TRUCK & CAR OFFSETS

**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 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.