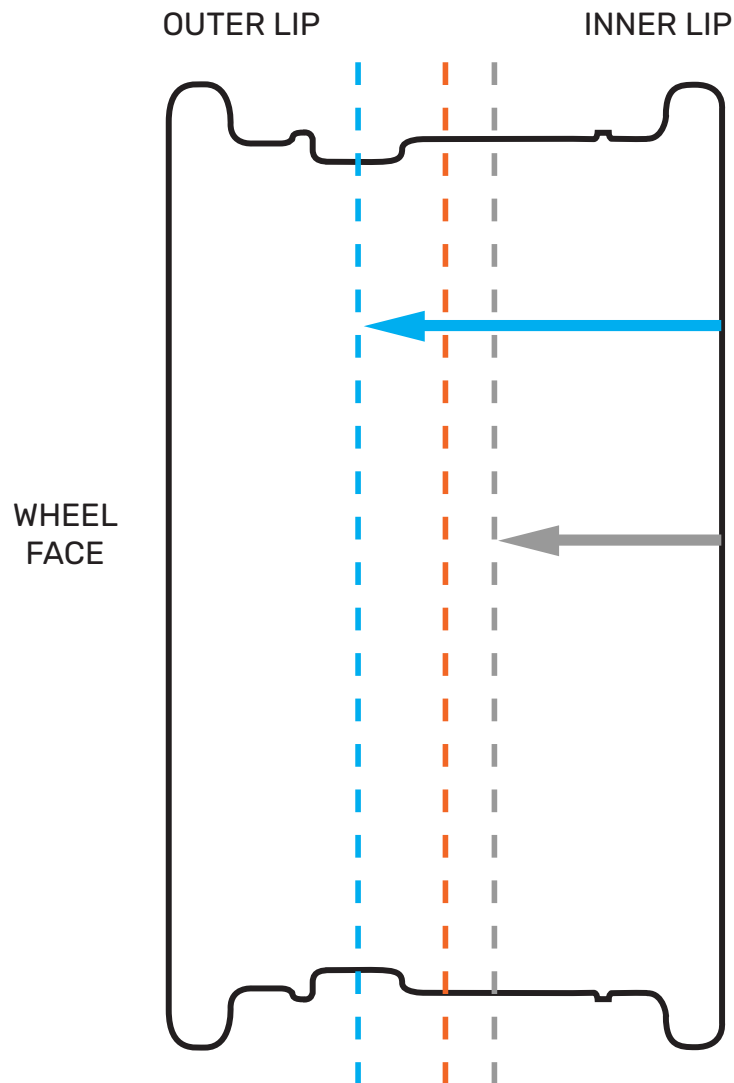


TRUCK & CAR OFFSETS

METHOD
RACE WHEELS



Offset

Measured from center line of wheel to mounting surface

Backspace

Measures from inner lip of wheel to mounting surface

Positive Offset

Outside center line of the wheel. This brings the wheel in towards the center of the vehicle. Typically found on vehicles that are stock, leveled or lifted up to 3"

Negative Offset

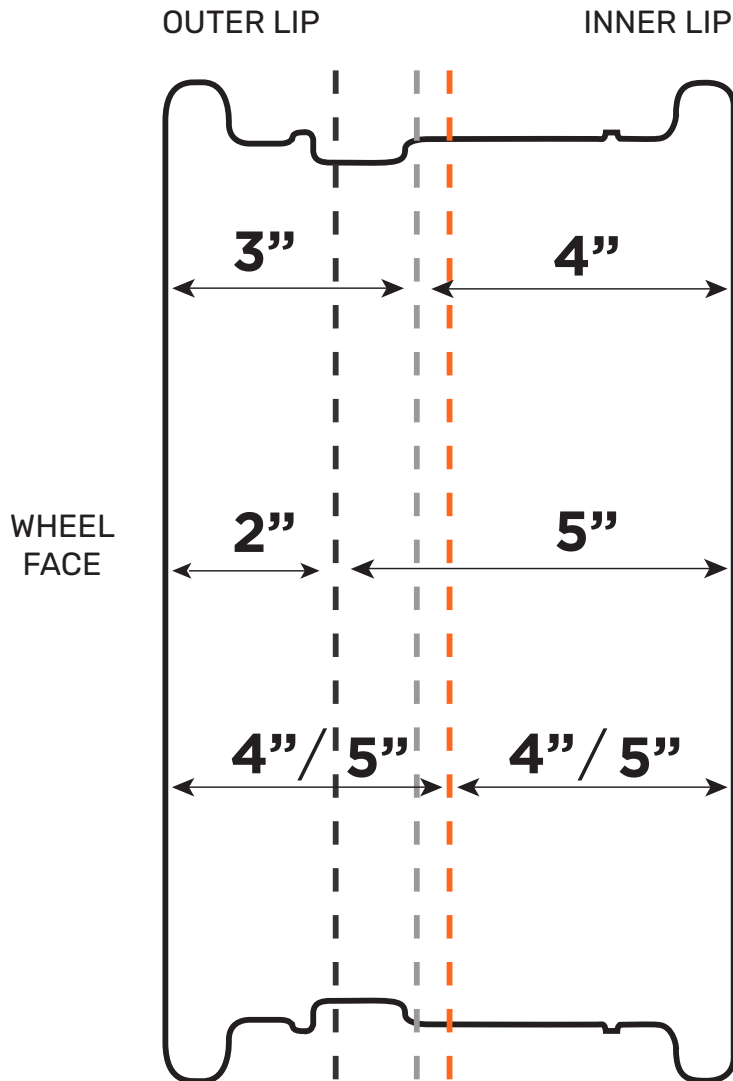
Inside center line of the wheel. This pushes the wheel out away from center of the vehicle. Typically found on vehicles lifted over 3"

EXAMPLE SHOWN: 18x9

- Wheel Center (0mm Offset)
- +18mm Offset / 5.75" Backspace
- 12mm Offset / 4.5" Backspace

UTV OFFSETS

METHOD
RACE WHEELS



UTV Offsets are represented in an equation such as 4+3 or 5+2. The first number indicates the distance from the inner lip to the mounting surface. The second number is the distance from the mounting surface to the wheel's outer lip

4+3

The lower offset of the two increases the vehicle track width about 2" per side. With greater width comes greater stability. The 4+3 is most popular on the West Coast where drivers are primarily hitting the desert and rock crawling

5+2

The higher offset of the two increases the vehicle track width about 1" per side. This is great for agility and sharp handling. The 5+2 is most popular on the East Coast where drivers are running narrower wooded trails and fire roads

4+4 / 5+5

Both most popular among sand enthusiasts hitting the dunes. The 4+4 is around 3" wider than stock per side. The 5+5 is around 4" wider than stock per side