

News 15/06/2009

Mojo tyre information

The current MOJO tyres that are used in the various MAX challenges around the world, have undergone an enormous amount of development since their inception some 6 years ago.

Continued testing of current models (D1,D2 and D3) to maintain stability in the different batches that are produced every week is of prime importance, as well as further developing the tyres to be even more user friendly and competitive.

We have outlined below the basic specifications of the MOJO tyres, followed by a detailed area to get the best performance and lifetime out of your tyres.

MOJO kart racing tyres. All the 'GRIP' you need.

Tyres specifications.

MOJO D1

SL type. Dry/ hard comp

Rear tyre. 7.1 / 11.0 – 5

Front tyre. 4.5 / 10.0 – 5

Rec pressure cold

0.7 bar all round

MOJO D3

SL type. Dry/ medium soft

Rear tyre. 7.1 / 11.0 – 5

Front tyre. 4.5 / 10.0 – 5

Rec pressure cold

0.6 bar all round

MOJO D2

SL type. Dry/medium comp

Rear tyre. 7.1 / 11.0 – 5

Front tyre. 4.5 / 10.0 – 5

Rec pressure cold

0.65 bar all round

MOJO W2

SL type. WET

Rear tyre. 6.0 / 11.0 – 5

Front tyre. 4.5 / 10.0 – 5

Rec pressure cold

1.0 bar all round

## MOJO CADET TYRE

SL type. Dry / medium comp

Rear tyre. 5.0 / 11.0 – 5

Front tyre. 4.0 / 10.0 – 5

Rec pressure cold

1.2 bar all round

Tyres are one of the most important components of your kart and when they are looked after correctly, the tyres will have a longer life with better performance.

When your tyres are new they will perform at their best. They will not only give you better cornering grip, but better *stability* and *balance* through the corners, as well as *MAXIMUM* braking grip.

When your tyres wear out they lose grip. When your tyres are not looked after correctly they lose grip even quicker, with dramatic performance loss, resulting in slower lap times and an uneasy handling kart.

So it makes sense to take as much care of your tyres as possible.