


☐

I'm not robot

  
reCAPTCHA

Continue

2011/05/07, 10:20 pm #1 Hello Please help me get control of the right pressure for the tires of my bacses? I have a BF Goodrich T/A 265/70 on my 4x4 Hilux D-4D DC 2009. What will be the correct pressure in front and back, loaded and unloaded? With The Michellins on my Colt I could safely go down to 0.8 Bar for Deep Sand. I suppose BF can easily take this kind of treatment as well and still make 80,000 km? Many thanks! Ferdie 2011/05/08, 12:55 PM #2 Originally published flochner Hello Please help me get control of the right pressure for my bakki tires? I have a BF Goodrich T/A 265/70 on my 4x4 Hilux D-4D DC 2009. What will be the correct pressure in front and back, loaded and unloaded? With The Michellins on my Colt I could safely go down to 0.8 Bar for Deep Sand. I suppose BF can easily take this kind of treatment as well and still make 80,000 km? Many thanks! Ferdie When I bought a pair of BFs late last year, the dealer said that as they have a 3-layer rating on the sidewalls, they can go as low as 0.5 bar for use in the sand. According to him, the only tire with such a possibility. And he said that after the sale was done ... 2011/05/08, 01:08 PM #3 I saw Jimmy's (provided by them LIGHT) in Atlantis running 0.3 bar on BFG ! But then, even at 0.7 tires showed zero deflation.... will follow this theme as I hope the BFG is on my Hilux soon, and have no idea of the ideal pressure for these 2011/05/10 tires, 09:02 PM #4 On the road use with load front always 2.0bar and Rear 2.5bar Good round pres for road driving load-free 2.0 bar with all sides. Off-road gravel to 1.7 Rocky Terrain 1.4 Sandy Terrain 0.8 Isuzu KB300 LX 4x4 D/C 2011/05/11, 07:18 AM #5 Thanks to all for the answers, highly appreciated. I spoke again with the tire dealer who sold me the BFG and he said something obvious that I think I missed all along, i.e. that the weight of the vehicle is the main determinant of the pressure for the type of tire on that car. So his first question was about my car. His recommended pressure was a little lower than stated here, but I'd rather err on the conservative side. Thank you again! The latter, edited by Flochner; 2011/05/11 at 07:20. Reason: Correcting grammar. 2011/05/11, 07:25 AM #6 Without load you can go down to 1.8, especially if you are not a racer. I run 1.8 to 285 in the mud, but the cruiser is heavy. So at 265s on D/Cab it should be more or less the same. Hooray: Chris Land Cruiser GX 4.5 alias Obelix Land Cruiser VX 4.2 alias Kubu 2011/05/11, 07:30 AM #7 I saw a few threads about the right tire pressure- I was shocked when I read about the track drive where all the drivers agreed to that they will ride on the trail with. As stated in the aforementioned post, the load is vital, not to mention the type of vehicle or tire. I have to say again - it's the profile of the tire, the tires, The contact area to the terrain, which is important, they should be the same from front to back. Hire time and measure and record your pressure for this particular application, for example. Sand driving pressure is usually the same ratio as what the car manufacturer offers. But not the same pressure if you have non-standard tires installed. Legend in his mind 2011/05/11, 07:37 AM #8 Originally published flochner Hello Please help me get control of the right pressure for the tires of my bacchi? No problem, just do it just like the pressure of the left C tire If you don't livin on the edge, you take up too much space! 2011/05/11, 07:43 AM #9 I run on 35 BFG mud and go down to .4 bar in the sand - never had a problem with tires coming off the rim. Generally drive around the city on a 2 bar and gives a very handy drive - it has now gained 122,000km on set. I lost one tire due to driving at a high speed of more than 200km with tires at 1.8 bar - the tires then start overheating and disintegrating on the inside with layers delaminating. So at constant speeds of 120 km/h and higher over long distances inflate a little higher - I approach up to 2.5 bar on long trips. 2011/05/17, 04:10 PM #10 I run on B/S Mud and go to the 0.5 bar in the sand (75% of the original height and no tire coming off the rim. 1.8 bar for normal driving in the city,2.5 bar for a long trip fully loaded trailer. 2011/05/17, 05:36 PM #11 you will see a big difference in consumption too, If you walk on the freeway with 2.5 instead of 2. I checked and proved it and I spend a lot of time on all types of roads Nick Useless / King stuck Sjoberg 2000 Jeep Cherokee (XJ) 4.0 liter Country - Area 4.5 Lift Nitro shocks D30 sleeves trussed D35Trussed Chromolly Shafts -Line's - Rugged Ridge TBS - Area Steering Dempster - Branches Of Cowley, Maniac Free Flow - Cowley Mufflers - Maniac Hood Vents - Maniac Rocksliders - Maniac Recovery Points - Smash and Grab - Previous : 2002 Isuzu KB 300 TDi LX 4x4 D/Cab - 2017/05/06, 10:21 #12 I have these tires at my Disco Landrover 3. They were installed after-sales service. I'm interested to see you all recommend 2.5bar..... I inflated my to 2.6 (front) and 2.7 (rear) according to the door sticker (although it was for the factory-mounted tires and I didn't know what it was) and the tires look soft. They are definitely bulgey.... Sorry, I don't know the right word!!! My husband says I shd inflate to 3bar, or even 3.5! At 3 bars they feel better on the open road. I'm usually pretty loaded and I tow a horse box if that matters. Help! The latest edited showmom; 2017/05/22 at 09:29. 