

# ITP QUADCROSS XC

Tires built for cross-country

By the Staff of Dirt Wheels



*ITP's QuadCross XC tires incorporate a tough, six-ply carcass designed to pound the trail. Check out our LT-R450 versus YFZ450R shootout on page 70 for further test results.*

*The 22x7-10 front (\$79.95) and 20x11-9 rear (\$86.95) tires should see many GNCC podiums as well as make many trail riders happy. ►*



□ In 2009, ITP extended their already huge motocross tread lineup with the QuadCross MX PRO Lite tire. This tire won almost 40 percent of the AMA ATV Pro National rounds. Not bad for its first year in existence. After such great MX results, ITP decided to extend the QuadCross name to the cross-country racer and general trail enthusiast with a new XC tire. ITP matched the tread design of this proven winner with the extra strength and larger sizing required for performance trail riding and racing. Should we expect to see the same winning percentages at this year's GNCC? A special sneak peek in late 2009 saw KTM's Adam McGill ride the QC XCs to second place overall at the super-slick Yadkinville Stomp GNCC.

#### ULTIMATE TRAIL TREAD

The 22x7-10 front (\$79.95 from [www.rockymountainatv.com](http://www.rockymountainatv.com)), and 20x11-9 rear (\$86.95 from [www.rockymountainatv.com](http://www.rockymountainatv.com)) QuadCross XC tires incorporate a six-ply carcass. A tough tread offers a higher puncture resistance and overall durability. The typical motocross tread is four-ply, and they are neither tall nor tough enough for fast trail riding or cross-country racing.

To test, we mounted our QuadCross XCs to the same high-performance machine that Chris Borich used to win the 2009 GNCC Championship, the Suzuki QuadRacer LT-R450. We used ITP's ten-inch rolled edge T-9 wheels up front, and the nine-inch T-9 bead-lock wheel setup in the rear. These tires will mount right up to the LT-R450's stock wheels as well. You can also see this QuadRacer LT-R450 and ITP tire/wheel combo taking on Yamaha's stock treaded YFZ450R on page 70 of this issue.

If you just pick up the QuadCross XCs, you can feel their strength. The sidewalls feel like you could take a hammer to them.

After smoothly bolting the QuadCross XC and T-9 wheel combo up to the QuadRacer, we were ready to test the new tread. Our California-based facility is quite far from the closest GNCC course, so we made do with our 60-mile thrasher course. This test loop takes a steep mountain climb down through ten miles of sand wash and carries through long stretches of Baja-type desert terrain. It takes a few fast sprints around winding fire roads and closes with a few miles of tight, bush-whacking trails, stump alley

and a final hill climb and decent. This is definitely not a tread-friendly trail.

The stock LT-R450 runs 20-inch front and 18-inch rear treads, which really benefit the unit on the track. However, the 2-inch difference in height made the QuadRacer a much better trail machine. It even increased the top speed by a couple miles per hour, thanks to the taller rear treads, which was great to have down the long Baja stretch and fire roads!

Traction! The QuadCross XCs hooked up well in every terrain we spun them through. Even on the fire roads, the tall tread was hard to break loose. We particularly liked the connection in the deep sand wash. Our LT-R450 lugged the tires right on through.

#### BUY IT?

We were happy with the ride of the ITP QuadCross XC tires. They are about the toughest sport trail tires we tested, and they are sure to make a name for themselves at the 2010 GNCC. For under \$350, these treads will last longer than any stock or motocross tire. Check out ITP at [www.itptires.com](http://www.itptires.com), or call (909) 390-1905. You could also check out [www.rockymountainatv.com](http://www.rockymountainatv.com) for great deals on wheels and tires. □