

ITP HOLESHOT ATR RADIAL TIRES

More sport for your sport/utility ATV

If you ride a modern sport/utility ATV, you're probably aware of the extra thought that went into its chassis and suspension. The result is better handling and a more comfortable ride than was available just a few years ago. Tires are a vital part of the handling package, so when ITP released the Holeshot ATR radial tire, a higher performance alternative to stock tires on sport-utility ATVs, we had to see if they could improve the great handling of a modern, stock 4x4.

We used the Kawasaki Prairie 650 for our comparison. Its stock non-radial Dunlop tires do a respectable job, and the meats on our machine were fresh. So that we could change tires quickly

to get an accurate back-to-back comparison, we got the ITP Holeshot ATRs on ITP's C-series cast aluminum wheels. They're an affordable way to upgrade the looks of a 4x4, no matter what your tire preference is.

We laid out a twisty cross country course that included hard packed dirt, hardpack covered with loose rocks and several sandy sections. After repeated timed laps on the stock tires, we put on the Holeshot ATRs and did timed laps.

The difference was noticeable from the moment we left the start. With less wheelspin and solid launches from the line, the Holeshot tires felt worthy of their name. We could feel the Kawasaki getting more drive traction any time the throttle was pinned from low speed turns.

Turning traction was also better with the ITP tires. In hard corners, the stock tires roll and push, where the semi-low-profile Holeshot ATRs give more direct steering response. There was more braking traction available with the ITP tires, too, so slowing

for turns was more controllable. The Prairie also drifted less on high speed sweepers, too.

It was easy to maintain a fast pace around the course with the Holeshot ATRs. When we were riding hard on the Kawasaki's stock Dunlops, we couldn't keep the same lines as consistently. It wasn't just a feeling; the clock showed we were averaging two seconds a lap faster with the ITP tires.

ITP has engineered Holeshot ATRs to deal with the rough treatment tires on sport/utility quads get, too. These tires have a six-ply rating, and a built-in rim guard keeps rocks from dinging your rims.

Kawasaki's Prairie 650 has sharp, predictable handling for a machine of its size, but it handled noticeably better with the ITP Holeshot ATRs. The machine's looks improved drastically with the C-series wheels, too. This is a tire/wheel combination we'd recommend to any aggressive sport/utility rider.

Rating: ☆☆☆☆☆. **Prices:** ITP C-Series cast aluminum wheel, \$80. ITP Holeshot ATR front tire, \$80. ITP Holeshot ATR rear tire, \$85.

Contact: Your dealer. □

◀ ITP's Holeshot ATR tires use radial construction and a semi-low profile design to sharpen the handling on big sport-utility ATVs.



The rugged, high-quality looks of cast aluminum ITP C-series wheels gave our Kawasaki Prairie 650 a boost in style for the tire test.