

MICHELIN RALLYE & CIRCUIT COMPETITION TYRES

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MICHELIN

A better way forward

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WELCOME TO THE WORLD OF MICHELIN COMPETITION !

At Michelin, motorsport is a way of life that continuously allows us prove that the combination of innovation, reliability and performance works towards a single goal: enabling our partners and customers to benefit from the latest technological breakthroughs made in the world of circuit racing. Our tyres have long enjoyed an enviable record of individual event wins and titles. Michelin is always taking up new challenges and revels in direct competition which is the surest motivation to keep moving forward. Through our innovations and the service we provide, our aim is to remain the most reliable and most reactive tyre manufacturer.

Enjoy your trip and thanks for choosing Michelin.

slick

rain





Tyre markings explained

Example:

24/64-18 P2G

- 24: Tread band width (cm)
- 64: Exterior diameter of the tyre (cm)
- 18: Rim diameter (inches)
- X: Radial tyre
- TL: Tubeless tyre
- P: Rain
- 2: Compound stiffness
- G: Evolution

- S: Slick
- P: Rain

Number (2, 5, 6, 7, 8, 9): Compound stiffness

- 2: Rain
- 5: Very Soft (Short Run)
- 6: Soft (Short Run)
- 7: Soft
- 8: Medium
- 9: Medium Hard

Letter (A, B, C, D, E, G): Evolution

TECHNICAL INFORMATIONS

Rims

For optimal performance, respect recommended rim widths.

Rolling direction

Some wet tires have a directional tread.

Pressures

Tyre pressures are always a function of three parameters: vehicle, tyre type and stage conditions. Pressure needs to be optimised for each individual case.

Do not hesitate to consult our Web site www.michelin.com or our technical department: Track + 33 (0) 4 73 30 13 03 and + 33 (0) 4 73 30 21 25 or Rally + 33 (0) 4 73 30 44 45.

Our competition tyres are not homologated for road use. They must be used only on tracks or for racing according to our recommendations.

In order to ensure the highest level of performance possible at all times, Michelin is constantly developing its range and reserves the right to introduce modifications in the course of the season.



Sizes	Rain	Slick	Types of vehicles
20/54 - 13	P310	S310	FRONT FORMULES RENAULT 2L, TALENT CUP BMW, FORMEL LISTA
22/54 - 13	P310	S310	TALENT CUP BMW, FORMEL LISTA
24/57 - 13	P310	S310	REAR FORMULES RENAULT 2L
26/64 - 13	P312	S312	FRONT FORMULE RENAULT 3.5
31/66 - 13	P312		REAR FORMULE RENAULT 3.5 RAIN
32/66 - 13		S312	REAR FORMULE RENAULT 3.5 SLICK
26/64 - 15	P2A*	S7A*	FRONT SUPERLEAGUE
33/70 - 15	P2B*	S8B*	REAR SUPERLEAGUE

*until end of stocks

Sizes	Types of vehicles
205/50 ZR15 (86Y)	GINETTA Junior
225/50 ZR15 (91Y)	
205/55 ZR16 (91Y)	FRONT 993, FRONT 968, FRONT BOXTER, FRONT FERRARI 328
225/50 ZR16 (92Y)	REAR 968, REAR BOXTER
205/50 ZR17 (89Y)	FRONT 964, FRONT BOXTER, FRONT 993, FRONT 996 3.4L
225/45 ZR17 (91Y)	GOLF GTI, CIVIC, ASTRA
255/40 ZR17 (94Y)	REAR 964, AR BOXTER, REAR 996 3.4L
245/45 ZR16 (94Y)	REAR 993

