

Measured Width



What it is and why it matters:

Measured width does not equate to the number printed on the sidewall; rather, it refers to the width of the tire when it is fully installed and inflated on the rim. Even dealing with this stuff every day, it can be hard keeping it straight as we continue to call the tires by their casing numbers. That said, we have seen 23mm GP4000SII on a 21.5mm inner bead measure at 28.9mm wide, so would be 29mm in this calculator.

Opposite of that, many of the gravel and mtn tires measure at or below the casing number which seems to be a combination of assuming wide bead seat rims and/or measuring to tread and not casing, for example WTB Riddler 29x2.25 (57mm) actually measure 51mm at the casing (56-57mm at the tread) on the ENVE G23 rim... so the measured casing number is critical.

Measured width drives the volume of air in the tire as well as the size of your contact patch with the ground. For this reason, it is critical to get an accurate width measurement before you attempt to optimize your pressure. The penalty of getting these things wrong is 3-5x more than you would save by dropping hundreds of dollars on ceramic bearings or the like!

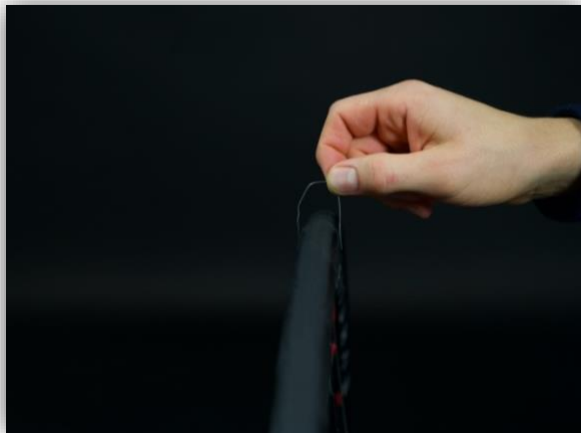
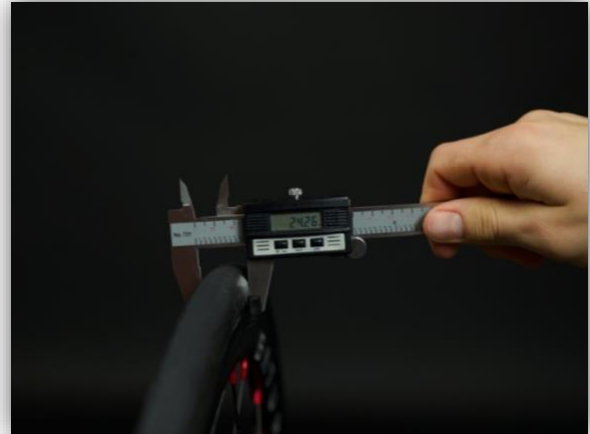
How to measure it:

Calipers are the best/easiest way to measure your tire and to verify the rule of 105. Having a set will help ensure that you aren't making some simple size and pressure errors with your tire choice.

At the intersection of affordable and decent quality we're recommending these:

[Inexpensive Digital Calipers](#)

[High End Digital Calipers](#)



For a DIY approach, you can also measure casing width by bending a paperclip to fit around your tire. Once it is accurately bent, remove the paperclip and line it up on metric ruler to gauge your approximate width in millimeters.