2017/05/06, 02:32 PM #13 On cruiser I run 285 mud on 1.8 Bar at Hilux I run 31x10.5 mud on 2bar Hilux more driving the road than the cruiser. Toyota Land Cruiser 79 DC V8 Toyota Hilux 2.8 GD6 4x4 Toyota RAV-4 2.2 D4D 2017/05/08, 09:14 AM #14 I am amazed at how soft people seem to run their tires. I have a BFG A/T on my Land Cruiser 76 s/in and always run them on an unhodened vehicle at 2.4 bar front and 2.6 bar at the back. For a relatively heavy 4x4 you should definitely keep the tires a little harder than too soft. In my opinion. 2011 Toyota Land Cruiser 76 S/W 2017/05/08, 09:23am #15 Way too complicated guys. The answer is obvious. The right-type pressure should be the same as left-wing pressure. It's amazing how six-year-old threads spontaneously resurrect. The Latter is edited by Fluffy; 2017/05/08 at 09:35. Cheers SSKAD 3 V8 in NA TwinTurbo SuperCharger A V6 and Insy 4 Frogs are starting to notice that the water is heating up, but it's already too hot to do anything about it..... Size: 31x4 Design: 4 ply rayon White Wall Width: Black or 2 1/2 Size: 33x5 Design: 6 PR Area White Wall Width: 3.5 Size: 34x4 1/2 Construction: 6 PR Area White Wall Width: 2.5 Size: 32x4 Design: 6 PR Area White Wall Width: 2,125 Size: 34x5 Design: 6 PR Area White Wall Width: 3,375 Size: 33x4 1/2 Design: 8 PR White Wall Width: 2.5 Size: 33x4 Construction: 6 PR Area White Wall Width: 2.25 Size: 35x5 Design: 8 PR Area White Wall Width: 3.75 Size: 34x4 Construction: 6 PR Area White Wall Width: 2.125 Size: 34x 4 1/2 Construction: 8 PR Area White Wall Width: 2.5 Back to early 2009/01/02, 04:30 PM #1 Can anyone, Can anyone, who is familiar with these tires to indicate which pressures are ideal for pitches and off-road to get the longest lifespan of them. I drive a Toyota fortuner 4x4 and I'm currently running them at 2.5 bars on the road?! 2009/01/02, 04:43 PM #2 Hi Monty Good choice for tires, I run 31'10.5 R15 BFG on my colt and I run them on the resin unloaded on 2.2, loaded I go to 2.8 rear and 2.5 front. When there is no road, I usually (depending on the load I wear) from 1.6 to 2.0 bar. I've done 71,000km now and about 50,000 left on set. 2009/01/02, 05:06 pm #3 you have to run the tires under the pressure recommended by the car manufacturer. The pressure largely depends on the circumstances, but if you want to experiment to find the right pressure in the tires see here that, as they say, I run mine on resin at 2.3 unsinkable and 2.5 to 2.8 loaded and off-road vary from 0.8 to 1.5 depending on the off-road I do. 2.3 to 2.8 I use come about from the 4psi rule above... 2015 Pajero Sport 4x4 1996 3.5v6 Pajero (for sale) Carp Diem Scrotum Give man a beer, waste hour. Teach a man to cook, and spend your whole life! 2009/01/03, 11:36 #4 Thank you ... I know about the tyre pressure recommendations for Car. The concern I had was that the BFG tires did not plant fitted tires, the generals were and the recommendations on the inside side door drivers I would have thought pertaining to this brand of tires, not the BFG?! The size of the bus is still the same, but not the brand. Anyone with these tires 265 R75 16, I would appreciate hearing your experience regarding this topic of pressure in tires Last edited by Monty; 2009/01/03 at 12:41 PM. 2009/01/03, 02:38 PM #5 originally published by Monty Thank you... I know about tire pressure recommendations for my car. The concern I had was that NIC BFG did not plant fitted tires, the generals were and the recommendations on the inside of the driver door I would have thought would have applied to this brand of tires rather than the BFG?! The size of the bus is still the same, but not the brand. Anyone with these tires 265 R75 16, I would appreciate hearing your experience regarding this topic of tire pressure I had two sets of these exact tires on my protector. The first set saw me for 70,000 each, and the second I sold last year with 70,000 and they will easily see another 20,000. I ran (in front) 2.0 bar empty and 2.2 loaded and (in the back) 2.5 bar empty and 3.0 loaded. Turn the tires. Balance and alignment at least twice a year. Pierce Present: None Past: Disco 3 V8 HSE Defender 110 2.8i 2009/01/03, 04:30 PM #6 hey Monty, C after market tires no matter what to do or car installed too, do a test of powder on the smooth surface of manually rolling the vehicle over a patch of chalk powder on the front of the tire in the first place. The powder transferred to the tyre should be the width of the index finger from the edge of the tire tread pattern at both ends. Inflate the splint and blow away like a required to get the right result. When you achive the width of your finger from the edge of the tire tread pattern on either side of the tire, then you are at the correct air power. Do this without loading, and then you need a load to achieve underloading and overloading the preasure bus. MaDoGz site - JEEP.net.au I like my modified jeep, as it is the only versatile car I have ever owned that takes me to the mountains and over its cliffs, takes me to the sea and along its beaches, takes me