Sizes	Rain	Slick			Types of vehicles
		Soft	Medium	Hard	
19/57 - 15	P2G		S8B	S9C	GINETTA, PORSCHE
33/70 - 15	P2A*			S9B	RACECAR
20/61 - 16		S6A*	S8B*		
23/62 - 16			S8C*		
20/61 - 17	P2E		S8B	S9C	CLIO CUP, ABARTH, SEAT
24/61 - 17	P2E		S8C		
24/64 - 17	P2E	S8D			CAMARO CUP
21/65 - 18	P2G		S8C		FRONT MEGANE TROPHY, SPIDER PEUGEOT
24/64 - 18	P2G	S7A	CUP N1	S8E	FRONT 997 GT3 2010, FRONT RAIN PORSCHE, GINETTA
24/65 - 18	P2G	S5A	S8C		REAR MEGANE TROPHY

*until end of stocks

Sizes	Rain	Slick			Types of vehicles
		Soft	Medium	Hard	
25/64 - 18		CUP N1	S9B	S8A	FRONT PORSCHE, RCZ PEUGEOT
27/65 - 18	P2G	S5A / S7H	S8H	S9H / S9G	FRONT 997 GT3, FRONT GT1, REAR GT2, FRONT AUDI R8, FRONT F430
27/68 - 18	P2G		CUP N1 / S8E	S9F	REAR 997 GT3 2010
29/65 - 18	P2G				RAIN 30/65 - 18
30/65 - 18		S7H	S8H	S9H	FRONT GT, FRONT ASTON MARTIN, FRONT FERRARI 458, ...
30/68 - 18	P2G	S7H	CUP N1 / S8H	S9H	FRONT GT, FRONT MERCEDES SLS, REAR 997 GT3 2011
28/71 - 18	P2G		S8A	S9C	REAR FERRARI 430, REAR LAMBORGHINI GALLARDO
31/71 - 18	P2G	S7H	S8G / S8H	S9H	REAR GT, REAR MERCEDES SLS, REAR AUDI R8, REAR 997 GT3 2011
21/65 - 19		S5B*			
24/65 - 19	P2E		S8A		FRONT FERRARI F430 CHALLENGE
27/67 - 19	P2E				REAR FERRARI F430 CHALLENGE RAIN
29/67 - 19			S8A	S9A	REAR FERRARI F430 CHALLENGE
31/71 - 19	P2G		S8H	S9A	REAR FERRARI 458

*until end of stocks

Sizes	Rain	Slick			Group
		Soft	Medium	Hard	
15/53-13		SA00*			Group F
16/57-14	PA00	SA00	SA20		Group F
18/58-15	PA00	SA00	SA20		R1-N2-FA5
19/57-15	P2G		SA20		R1-N2-FN3
20/58-15	PA00* • 215/45-15 MA01* • 19/57-15 P2G	SA00	SA20		Group F
17/60-16	PA00	SA00	SA20	195/50-16 A31*	Group F, R2
20/61-16	PA00	SA00	SA20		Group N-FA7
19/62-17	PB00 L* and R* • PA00	SA00	SA20	SA30 • 200/50-17 A31*	R3, Group F, S1600, Group N
20/63-17	PA00* • 19/62-17 PA00	SA00	SA20	225/40-17 A30*	FA7, N4, FA8
24/64-17	PR00		RC01		Autocross - Rallycross
20/65-18	PB00 PB01* • PC00 mix/rain	031C* • 031B • SA01	SA20	SA30	S2000,N4,WRC
24/65-18	PE00		SA20		GT
29/65-18	PE00		SA30		GT

*until end of stocks



Sizes	Mud	Soft gravel	Medium gravel	Group
14/60-14	TL70	TL80	TL90	Group F, N2, Buggy Autocross
14/62-15	TL70	TL80		205,206, Escort
18/66-15	TL40			Buggy Autocross
16/64-15	TZ70 L and R	TZ80 L and R	TZ90 L and R	R2, R3,N3
17/65-15	TZS70 L and R	TZS80 L and R	195/70-15 GZS5 L* • R* TZS90 L and R	Group N, R3,S1600
17/65-15	TZ80 L and R	TZ85 L and R	215/65-15 GZS5 L* • R* TZ95 L and R	S2000,WRC,N4

