

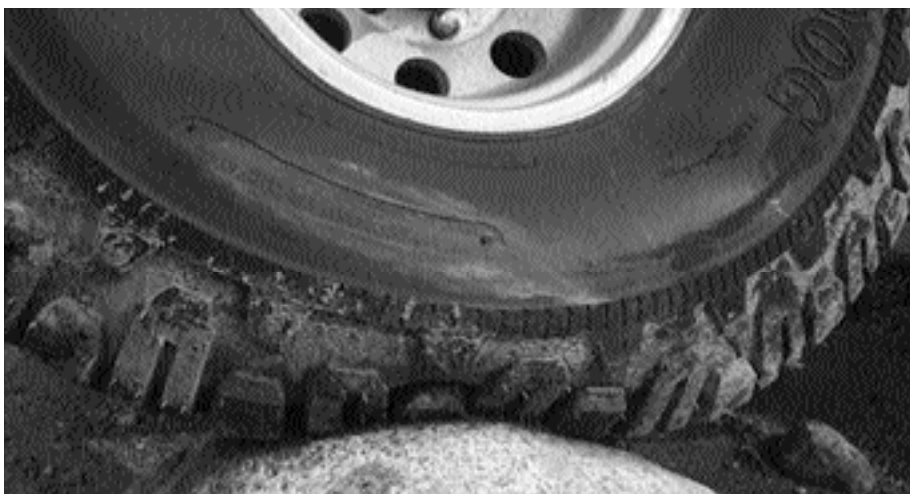
Pitbull Maddog tire review

Written/Photography by: Albert V

It's hard to define the Pitbull Maddog tire. Its not a mud terrain but works like one. It's not an all terrain it's a bias ply – not really suited to your tow rig. Its tough for sure and comes in up to 39 inch tires so its meant for bigger trail rigs. Its a lot narrower than saw a Pitbull rocker in a similar size Its not a competition tire but its almost as good as a sticky tire. What we have found out so far is when it comes to rocks it excels. Here's Mat's review a regular of the Ontario Rock crawls and owner of the Xtreme Toy pictured at right:

I've been competing at the ORCC rock crawl events for quite a few years and this year decided that I would make a tire switch to something with more rock performance in mind. After doing some research I found that Pitbull was coming out with some new 39" Maddogs, which Mike from Pittbull was saying, were working incredibly well. After a few months of waiting for the 17" rim size, a nice new set showed up. I installed them on some steel 17s and added some Staun bead locks to remove any chance of loosing any bead.

The first time I took them out, I found that the Maddogs definitely needed a little time to break in and improved as the day went on and the tire flexed. Side hill stability was excellent and climbing sharp ledges was also an improvement over my last tires. Dry and muddy rock traction was definitely better with my rig making two climbs it had never made before. The small amount of mud I did see that day was no issue but when you're locked and running portals it usually takes a lot of mud to be an issue. I later tried them in some deep sticky mud and found them to be better than expect-





ed and at least on par with most mud terrain tire, but definitely not a Bogger.

At the first ORCC rock crawl competition of the season I put them at 5 psi in the front and 3 psi in the rear. This worked great and I found the traction to be great on the dry rock and loose soil of that day. These tires seemed to climb like a mountain goat that day!

Of course always looking for a little more performance, I decided to play with the tire pressure. I knew better but still... I went ahead and did this right at the next ORCC rock crawl event without testing it out. I raised the pressure to 8 psi in the front and 6 psi in the rear. I had noticed that on steep side hills the tire had shown some roll at the low pressures. I was looking for less roll to help me miss those evil orange cones. This raising of the tire pressure was a huge mistake! The Maddogs suddenly seemed



Slow speed road testing consisted of short daily commutes from my house to my shop and the usual family life activities (Steve owns EBI Cruiser Parts in Vancouver).

Initial comments on the first day where: there's a bit of flat spot on start up but it disappears in less than 5 minutes. Street behavior was good, cornering was fine, and the change in braking was minimal with the 39" bias ply chunks of rubber versus my 37" radials. Highway speed testing consisted of various 30 to 60 min trips around the lower mainland. My first opinions on highway behavior were: You know you're running on a bias mud tire but the sound was not irritating or too loud and pitch was very acceptable.

The added rolling mass is noticeable in the gas pedal. And I'm sure the added fuel usage will add up. If I wanted good fuel mileage I wouldn't be driving a gas powered Cruiser in the first place!

Off-road testing day two. Clinton brought his heavily modified FJ40 Cruiser to my shop. We installed a front tire and quickly determined a major bumper trim was needed to fit the Maddogs. Clinton's buddy quickly sliced up the bumper and on went the tires.

Clinton's Cruiser may have a cool drive train and tons of wheel travel with its links and long travel shocks but the diffs were not locked at the time of the testing. All road and off-road testing on the FJ40 were done at 12 psi. The first muddy section was no problem, first muddy log crossing was no problem, muddy banks, tree roots, more mud no problem. At most there was a few seconds of tire rotation (smoking) then over the obstacles it went. We found some nasty mud runs that varied from deep, thin slop, shallow, deep thick goo, brown smelling ooze etc. The FJ40 running the Maddogs kicked some serious butt at which every speed the Cruiser hit the mud pits. Clinton's green Cruiser was now dark brown; no light made it in threw any of the side or back windows. Pressure washing took at least an hour afterwards and his Cruiser is still dirty. The Maddogs can sure toss the goo! I did not notice any mud clogging the tires during the day.

I did start off with no previous opinions and had not heard anything about the new 39's prior to getting a set from AI. Thanks AI, for hooking me up with a great set of tires to test for your Magazine. I like the tires; I may even slice up my nice wagon to run them. If not, I'm thinking about using them on my FJ40 that I'm currently rebuilding.

Steven
EBI



to lose all that great traction I had previously found. I lowered the tire pressure after a couple stages but some transmission issues ended my day early. The following day back at the original lower pressures, the tires performed better however the traction on the wet loose soil was just not where they excelled.

Overall these are a great tire for a dedicated rock crawler or an all around trail rig. I can't say how they compare to a real competition sticky but they definitely work great on rocks. There is one thing I do wish was different. I'd really like a taller version with the same width. A 42" tall version would be perfect for my setup. These measured 39" at 30 psi but are nowhere close to that at trail pressures.

Xtrmtoy rating:

Dry rock = 5 out of 5

Wet rock = 4 out of 5

Hardpack dirt = 4 out of 5

Dry loose soil = 4 out of 5

Wet loose soil = 3 out of 5

Mud = 3 out of 5 (if a Bogger is a 5)

Maddog Pattern

Available Bias Sizes:

35X1450-15LT/C

35X1450-16LT/D

35X1450-16.5LT/D

35X1450-17LT/D

35X1450-20LT/E

39X1450-15LT/C

39X1450-16LT/D

39X1450-16.5LT/D

39X1450-17LT/D

39X1450-20LT/D

4X Suppliers

Pit Bull Tire Company
A Division of Tire Mart, Inc.
St. Louis, Missouri USA
314.621.8954
800-645-2006
www.pitbulltires.com