

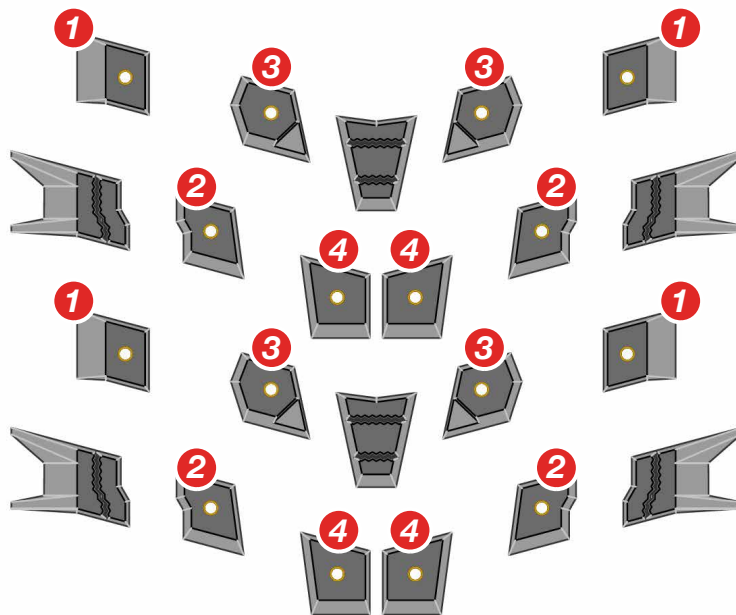


WTB

BAILIFF STUD PLACEMENT GUIDE



ENLARGED TREAD AREA



INSTALLATION (BASED ON RIDING CONDITIONS)

ICE COULD BE PRESENT (WHOSE PRIMARY CONCERN IS SAFETY/ TRACTION OR ARE NEW TO RIDING ON SNOW/ICE)

- Stud knobs **1 2 3** & **4**: Most riders will want to stud all knobs a few extra grams isn't worth the risk of losing all traction on a surprise ice patch.

NO ICE (DESERT/BEACH/MUD/ HIGH ALPINE SNOW RIDING)

- No Studs: They add weight, decrease rolling speed, and do not improve traction on surfaces that are not ice.
- No Studs: In racing situations with all snow and no ice not having studs can save significant weight.

MAJORITY SNOW WITH ICE BEING RARE (REGIONS WITH HIGH SNOWFALL AND CONSISTENTLY BELOW-FREEZING CONDITIONS)

- Stud knobs **1** & **2**: This will ensure the tire will have traction in the occasional icy corner without losing rolling speed upon exit.



MIX OF SNOW AND ICE (REGIONS WITH TEMPERATURES THAT FREQUENTLY GO ABOVE & BELOW FREEZING GENERATING ICE FROM MELTED SNOW)

- Stud knobs **1 2** & **3**: For flat terrain riders looking for a little extra rolling speed. Will the tire roll faster while having traction anytime the tire is leaned.
- Stud knobs **1 2 3** & **4**: For riders on hilly terrain. On hilly terrain, studs are required in the center knobs for braking and climbing traction. All cornering knobs should also have studs so that braking/climbing traction can be maintained while cornering.