*until end of stocks



Sizes	Snow and ice	Snow	Group
9/58-13	NA00	NA00	Group F, FIAT 500
9/58-14	NA00	C54*	Group F, 106
10/65-15	NA00	NA00	S1600, R3
10/65-16	NA00 spiked • GE00 L and R spiked ice	NA00	WRC, N4, S2000
16/61-17	NA00 spiked	NA00	S1600, R3
18/65-18	NA00 spiked	NA00	WRC, N4, S2000

*until end of stocks



Hillclimbing									
27/65-18	S5A	Rear Porsche, Ferrari	21/65-19	S5B	BMW	24/65-18	S5A	Front Porsche, Ferrari	
19/57-15	S5B		24/61-17	S5B	BWM				



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CIRCUIT

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USA

JACKSON MOTORSPORTS GROUP	2 Task Industrial Court, South Carolina, 29607 Greenville	CIRCUIT
800-722-3234	www.jacksonmg.com/motorsports	
SUBE SPORTS	17161 Palmdale Street, Huntington Beach, California 92647	RALLY CIRCUIT
714-847-1501	www.subesports.com	
LIBRA RACING	170 S. Oak Circle, Colchester, VT 05446	RALLY
802-655-5768	www.libraracing.com	

Safety Guidelines

MICHELIN Group

1 - Introduction

We recommend that you follow the safety and use guidelines provided below. These guidelines apply upon satisfaction of any more stringent regulatory requirements, developed or prescribed by competition, raid or circuit organizers with respect to tires. Non-compliance with these guidelines or operating procedures can lead to improper equipment or mounting and cause premature tire wear and tear. The use of circuits with high banking in the turns imposes specific tires and/or operating conditions.

Prior to any use, consult the terms of use at www.michelin.com or contact Michelin departments phones: +33 (0) 4 73 30 13 03 or +33 (0) 4 73 30 21 25 (Circuit) and +33 (0) 4 73 30 44 45 (Rally).

2 - Recommendations

Before-use checklist

- Tire selection must correspond to vehicle equipment, as defined by the vehicle maker and manufacturer.
- Make sure that all tires on the same axle are of the same type (brand, commercial name or industrial reference, dimensions, structure).

Prior to mounting make sure that:

- The diameter of the rim corresponds exactly to the inside diameter of the tire.
- The width of the rim corresponds to that recommended by the manufacturer or, failing that, to the standards cited (ETRTO, TRA, JATMA, etc.)
- The rim type (tubeless, tube type) corresponds to the type of tire.
- The rim is in good condition and does not present wear-and-tear (cracks, deformation, etc.) and the valves are in proper condition and if not, have them replaced.
- The tires have not been repaired and the valves are in proper condition and if not, have them replaced

3 - Valves

- Follow the instructions for use provided by the manufacturers (adjustment and compatibility with the rim, type of alloys, geometry).
- Routinely screw down the polyamide valve cap with washer (polyamid is used for thermique reason) It protects the valve mechanism and ensures the complete sealing of the tire assembly.
- Make sure that the valve is in good condition (no ovalization, no impact trace, etc.).
- Regularly check torque settings of screwed-in valves.

4 - Tire assembly and disassembly

Tire assembly, disassembly, topping and balancing must be done on suitable good-condition equipment entrusted with qualified and trained personnel that would ensure, among other things:

- Compliance with the manufacturer and legal rules in the selection of tires.
- Preliminary examination of the outside and inside aspect of the tire by the installer.
- Compliance with tire assembly, disassembly, balancing and topping procedures.
- Proper positioning of the tire on the vehicle (left, right, front, rear).
- Proper working pressure.
- Measuring equipment such as pressure gauges, dynamometric keys must be standardized and inspected at least once a year by a certified body or, failing that, by the supplier or manufacturer.

Assembly – Disassembly

- Make sure that all assembly equipment is suitable for the type of assembly. For how to use this equipment, refer to the manufacturer's user guide. Comply with the direction of assembly for directional tires.
- Lubricate the tire rim seats and beads with a suitable product.
- For tube type assemblies (with an air tube), the dimension of the air tube must correspond to that of the tire (section and diameter) and the rim must be in a condition that can accept the air tube without damaging it.

