

Choosing the correct tyre tread pattern and rubber compound can affect your placing in competition. The tyres on your CRF offer a “happy medium” for the variety of soil conditions the majority of riders are likely to encounter.

Experienced competitors often switch to tyres developed for specific terrain conditions. If you do switch, stay with the factory recommended sizes. Other tyres may affect handling or acceleration.

Be aware that tyre sizes (width and aspect ratio) do vary from manufacturer to manufacturer or even among tyres made by the same manufacturer. Variations in tyres, especially the sidewall profile, can change the attitude of your CRF and its handling. Tyre variations that raise or lower the rear of your CRF have a more significant effect on handling than variations in front tyres which, generally, don't vary as much. Often, you can see or feel the change in tyre size. Another way to check is to measure the rolling circumference of the old and new tyres. A higher profile tyre will have a larger rolling circumference.

If you do switch to tyres designed for special terrain use, remember they will be less acceptable in other circumstances. For example, an aggressive mud tyre will give excellent grip on wet, loamy terrain, but less impressive grip on a hard surface.

If you choose a tyre with a sticky compound for added traction, remember that it may transfer additional loads to the transmission because it grips so well, especially when riding in situations that normally place unusual demands on the transmission.

Complete consumer information can be obtained from the various tyre manufacturer representatives and dealers.

Some general recommendations for specific terrain follow:

Hard, Slick Soil

Use tyres with many relatively short knobs that are close together in order to obtain the largest possible contact patch on the surface. The rubber compound needs to be softer for hard ground in order to hook up, but not so soft that the knobs roll over easily and affect holding a straight line. These tyres tend to wear more quickly than standard tyres because of the combination of soft rubber and hard terrain.

Muddy Soil

Use a more open tread pattern to avoid clogging. For these conditions, the relatively long knobs will probably be made from a harder rubber compound to reduce any tendency to bend back under acceleration or wear quickly.

Loose, Sandy Soil

Use a tyre that is similar in construction to those needed for tacky soil and mud, but with a few more knobs.