 12 pounds in the front tires and four to six pounds in the rear with the use of Tire Balls. Twelve pounds in the front tires for most of us would be too stiff. The pros set their suspension up to compensate for the stiffer tires.

On the track, traction from the front and rear tires is awesome. You can't feel the tire flexing under you. All you know is that it's hooking up and pulling you forward.

Compared to riding with the stock Yamaha YFZ450R tires, you could carve the corners about a quad-width tighter, shaving time off in every turn. Hook up out of the corner was even better than is it with the taller 20-inch stock tires. Usually, lower profile tires don't get a great drive out of turns. It's not so with the new ITPs; we could squirt from turn to



◀ We tried the QuadCross tires on loamy and hardpacked tracks with great results. The harder and slicker the track surface was, the better these tires work. The Pro Lite tire is almost two pounds lighter than the standard QuadCross tire.

turn even on hardpacked dirt much quicker with the smaller tires.

Compared to other MX tires we have tested recently, we didn't find the need to use berms to hold our speed in the turns. And sliding was very predictable also. After several track days, the tires are holding up very well. And since the tires are not directional, you can turn them around after you see some wear to get a fresh edge. Doing that might off-

set the \$82 price for the rear tires. The \$77 fronts should outlast a couple sets of rears, saving even more money and hopefully gathering a couple wins in the process. ITP also has a great contingency and trackside support program in several race series. Check out their website at [www.itptires.com](http://www.itptires.com) for more details on that. To find an ITP dealer near you, check the website or give them a call at (909) 390-1905. □