

# ATV & UTV TIRE SAFETY INFO

## SELECTING NEW TIRES

When selecting new tires, make sure they meet the requirements of your ATV or UTV and its expected usage. Always refer to the owner's manual and tire manufacturer's website for recommended tire size, construction, performance and suggested air pressure.

## CHECKING TIRE PRESSURE IS THE MOST IMPORTANT TIRE MAINTENANCE FUNCTION YOU CAN PERFORM

Check cold tire pressure frequently with a good-quality gauge that holds a reading and always before extended trips. Inspect the valve stem for cracks and make sure they aren't loose and replace if necessary. Every time you change your tires you should use a new, properly installed valve stem for a tubeless tire or change the tube for a tube type application. Inspect tires frequently for damage and always heed warning signs such as vibration, handling instability, rubbing or tire noise that occur during the operation of your ATV or UTV.

## MAINTENANCE

Regular inspection of the ATV or UTV generally, and of wheels/tires in particular, is suggested because tire mileage and performance are adversely affected by a poorly maintained vehicle.

## SIDEWALL TREATMENT

Use a mild soap solution to clean sidewalls, white striping or lettering, and rinse off with plain water. Never apply any other material, cleaners or dressings to enhance sidewall appearance. These may degrade the rubber and remove inherent ozone-cracking/weather-checking resistance.

## TIRE STORAGE PRECAUTIONS

The treatment that tires receive during extended periods of inactivity may directly affect their mileage and performance.

- **Temperature:** Try to avoid frequent and varied extremes of temperature during storage. Do not keep tires next to radiators or sources of heat. Tires subjected to these conditions will age more quickly than those stored in a cool, constant environment.
- **Sunlight:** Tires stored in direct sunlight for long periods of time will harden and age more quickly than those stored in a cool, constant environment.
- **Ozone:** Do not store tires where electric motors are present. The high concentration of ozone will accelerate tire aging.
- **Oil and gasoline:** Prolonged contact with oil or gasoline causes contamination of the rubber compound, making the tire unsuitable for use. Wipe off any oil or gasoline immediately with a clean rag. Do not use any tire that has been exposed to oil, gasoline, corrosives or non-rubber-compatible liquids.

## SAFETY TIPS:

Refer to your machine's documentation for proper maintenance. Always give tires a gentle "run-in" period to get the feel of new tires. Always match the front and rear tires for optimal handling, safety and performance. Mixing radials, with bias or belted-bias tires, may adversely affect handling and stability. Worn/unworn tire combinations and worn tires used in wet conditions can result in deteriorated handling.

- **Condition:** Check for cuts and gouges that may cause air leakage. Also check the tires for missing knobs and excessively worn tread.
- **Wheels:** To avoid loss of control or injury, make sure axle nuts are tight and secured. Grasp each tire at the front and rear and try to rock it on its axle to detect worn-out bearings or loose nuts. There should be no free play or slip as you rock the wheel.

## TIRE MOUNTING GUIDELINES

Only specially trained persons should mount tires. Improper mounting can cause tire explosion and serious injury. Never exceed the tire manufacturer's recommended maximum pressure when seating any tire. Never inflate above your tire manufacturer's recommended psi amount to seat beads. Maximum pressure can be found on the sidewall of each tire.

## FOR MORE TIRE INFORMATION VISIT:

[www.rockmountainatvmc.com/Tire-And-Wheel-Information](http://www.rockmountainatvmc.com/Tire-And-Wheel-Information)

## ATV & UTV TIRE MEASUREMENTS

ATV & UTV tires are commonly measured by Height x Width x Inner Wheel Diameter (HxWxD) in inches.



EXAMPLE:

HEIGHT x WIDTH x WHEEL DIAMETER

25x10Rx12

CONSTRUCTION

R=RADIAL, NO LETTER=BIASED

## TIRE CONSTRUCTION

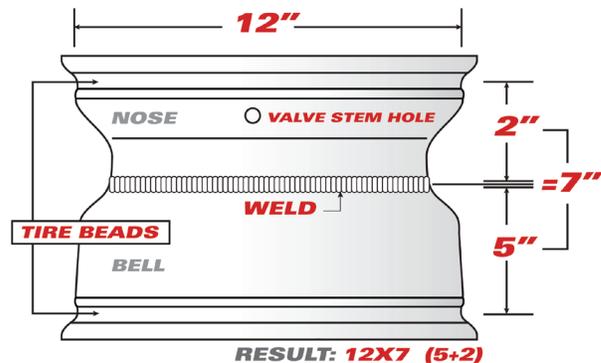
**Radial:** Radial constructed tires utilize both ply and breaker (or belt) cords. The ply cords extend from bead to bead at approximately a 90 degree angle to the centerline of the tire. The breaker (or belt) cords are placed on top of the ply cords across the width of the tire.

**Advantages:** Adding breaker (or belt) cords results in a stiffer carcass which helps provide a longer tread and tire life, better steering control and handling, overall smoother ride and ride comfort, and higher tread puncture resistance.



**Bias:** Bias tires typically have the ply cords that extend diagonally from bead to bead at a range of 30 to 60 degree angles from the centerline. Each successive ply is laid at an opposing angle, forming a criss-cross pattern.

**Advantages:** The design allows the entire tire body to flex easily, giving a comfortable ride on rough surfaces.



## ATV & UTV Wheel sizing and Offset

**To determine the diameter of a wheel:** Measure the width of the bead area of the wheel (not the outer rim). In the diagram above, the diameter measures 12 inches.

**To determine the offset and width of a wheel:** Measure from the center weld to the center of the tire bead area on both sides of the wheel. The outer measurement will be the one with the valve stem. The offset of a wheel is stated by reading the measurement of the inside first, then the measurement of the outside (valve stem side). For example: In the diagram above, the offset is 5+2; meaning the inside half of the wheel measured 5 inches, and the outside (valve stem side) measured 2 inches. Add these 2 numbers together to find the total width of the rim (7 inches).

**Note:** If the rim has a tire on it, usually the tire will have the rim diameter imprinted on it (8", 9", 10"...). You can also measure the rim from inside using the diagram above and getting the measurements as close as possible.

## WARNING

The charts and info on this page do not imply interchangeability. Consult your machine's manual to determine correct replacements, clearances, compatibility and stability, load-bearing capacity, speed rating, radial vs. non-radial, pattern and tread compound requirements, inflation recommendations and front-to-rear tire matching. Wrong selection can result in tire failure or loss of control with serious injury or death.