

MOTOCROSS
ACTION

MAXXIS

MAXXCROSS SX TIRE

Built to suit your hardpack needs

WHAT IS IT? A new rear tire from Maxxis that is designed for hardpac, Supercross and arenacross.

WHAT'S THE COST? \$96.95 – Your local dealer

WHAT'S IT DO? The MXA wrecking crew has always considered the Maxxis Maxxcross IT to be one of the best tires in motocross. Designed for intermediate dirt, the Maxxcross IT combined excellent hookup, a low price and incredible longevity into a single package. The Maxxcross IT wears like iron. It not only pleases your wallets, but it proves that high-performance tires are not the sole domain of Dunlop, Bridgestone, Pirelli and Michelin.

Since the success of the IT, the world has waited with bated breath for Maxxis' next bombshell sneaker. That is why the MXA test crew was so excited to get our hands on the new Maxxis Maxxcross SX. The SX's bread-and-butter surface is hardpack, meaning that it should feel right at home on Supercross and Arenacross tracks. And, unlike many tires that try to target too large a window of opportunity, the Maxxcross SX does not pretend to work in loam, sand, silt or mud. It is a built for packed dirt, dry dirt, firm dirt, dusty dirt and rock-hard dirt. It doesn't have a soft spot in its black rubber heart.

WHAT STANDS OUT? Here's a list of things that stand out with the Maxxis Maxxcross SX rear tire.

(1)Traction. The rear Maxxcross SX did its job in hardpacked conditions by maintaining the same line under both heavy braking and hard acceleration. Many tires accelerate well, but squirm under braking. On rock-hard dirt, a tire that consistently tracks the same line speaks volumes about its dependability, carcass design and rubber compound. The Maxxcross SX hooked up quite well on hard surfaces. There is one caveat, however. The Maxxcross SX and damp dirt do not get along whatsoever. Steer clear of using the Maxxis on wet or slick tracks.

(2)Tire pressure. During testing we varied tire pressure in the SX. After altering tire pressure in one-pound increments from 11 psi to 14 psi, we found that the Maxxis, as with most hardpack tires, favors slightly higher pressures over lower ones. The addition of extra sibil helps reinforce the side-wall to prevent roll-over or knob-shift under hard acceleration.

(3)Mounting. Past experience with the Maxxcross IT made the MXA wrecking crew leery of mounting it. The Maxxcross IT was a bear to put on a rim. Not so with the Maxxcross SX. Although the sidewalls were stiff, the rubber was soft and mounting was about normal.

(4)Wear. Maxxis has built its reputation on building tires that wear like iron. This is relatively easy to do with an intermediate tire compound, because the rubber formula tends to be slightly denser and firmer than the compounds



Used on stickier hardtrack tires. Surprisingly, the Maxxcross SX's softer compound didn't melt away with constant use. Its wear pattern was consistent, and the tire continued to work even as the tread wore down (many hardpack tires work only for the first 30 minutes before their performance degrades).

WHAT'S THE SQUAWK? As with all of the great hardpack tires, like the Bridgestone M22/23, the Maxxcross SX does not like wet conditions, or even a freshly watered track.

MXA RATING



The Maxxis Maxxcross SX tire works wonderfully in conditions that it's designed for (hardpack) and lasts longer than all of Kid Rock's and Pamela Anderson's marriages combined.