

ITP

**Mud Lite XTR Tires
C-Series Type 7 Wheels**

\$103 (front); **\$114** (rear); **\$85** (wheels)

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THE GOODS For years, utility riders have had to choose between mud tires or trail tires—there wasn't any true "all-in-one" tire that could handle both types of terrain equally well. Luckily, ITP realized that this segment of the market needed some attention and developed its new Mud Lite XTR (Xtreme Terrain Radial) tires. The tires feature an extremely aggressive V-shaped cleat that helps keep the tire clean as it's shredding through the mud. These hybrid mud/trail tires are available in two sizes; a 12-inch and 14-inch version. The 12-inch is slightly better suited for mud riders, whereas the 14-inch is a little bit friendlier on the trail (thanks to its lower-profile sidewall). ITP stresses that this tire was designed for use on all sorts of terrain; it's equally at home in mud or on hard-packed trails.

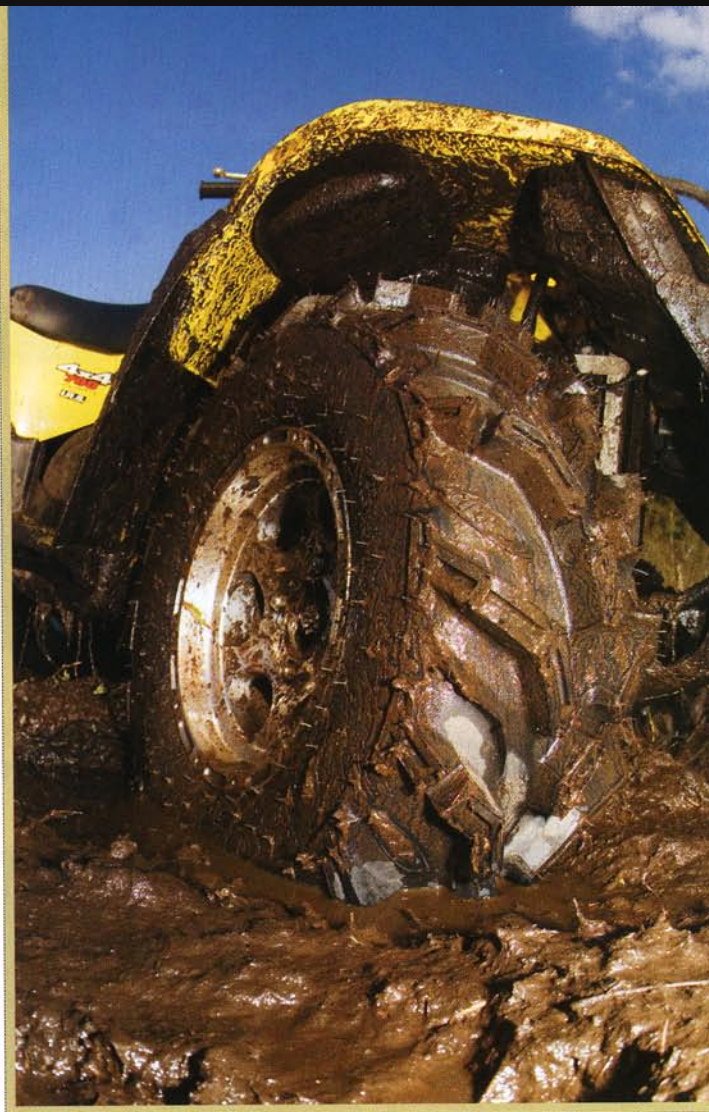
Although they are some pretty big tires, and are certainly heavier than stock tires, they are also considerably lighter than your average "mud-only" tire. The front tires weigh in at 26 pounds, while the rears weigh 31 pounds.

The tires came pre-mounted on ITP's new C-Series Type 7 12-inch aluminum wheel. This six-spoke wheel currently holds the title of being the lightest one-piece utility wheel on the market. The wheel features a machined finish with gunmetal accents—it also sports a clearcoat finish to protect the wheel from the elements.

THE VERDICT We installed a set of the Mud Lite XTRs on our Suzuki KingQuad (26x9x12 front and 26x11x12 rear). We chose the 12-inch tires since we wanted to see how well they worked in the mud. We ride in some pretty brutal mud pits that don't

want to let go of a quad...it just sucks you right in.

When you bolt on the tires, you immediately gain a couple inches in height (and ground clearance), thanks to the taller-profile tires. When you take off on the trail, there's no questioning that you've installed aftermarket tires—you feel the aggressive tread almost immediately. While it may not provide as smooth of a ride as the stock treads, the Mud Lite



PHOTOS: HOWELL

tires don't exhibit any negative traits out on the trail. The quad still steers just as well, and handles perfectly fine. As a matter of fact, we prefer the quad with the Mud Lites over the stockers on the trail—especially when it comes time to hop logs or climb over rocks.

But once you get to the mud, it's a whole new ballgame. This is where the tires really shine. At our local mudhole, we've sunk our KingQuad with the stock tires...and by sunk we mean buried it up to the racks. The Mud Lite XTRs rip through the mud with ease. The treads self-clean very well, which helps maintain solid traction in even the gummiest mud.

Overall, if you're looking for a versatile tire that can handle a casual trail ride and a romp through the mud, the Mud Lite XTR is as solid as they come.

- ⊕ **HITS** *The tire truly is an "all-in-one" tire.*
- ⊖ **MISSES** *A bit on the expensive side—but then again, you don't have to buy two sets of tires. ☹*

RATING ★★★★★

RATING SCALE

GREAT ★★★★★

GOOD ★★★★☆

OKAY ★★★☆☆

WEAK ★★☆☆☆

UH OH... ★☆☆☆☆