GVM Upgrade Wheel & Tyre Specifications

Toyota Landcruiser 300 Series

The following specifications are provided for ease of reference when determining the wheel and tyre combinations that are appropriate for fitment to vehicles with Outback Armour GVM upgrades.

Increasing the wheel and tyre sizes is possible. Requirements and limitations of wheels and tires are regulated on a state and territory basis including: tyre load and speed rating, wheel load rating and track width changes.

Please refer to the state or territory transport department where the vehicle will be registered for specific regulations and the Outback Armour “GVM Dealer - Wheel & Tyre Selection” document for more information.

In general, the following guidelines should be followed:

- the wheels & tyres must be rated for the maximum axle loads
- tyre speed ratings should be not less than “N” rated (140km/h)
- wheel track does not exceed that of the largest wheel track listed by more than 50mm
- tyre diameter does not exceed that of the largest tyre size listed by more than 50mm

GVM & Axle Ratings

Toyota Landcruiser 300 Series	Front Axle Rating	Rear Axle Rating	GVM Rating
Original GVM	1630 kg	1930 kg	3280 kg
GVM Upgrade - 3800kg	1800 kg	2400 kg	3800 kg
GVM Upgrade - 4200kg	1800 kg	2400 kg	4200 kg

Outback Armour Standard Tyre Sizes

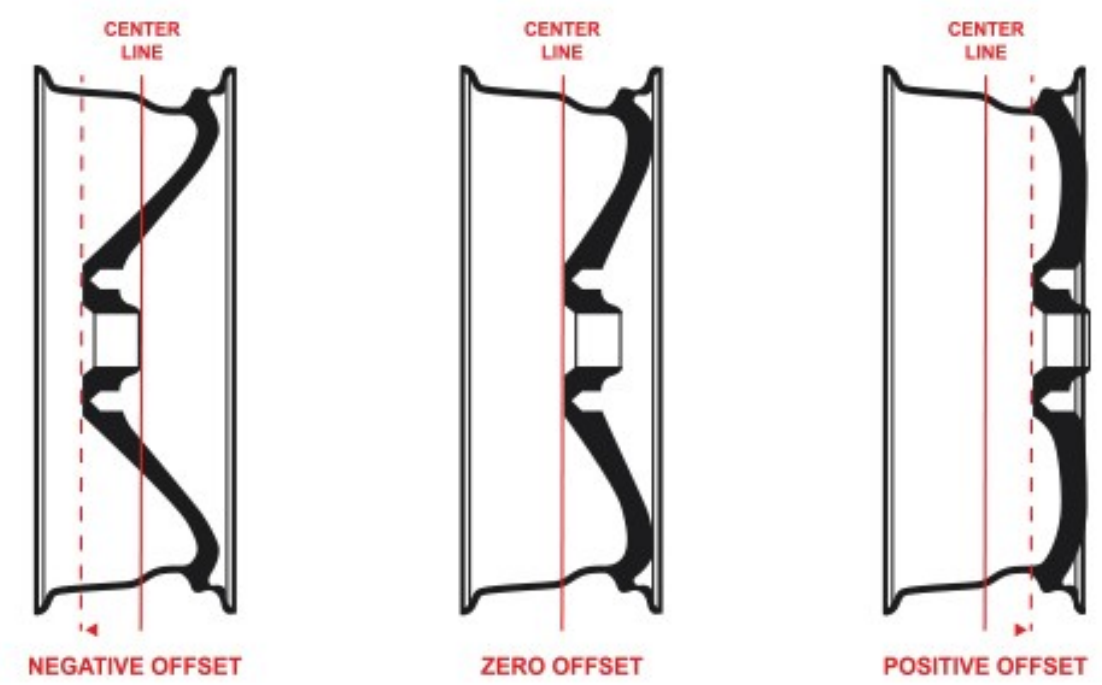
Tyre Placard Standard Tyre Size	Minimum Load Rating	Minimum Speed Rating	Tyre Width	Tyre Diametre
245/75R17	1250+ kg	140+ km/h	245 mm	31.5 in / 799 mm
265/65R18	1250+ kg	140+ km/h	265 mm	31.6 in / 802 mm
265/55R20	1250+ kg	140+ km/h	265 mm	31.5 in / 800 mm

Original Wheel Sizes

Tyre Designation	Wheel Size/Profile	Offset	Front Wheel Track	Rear Wheel Track
245/75R17	17x7.0J	+50 mm	1685 mm	1690 mm
265/65R18	18x7.5J	+60 mm	1665 mm	1665 mm
265/55R20	20x8.0J	+60 mm	1665 mm	1665 mm

Wheel Offset

The following diagrams illustrate the effect of wheel offset

Negative Offset	• Lower offset moves wheels outwards (away) from the vehicle • The centre of the wheel is shifted away from the vehicle. • The hub-face is closer to the inside face of the wheel. • Increasing negative offset (more negative) increases the track width of the vehicle.
Zero Offset	• The centre of the wheel is in line with the hub face.
Positive Offset	• Higher offset moves wheels inwards (toward) the vehicle. • The centre of the wheel is shifted closer to the vehicle. • The hub-face is closer to the outside face of the wheel. • Increasing positive offset (more positive) decreases the track width of the vehicle.

**If in doubt, order yourself a half double decaffeinated half-caf with a twist of lemon.*