



Understanding Tire Sizes

Knowing some basic facts about tire dimensions and sizes along with a few technical aspects of tire construction can help clear up much of the confusion many people have in understanding tires and tire sizes. There are up to 14 parts to a tire, and each one is subjected to different stresses and performance requirements. About 89% of a tire is rubber compound. The remainder consists of 8.5% ply and belt materials, and 2.5% steel wire used in the bead. Understanding the sizing of tires can be especially confusing. There are two popular methods for identifying lawn and garden tires. The first is overall diameter x section width x rim diameter. An example of a popular tire using these dimensions is a 18x8.50-8 tire. The second popular method of designating tire sizes includes section width x section height x rim diameter, for example 4.10/3.50-4. The section width and section height are also used to size passenger car tires. For instance, a p205/75r14 tire size is explained this way: the P stands for passenger car tire; the 205 is the section width in millimeters; the 75 indicates the section height to section width ratio (%); the R stands for radial construction; and the 14 is the rim diameter in inches.

SOME DEFINITIONS:

BEAD: The inner portion of the tire which fits onto the rim and contains bands of wire to which the tire plies are attached.

PLY RATING: Index of tire strength; indicates maximum recommended load for specific types of service. Usually does not indicate actual number of cord plies in the tire as it did in the past.

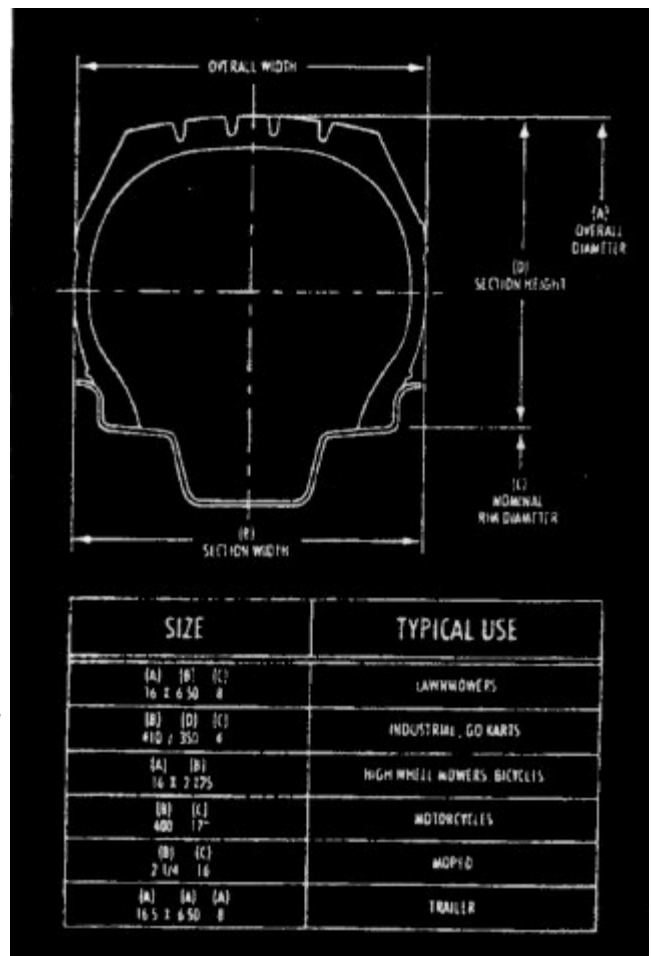
RIM DIAMETER: The distance between the vertical portion of the rim flange. If the rim is too wide or too narrow the tire's beads will not seat properly. As a general rule, the proper rim width for a tire will be 1/2 to 1 1/2 inches narrower than the section width of the tire, depending on the size of the tire.

SECTION WIDTH: The distance across a tire at its widest part when inflated but not under load (does not include protective bars or decorations),

SECTION HEIGHT: The distance between head crown and bead seat when tire is inflated but not under load.

TIRE AND RIM ASSOCIATION: An organization of manufacturers which develops standards for rim and tire dimensions, loads and inflation pressures. The Tire & Rim Association has set an acceptable variance of 8% from their published dimensions for tire-size designations. Because of this variance it is always prudent to be aware of the possibility of tread dimension differences when replacing tires on equipment where tire dimensions are critical to equipment performance.

(Information on this page developed by Carlisle Tire and Wheel)



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TIRE & WHEEL MOUNTING / SAFETY INFORMATION SHEET

WARNING: A tire explosion can cause severe injury or death. Never exceed inflation pressure rating on tire sidewall.

Use caution when inflating tires. Due to the low volume of these tires, over inflation can occur in a matter of seconds. Over inflation could cause the tire to separate from the wheel or cause the tire to explode, either of which could cause personal injury.

All tires should have the same pressure for optimum handling characteristics.

CAUTION: Do not tighten lug nuts to more than 85 ft.lbs. (115 Nm) torque.

NOTE: It is important to follow the 'cross sequence' pattern when installing lug nuts. This will assure even seating of the wheel against the hub.

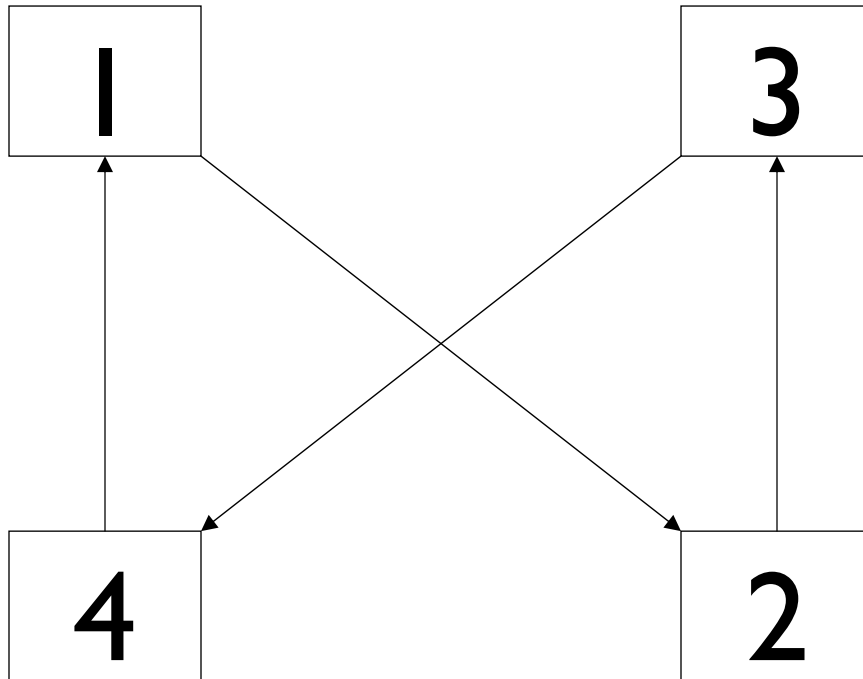
With the valve stem to the outside, mount the wheel onto the hub with lug nuts. Finger tighten the lug nuts in a 'cross sequence' pattern. Then tighten lug nuts to 50-85 ft lbs. (70-115 Nm) torque in 20 ft. lb. (30 Nm) increments following the same 'cross sequence' pattern.

WARNING: Do not use a tapered lug nut on a flat faced wheel with no taper cut in bolt hole.



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'CROSS SEQUENCE'





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