Topping :

- Important note: only use topping installations intended for that purpose. Under no circumstances can the operator remain in the immediate proximity of a tire assembly. Therefore, make sure that the compressed air hose attached to the valve is equipped with a safety clip and that it is sufficiently long for the operator to be situated outside of the trajectory of flying particles, if any, in case of an incident. Remove people not involved in the topping procedure from the location in which it is performed.
- Remove the inside of the valve, start topping and check that tire beads are properly centered with respect to the rim flange.
- If the tire beads are not properly centered, let the air out and start the entire procedure over including the lubrication step.
- Continue topping until 3.5 bars in order to obtain a good placement of the tire beads. For higher pressure, use a safety cage during tire topping.
- Replace the inside of the valve and adjust it to working pressure. Replace the polyamide valve cap with washer to ensure complete sealing.

Use of the Competition Clients Car Tyres

Balancing

- Balancing the four tires is recommended for use on a circuit.
- The balancing machines must be standardized in accordance with manufacturers' recommendations.
- Specific attention must be given to the devices (cone / screw board) used for centering the assembly on the machine.

5 - Tire regrooving

Regrooving changes the characteristics and performance of tires. This procedure requires the use of appropriate equipment and tools and compliance with instructions.

Prior to any regrooving procedure, contact Michelin departments phone: +33 (0) 4 73 30 13 03 or +33 (0) 4 73 30 21 25 (Circuit) and +33 (0) 4 73 30 44 45 (Rally).

- Reminder: regrooving or tread deepening of ECE R30 certified tires, i.e. those designed for use on public roads, is prohibited.

6 - Storage and Carriage

There are some important rules to be observed during the storage and the freight like the temperature which must be higher than:

Range	Temperature minimum of freight and storage
Slick (Track) et Asphalt (Rally)	0°C
Other tires	-10°C

Moreover, the tires should not be subjected to:

- Direct and prolonged exposure to sunlight,
- Sources of high heat and humidity (Tropical condition storage)
- Long-term storage in stacks.
- Solvents, lubricants, fuel and other chemical products.
- Ozone emission from equipment like transformer, welding unit, electric motor, etc.

These recommendations must be applied in order to preserve the performance of tires

The storage space must be dry, well-ventilated, without direct light and reserved for tires. Racks suitable for storing tires vertically should be used to avoid exercising pressure on the carcasses.

7 - Tire aging

- Tires age even when not used or if they are only used occasionally; excessive aging of tires may lead to loss of grip.
- Remove from usage tires presenting clear signs of aging or fatigue (cracking of the rubber of the outer tread, of the shoulder; of the bead side, deformation, etc.). When in doubt, contact a tire professional.

8 - Monitoring and maintenance

- Check tire pressure prior to any run and adjust pressure if it does not correspond to the recommended working pressure. Tire pressure must be checked they are cold (the tires have not been driven, they have not been warmed)
- Inflating tires with nitrogen does not exempt you from having to check tire pressure routinely.
- In case of unusual loss of pressure, check the outside and inside condition of the tire as well as the condition of the wheel and of the valve.
- Any visible perforation, cut or deformation must be checked in-depth by a tire professional. Never use damaged tires or tires that have run flat without the help of a professional.

9 - Terms of use

- Never treat the rubber of the outer tread chemically.
- Never use tires with unknown past.
- In case of usage heating system, mounted assembled never be in contact with metallic parts and/or directly in front of heat source
- Make sure that the pressure, camber angle speed and axle load values are those recommended by Michelin for the intended use (check recommendations depending on use).

Standard terms of use are available at www.michelin.com or contact Michelin departments phones: +33 (0) 4 73 30 13 03 or +33 (0) 4 73 30 21 25 (Circuit) and +33 (0) 4 73 30 44 45 (Rally).

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