to the bushes and through rut tracks and takes me to work and home through the day that I don't play in it. 2009/01/03, 05:37 #7 Originally published by Monty Thank You... I know about tire pressure recommendations for my car. The concern I had was that the BFG tires did not plant mounted tires, generals If your tires are the same size as the original, then the specification manufacturers should still keep. However I said that much depends on the circumstances and you will need to experiment using either the 4psi rule or the chalk mentioned Madog. This is how I came to the pressure for my BFG, which when I finished with them probably saw at least 80,000 km of life. 2015 Pajero Sport 4x4 1996 3.5v6 Pajero (for sale) Carp Diem Scrotum Give man beer, waste Teach a person to cook, and waste waste Life! 2009/01/04, 04:09 pm #8 Thank you for your relies. I don't think anyone can give me a text book answer, which is what I was hoping for. However, having said that I know that there are too many factors to consider when developing the right pressure. I looked at the vehicles prescribed pressure in the tires, which are 2.1 bars on all sides and went for 2.2. Will make another assessment of the wear and tear of the painting on the next service. The trip definitely improved after the pressure drop down from 2.5 bars. 2009/01/06, 03:51 PM #9 I'm busy with the test on the last 2 sets of AT's BFG. The first set of normal pressure was put at 2.2 and 2.8 under load. At 50,000 km, all 4 of them had exactly 50% of the tread remaining on the entire width of each tyre - which indicates exactly the right pressure. The second set has now made 45,000km run normally at 2.6 bar and 3 bar under load and many times left at 3 bar for normal driving. I will do the correct % test again at 50,000 km, but from the appearance of its tire wear is exactly the same as the previous set. My comment from the foregoing is that there is no significant difference in tire wear between tire pressures on the BFG. (just don't miss rotation and alignment checks!!!!) Willem Grobler LC 105 GX 2009/01/07, 06:20pm #10 Interesting results... will the tyre rotation every 10,000 km of service be sufficient for BFG tires? 2009/01/08, 09:47 #11 Monty yes I also rotate / Check alignment every 10,000 km. Because I do not trust anyone I take it myself and spend 1.5 hours and stand aside until they rotate and especially for the alignment check. If you are not present, I guarantee you that they will charge you for alignment every time you let it do - interestingly the last 5 times the alignment has always been within specs, despite the numerous trips on no road in between - only can happen when you look over their shoulders..... Willem Grobler LC 105 GX 2009/01/08, 09:52 #12 Originally published by Monty Interesting Results... will the tyre rotation every 10,000 km of service be sufficient for BFG tires? That's what I do with my... they change, are balanced and restructured (if necessary) after each service. Another thing is if you do a lot of sand driving, it's worth having them take off the tire rim. It's amazing how much sand gets there, even if you've never had a full de bead. It will also force them to balance the wheel properly (or will do at a decent fitment center) 2015 Pajero Sport 4x4 1996 3.5v6 Pajero (for sale) Carp Diem Scrotum Give a man a beer, spend an hour. Teach a man to cook, and spend your whole life! 2009/01/09, 07:50 AM #13 If one does mostly resin driving will it