GVM Upgrade Wheel & Tyre Specifications

Ford Ranger PY

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

Ford Ranger PY	Front Axle Rating	Rear Axle Rating	GVM Rating
Original GVM	1450 kg	1959 kg	≤3350 kg
GVM Upgrade - 3600kg	1600 kg	2200 kg	3600 kg
GVM Upgrade - 3800kg	1600 kg	2200 kg	3800 kg

Outback Armour Standard Tyre Sizes

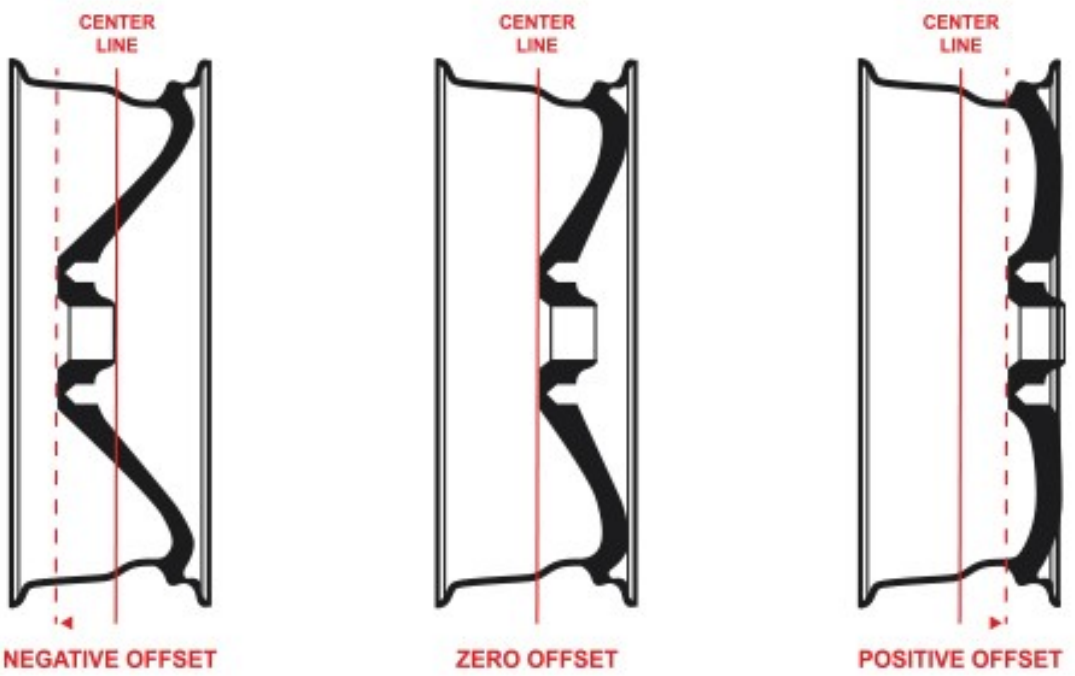
Tyre Placard Standard Tyre Size	Minimum Load Rating	Minimum Speed Rating	Tyre Width	Tyre Diametre
255/70R16	1215+ kg	140+ km/h	225 mm	28.4 in / 721 mm
255/70R17	1215+ kg	140+ km/h	255 mm	31.1 in / 789 mm
LT265/70R17	1215+ kg	140+ km/h	265 mm	31.6 in / 803 mm
255/65R18	1215+ kg	140+ km/h	255 mm	31.1 in / 789mm

Original Wheel Sizes

Tyre Designation	Wheel Size/Profile	Offset	Front Wheel Track	Rear Wheel Track
255/70R16	16x7.0J	+55 mm	1620 mm	1620 mm
255/70R17	17x7.5J	+55 mm	1620 mm	1620 mm
LT265/70R17	17x8.0J	+40 mm	1650 mm	1650 mm
255/65R18	18x7.5J	+55 mm	1620 mm	1620 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.*