

ITP DUCKS UNLIMITED WETLANDS TIRE & WHEEL KIT

On target

Kawasaki's Brute Force 750, like all the V-twin powered Kawasaki 4x4s since the original Prairie 650, deserves better tires than it rolls out of the showroom on. Unless you're in perfect, tacky soil, a great deal of that glorious power creates more roost and wheelspin than acceleration. The Brute Force needs some help in the handling department, too. Actually, most four-wheelers can benefit from high-performance aftermarket tires. Since the Brute Force 750's astounding engine gives its tires so much to handle, we chose it as the test machine to try ITP's new Ducks Unlimited Wetlands Radial tire and wheel kit.

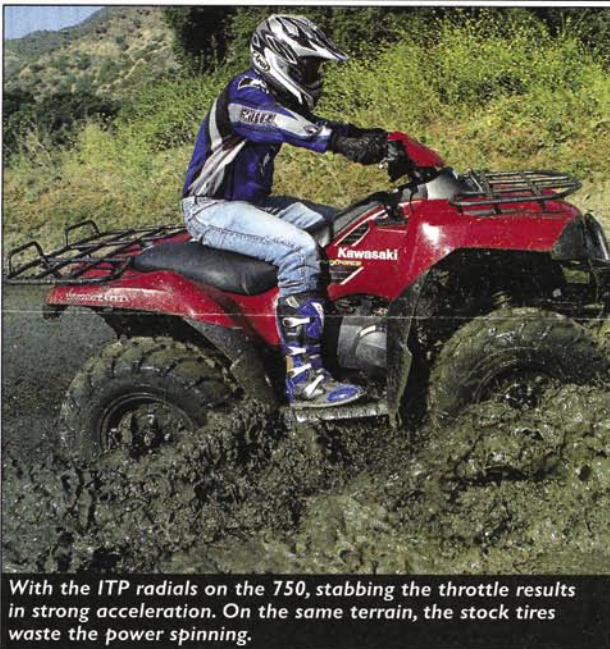
As you may know, Ducks Unlimited is an organization dedicated to the preservation of the sport of duck hunting, and it receives a donation each time someone buys the kit or these tires. The six-ply radials are a special model, manufactured differently than other ITP tires. The tires are mounted on black steel ITP wheels that are ideal for hunting and have a serious, all-business look to them. The tire and wheel kit is available only with 26-inch tires that add ground clearance and a meaner look.

HIGH AND DRY

Our first outings with the ITP Ducks Unlimited Wetlands radials were all tests of the tires' performance on fire roads. We wanted to see if the Brute Force 750



ITP's Ducks Unlimited Wetlands radials are way more aggressive than the stock tires on the Kawasaki Brute Force 750 but deliver a plush ride without vibration on hard dirt.



With the ITP radials on the 750, stabbing the throttle results in strong acceleration. On the same terrain, the stock tires waste the power spinning.

hooked up better when we punched the throttle from a standing start and when exiting turns. There was no question that the ITP rubber was working better. Standing start launches that resulted in tons of wheelspin with the stock tires

turned into quicker, more controllable takeoffs with the ITP radials. Exits from turns became a lot more efficient, too. With the ITP Tires, the Brute Force was also a better slider. The ITP radials even sharpened up the 750's most annoying handling trait, excessive body roll in hard cornering. Apparently, some of the weird feel the machine has on its soft stock tires is corrected by the sturdier ITP tires' six-ply rated construction.

LIKE DUCKS TO WATER

Wouldn't you know, those fire roads led us to our favorite mud pits. On stock tires, the Kawasaki navigates the mud relying on plenty of revs and its massive power, and it does well. With the deep, open tread of the ITP Ducks Unlimited Wetlands radials, the Brute Force truly mastered the mud. In all but the deepest spots, we could chug along below half throttle and keep moving with no trouble.

Unlike some performance tires, the ITP Ducks Unlimited Wetlands radials don't ask riders to give up any civility to get better handling or traction in mud. If you have a Kawasaki Brute Force 750, these tires can improve the machine's acceleration, handling and mud-going ability. We think the same goes for the Brute Force 650 and Prairie 700. All

things considered, we'd recommend these tires even if we didn't like ducks.

Rating: ★★★★★. **Price:** Front tire/wheel set, \$270. Rear tire/wheel set, \$310. **Contact:** Your local dealer. □