

# ITP MXR4 TIRES



## Longer lasting?

By the shredding staff of Dirt Wheels

□ When we first tested ITP's Holeshot MXR rear racing tire last year, we were impressed with the excellent traction it provided. One test rider was even quoted saying "it's like riding on sandpaper." However, to go along with the outstanding traction the new tire provided, accelerated wear became an issue.

With that version it was tough to finish a race weekend without the tires completely wearing out. And when you're paying well over a \$150 per set, things can get expensive.

To combat the wear issues of the MXR tire, ITP went back to the drawing board to find a longer-lasting compound and a tread structure that would keep the same traction characteristics as before. What they came up with is now called the Holeshot MXR4 rear tire.

### HOLESHOT MXR4

The Holeshot MXR4 is available in 18x10-8 and 18x10-9 sizes, as well as

**On the left is the old MXR tire and next to it is the new MXR4. It took exactly twice as much track time to get the new tire to wear as much as the old one. ITP achieved this by changing the compound of rubber they use.**

19x10-9 and 19x10-10. Taller nineteen-inch rear tires are becoming more common on rougher MX tracks across the country. In the rough stuff, they help drive over the bumps, and on a smooth starting line they really do help pull the holeshot.

Recently we slapped a set of rear 18x10-8 MXR4's on one of our test quads and took it out for a spin. Using our old test from May 2003 as baseline, we wanted to see if tire life was improved any, since that was our biggest complaint.

Remarkably, the new MXR4 lasted exactly twice as long as before.

We had a set of MXRs also on hand for comparison and after each of our ten five-mile laps was completed, we pulled in for a look-see. It took an extra 25 miles of aggressive riding to see the kind of wear we had with the old tires. Also, we saw significantly less wear on the braking side of the knobby, meaning the tires could be turned around once for even more tread life. Tread life is now right on par with the Maxxis Razr MX tire yet still slightly less than the Kenda Klaw.

### TRACTION

Compared to the Holeshot MXRs the MXR4s provided about ninety percent of the traction, which is plenty. The MXRs were almost too tacky in some situations. Even by squeezing the knobblies in your fingers you could feel that the old tires were a bit too soft. ITP says this new tire uses the new compound with a stiffened knobby and a reinforced carcass and it shows.

The MXR4s are very controllable whether you are going straight under heavy acceleration or stopping. In the corners, control is not an issue either. They slide when you want them to and bite when you need them to, depending on how you adjust your weight. And while riding, you can't feel the tires gradually wearing out underneath you, like you could on the older models.

So if you want the best traction possible out of a rear motocross tire, then the ITP MXR4 should be strongly considered. And it now lasts longer.

Contact them at (909) 390-1905. Or visit ITP's website at [www.itptires.com](http://www.itptires.com). □



Doug Gust won the 2004 ATVA MX championship on the new MXR4 tires. Jeremiah Jones and Tavis Cain (above) also use the new ITP rubber. Being sponsored riders, they may never even get to test the competitions tires. Well, we have, and none of them supply as much ground-grabbing traction.