

PRODUCT EVALUATION

ITP SAND STAR TIRES

New sand
shredders
for the dunes

By the dune shredding staff of Dirt Wheels

ITP has made a name for themselves in virtually every known form of ATV riding there is. From racing to trail riding with their Holeshot line of knobs, to mudding with their Blackwater and Mud-Lite tires, they have introduced a long line of traction-getting products for off-road riders of every ilk.

The one area where they did not offer any tires for ATVs, though, was in the dunes. Serious sand slingers had to go elsewhere to get some rubber for their steeds. Not anymore. ITP has introduced an all new line of sand tires called Sand Stars. Available in both a front and rear version, the new ITP's have been designed to offer more floatation and better traction in the sand, yet still be lighter than most of their competitors. The new front Sand Stars come with dual front ribs down



Sand draggers will appreciate that the new Sand Stars come in a huge 22-inch version which is perfect for open class monster quads such as the Kawasaki 700 V-Force.

◀ **We mounted a set of ITP's newest Sand Star front and rear tires on our Z-400. We found them to be capable cornering, light-weight and hard accelerating sand tires.**

the middle of the tire, which they claim helps improve steering control in the sand.

MOUNT 'EM' UP & MOVE 'EM OUT

To see how well ITP's newest sand tires hook up, we slapped several sets on our Suzuki Z-400 and our Kawasaki 700 V-Force for an extended dune test riding session. One of the most notice-

ITP has finally gotten into the lucrative sand tire market with an all new set of slingers called Sand Stars. They offer both a dual ribbed front and a scoop paddled rear tire for the dunes.

able visual differences in the new Sand Stars is the bright yellow molded-in ITP logos on the tires. The new front tires are also quite distinctive with their dual ribs down the middle and the rears have extremely tall and aggressive-looking paddles down the middle and sides. The Sand Star rears use eight molded-in 30mm tall main paddles with eight angled "mini-scoops" for additional traction and floatation on the sides.

ITP claims this design allows for quicker hook-up and faster acceleration in the sand. Sizes range from 21x7-10 and 22x8-10 fronts to 20x11-8, 20x11-10 and 22x11-10 rears. The new 22x11-10 rears are the first molded 22-inch sand tires we know of. We mounted these monsters on our Kawasaki 700 V-Force along with the 22x8-10 fronts. We ran the 20x11-10's on the back of our Z-400 along with the 21x7-10 fronts. For wheels, ITP's newest ten-inch C-Series aluminum rims were used on the front and back.

Weight wise, the Sand Star fronts lived up to their claim of being one of the lightest sand tires with the 21x7-10s coming in at 7.6 pounds (a Kenda front sand tire, by comparison, weighs 8.3 pounds) and the 22x8-10s weigh 8.3 pounds (a GBC front sand tires weighs 9.2 pounds).



STAR TIRES

On the back, the Sand Star 20x11-8's weigh 10.6 pounds versus 11.8 pounds for a GBC rear) while the 20x11-10 comes in at 11.3 pounds (versus 11.5 pounds for a Kenda). The new 22x11-10 rear Sand Star weighs 13.5 pounds.

SLINGING SAND

With our sand tires mounted up we took the Z-400 and V-Force 700 out and proceeded to shred as much sand as possible. The increase in immediate traction and hook-up on both quads was quite noticeable. Our Z got up to speed and sliced its way through the dunes, conquering hills and spraying wild rooster-tails everywhere.

Compared to either straight paddle designs, which are great in a straight line in the sand, or their easier to corner V-shaped cousins, the Sand Stars seem to fall somewhere in the middle. Since the Sand Stars are lighter than most of their competitors they are easier to get spinning than some of their heavier dual-purpose cousins. While not as light as some of the custom built straight paddle designs out there, the Sand Stars do offer much better cornering and all-around dune versatility than these competitors. The Sand Stars' taller rear paddles and eight

additional mini-scoops on the sides make them quicker accelerating and easier to corner than most of their V-shaped competition.

The biggest difference we got, however, was mounting up a set of the monster twenty-two inch dune tires on our Kawasaki V-Force. With the stock tires on the V-Force, we were barely able to get enough traction to climb the many steep dunes we tackled on our test sessions. Once we put the Sand Star 22-inchers on, the difference was night and day. We could now easily make it up sand hills that we had to turn around on before.

If you have a Kawasaki V-Force you use for duning then you will definitely want to install a set of these new Sand Star 22 inch tires on it. They will single-handedly make it a much improved duner.

We felt the front dual ribbed Sand Star tires gave added traction for side hilling and more control in the sand for quicker turning as well. All in all, the new Sand Stars are a worthy new addition to ITP's extensive product line. Prices start at \$41.95 for the Sand Stars fronts, with the 20x11-8 rears going for \$57.95; and \$65.95 for the new 22x11-10s.

For more information contact ITP at (909) 390-1905 or check them out at www.itptires.com □