

THE GOOD TEST

ITP Trac Star Tires

If your ATV's tires are getting so thin that the outer carcass looks like an inner tube rather than a knobby tire, it's probably time to replace those things. But what aftermarket tire should you choose?

Most tires on the market are engineered for specific applications. If you're going mudding, you need a mud tire. If you want to race TT or flat track, those tires are completely different. When it comes to motocross, the best tire choice depends heavily on the track conditions. You would do best to have different tires for loamy, sandy tracks, or hard-pack, groomed courses. Paddle tires are only going to work in the sand. So what about the typical sport enthusiast who doesn't have a tire rack in the garage and rides a variety of terrain? If you need an all-around recreational tire with a versatile tread pattern, what do you do?

First, the tire should work well in a broad range of terrain. You probably also want a tire that's going to last and not wear out or instantly go flat. It would also be nice if the tire was affordable. ITP's new Trac Star tire may have all these features!

ITP's new Trac Star was designed with the serious sport rider in mind. The tire utilizes the latest radial tire technology to give a comfortable ride, but it is combined with an aggressive-yet-predictable tread pattern to offer great traction throughout a broad range of terrain. To address the recreational riders need for a durable tire with great longevity, the Trac Star is 6-ply.

The Ride

On paper and visually, the Trac Star tires look solid, but how do they work? There's only one way to find out. We installed a brand new set onto our Kawasaki KFX400 and took the



machine down to Baja, Mexico, to put some time on these new meats.

For our particular test ride, we started on the beach, rode through sand and rocks, then spent some time in the dunes. From there, we headed into the hills and put the tires through their paces on slow, technical and rocky trails as well

> PRODUCT TESTING



as high-speed fire roads. We even managed to find some steeper hills and stream crossings. The only thing we really didn't find in Baja was serious mud, but the majority of sport quad riders don't ride in fender deep mud, so that's OK.

The Good

ITP's new Trac Stars handled every terrain we could find without a problem. The traction they supplied was very similar, but slightly better than the

stock rubbers in most situations. In the slow, technical areas the traction increased and was a clear advantage compared to the stock tires. As we increased the speed on the open fire road-type trails, the traction was very close to that of the stock tires, but another characteristic was a clear advantage. These tires don't

seem to roll (or flex to the side) as much as the stock tires. This added a great level of stability at high speeds and allowed for much more predictable slide characteristics.

Durability

Baja served as our testing ground. The terrain here is known for being tough on tires. This was a test, so we didn't go out of our way to avoid "road hazards." In fact, we went out of our way to hit the roughest rocks and obstacles we could find. After about an 80-mile ride, the Trac Stars showed nearly no signs of use and we didn't experience any failures. In fact, as well as these tires perform, and as durable as they appear to be, I wouldn't be surprised if this "recreational tire" is adopted by some of the desert race teams.

Overall Impression

ITP's new Trac Star is a great tire for those looking to replace their stock tires on a stock sport



machine. The price is right, the performance gain is clear and these tires are more durable, too. — Jesse Wozniak **ATVS**

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