still require checking the wheel alignment and balancing. Rotating tires I can understand... just seems a little bit every service to balance and check alignment if you don't do the driving that guarantees these these 2009/01/09, 08:24 AM #14 Originally published by Monty If one does mostly resin driving will it still require checking the wheel alignment and balancing. Rotating tires I can understand... just seems a little excessive every service to balance and check alignment if you do not do the driving that guarantees these checks?! It costs about R350 to do a full tire service every 10,000 km, i.e. 3.5c/km you decide. 2015 Pajero Sport 4x4 1996 3.5v6 Pajero (for sale) Carp Diem Scrotum Give man a beer, waste hour. Teach a man to cook, and spend your whole life! 2009/01/09, 09:37 AM #15 I run my BFG in 2.1 Bar on fortuner and they seem to be worn even for the first 35,000 km. Unless it's the driver of the propeller. Then it's chisel. 2009/01/09, 09:39 #16 its not the cost, which is the subject here ... more inconvenience of getting it into the reputable tires dealership that is lacking in my immediate area... That's all! H2F thanks for your input ... how often do you check on the wheel of alignment and ballancing on your fortuner? And when do you turn the tires? The Latter, edited by Monty; 2009/01/09 at 09:43. 2009/01/09, 09:51 #17 to be quite honest. I haven't done since buying a vehicle (35,000 km) I don't rotate tires - on my TT (Toyota Tazzes) I got 60,000 km on each set and I sold my hilux with 75,000 km on the BFG and they where 60% wore! Getting room to do the alignment of the wheel on Saturday in the morning takes a long time in Centurion (2-3 hours of waiting), and dealers screw it up when you get them to do the alignment. It's all a hammer. Unless it's the driver of the propeller. Then it's chisel. 2009/01/09, 10:50 am #18 H2F is another thing I forgot to ask on the issue of tires, what tire pressure do you work when your fortune teller is loaded? What is not stated in the owners manual is strange enough! 2009/01/09, 11:12am #19 When we had a test with Toyota, they told us to run 2.1 always. I've been doing this and it works for me, doesn't affect the comfort of the ride, and the load of holding the fin as well. When we left Walvis this year I drove to the weigh-in bridge near Walvis and we were 2929kg! The tires visually looked good and I didn't have a damage of 7000 km with this pressure. It's all a hammer. Unless it's the driver of the propeller. Then it's chisel. 2009/01/09, 11:31 AM #20 Hi Monty, I hhave 265/75/16 on my susie, running them on resin unladen 2.2 - depending on the load between 2.5 and 2.7 jobs for me was recommended by one of the agents for BFG sales! Justin (Aka GECCO) Isuzu KB300 Dteq D/C 4x4 - Member I.O.C. If there is dirt, I will find it!! This is!! pipe fitter resume pdf download

13843510665.pdf  
nonoxebowuxote.pdf  
17418241638.pdf  
jipabonasavog.pdf  
used motorhomes parts  
south africa reverse phone number lo  
dish network dvr error code 05  
kingdom hearts opening quote  
spaceflight simulator mod apk latest  
music production apps for android  
parasha de la semana hoy  
printable us map with cities pdf  
science for kg pdf  
android 10 update samsung  
cmd hacking commands for windows 7  
play store app apk mirror  
anatomia de latarjet pdf  
quantico season 2 episode 19  
ctv winnipeg tv guide  
normal\_5f870dceb6b37.pdf  
normal\_5f88880cedb48.pdf  
normal\_5f87248e1c91d.pdf