

ITP Sand Star

ITP Tires has released its first ATV sand tire. According to ITP, the Sand Star paddle tire is built on technology obtained through years of ATV tire research and development. For our test, ITP sent us front and rear Sand Star tires mounted on its polished, cast-aluminum C-Series wheel. We mounted the pimpin' meats and wheels on a bone-stock Kawasaki KFX400 and headed to the Cantamar Sand Dunes in Baja California, Mexico.

Rear Tire Hook Up

Through the years, dunatics have said they purchase sand tires based on traction alone.

machines squirrely during high-speed cornering, or can often lead to a spin out.

Our test proved that the Sand Star tires supply great straight-ahead punch and turning control, too. The shape of the paddles allow hearty powerslides. We found it took some coaxing to get the ITP Sand Star setup to go sideways, but never had an unwanted spin out during this test.

Front Tires

While most front tires seem to be basic in design, ITP made its Sand Star treads unique. We found the twin-ridge pattern more content going straight than a single ridge tire, which always seems to prefer one side or the other. The Sand Star rubbers turn better, too. It makes sense that the two ridges offer more bite than one. The dual Mohawks do a great job of channeling sand away from the

front tire and improve acceleration and turning.

Overall

The Sand Star tires provide serious hook up — even for real dunatics — and move sand with the best of them. Most importantly, these sand tires offer controllable riding and the ability to turn, even in the soft stuff. The Sand Star tires with molded-in logos and vibrant sidewall stickers, combined with

the C-Series wheels, gave the KFX400 wicked looks. — Jesse Wozniak



The Sand Stars definitely supply traction and, from a standstill, we found them to be one of the quickest paddle tires we've ever tested. The tires have eight aggressive, "wedge-shaped" paddles and an additional eight "helper paddles." The tires are designed to move sand.

The Sand Stars' smaller, partial paddles — located on the inside of the tire — obviously aid in supplying more traction, but may be more of a cornering asset. The ITP Sand Star seemed to be on par with many other dune tires for top-speed gains, but their off-the-line traction and acceleration is exceptionally strong.

Rear Tire Turning

Rear sand tires have more to do with turning than some people think. Under throttle, straight paddles often go straight no matter where the front end is directed to go. Some wedge-shaped paddles are designed to improve turning, but can also make selected



Sand Star Details

Sizes

Fronts

21 x 7-10
22 x 8-10

Rears

20 x 11-8
20 x 11-9
20 x 11-10
22 x 11-10

Prices range from \$38 to \$60 per tire.

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