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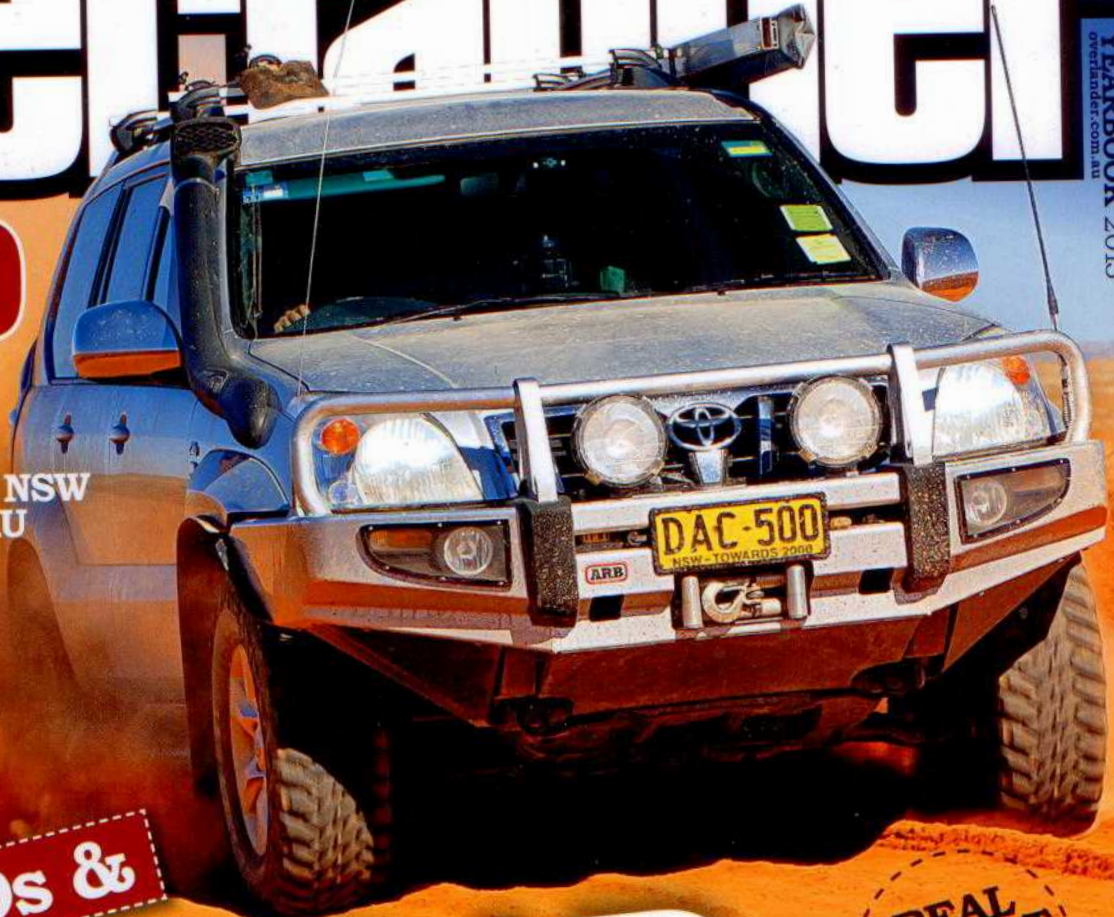
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**HOW FAR
CAN YOU
REALLY
TAKE
YOUR 4WD?**





HAZELDEN

The Pressure Is On

Do you know what your tyre pressures are?

Just about everyone has a horror story about a tyre they've destroyed, the heartaches it caused and the costs involved. I have even heard stories of guys that have destroyed two or three tyres on one trip through the outback. We experienced a similar situation on our recent trip to the gulf, where the rest of the crew had puncture after puncture and I had no issues, simply due to knowing exactly what my tyre pressures were.

Why are tyres such an issue? It's simple, when you realise that you have a flat it's often too late. Especially, when extreme 4WDing or hammering down on severe corrugations. Tyres are expensive, and when you are in remote areas it can be damn inconvenient. The irony of this is that it doesn't need to happen.

Wireless tyre pressure monitors have been around for a long time now and there are many kits on the market that will do a reasonable job. I have saved a number of tyres on trips that I do by having a kit installed.

The system that I use is supplied by Sensa Tyre, and I chose it because it offers real-time monitoring of all of my tyres including my spares. I can even build onto it by including a trailer or caravan, and all tyres will be visible on the one screen at all times. I quite often find that I can see the tyre deflate before the warnings start, and depending on the rate of deflation I can

make a decision as to when I need to pull up to make a repair.

It's a fact that most tyres are destroyed by running underinflated for too long. The tyre starts to delaminate and that's when the trouble begins and the life of the tyre is then shortened. Leave the tyre under-inflated for too long and you won't need a tyre monitor to tell you that you have a problem.

Although there are three different transmitters in the Sensa Tyre range, I have used the strap type that has a jubilee clamp (large hose clamp) around the rim to retain the transmitter. It's a secure method that ensures that the transmitter is kept out of harm's way. This also means I get an accurate real-time measurement of pressures and temperatures.

This suits me for my kind of driving. External transmitters are very popular. However, most people don't realise external transmitters that screw onto the valve stem cannot give accurate temperatures, and that the valve core is being depressed to get a pressure reading.

If you are using external screw-on cap transmitters, they must be fitted with steel valve stems or you will run the risk of having a deflation through the stem due to centrifugal force. They can also be lost when they rattle off the stem on the corrugations, and we can't forget the fact



IT'S A FACT THAT MOST TYRES ARE DESTROYED BY RUNNING UNDERINFLATED FOR TOO LONG

that they can be damaged while driving or can even be stolen.

The refresh rate of the internal Sensa Tyre transmitters is 38 seconds. This is great because even when I turn my ignition on, I have visible pressures or temperatures from all tyres on the screen in seconds.

The system will allow you to set warnings for low and high pressure as well as temperature. This can be done individually or have the same setting for all wheels. When a deflation occurs and it is within the range of the warning default, the receiver will beep, the position will be shown on the screen, and a yellow light will flash. You can't miss it.

Jamie Hazelden

Jamie, owner of JTS, Jamie's Touring Solutions, has over 20 years experience in the 4WD industry. He has travelled extensively across Australia, using and testing different products to find out exactly what works when creating complete touring solutions.