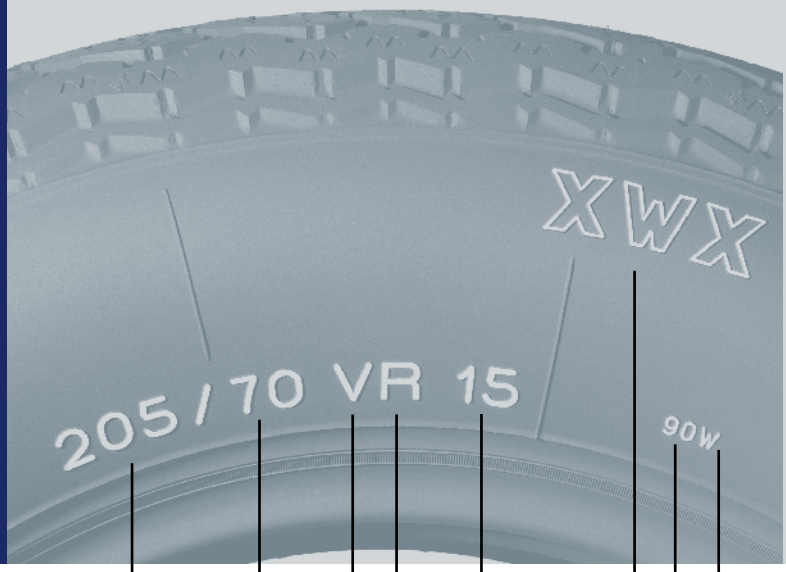
THE MICHELIN CLASSIC

TYRE RANGE

MICHELIN



Section width (mm)

Aspect ratio (%) (diameter/width)

Speed rating: VR = up to 210kph

R = Radial tyre

Nominal rim diameter (inches)

Tread pattern type

Load index

Maximum speed: 270kph

12*45
- Nominal rim diameter (cm)
- Section width (cm)

125 * 400
- Nominal rim diameter (mm)
- Section width (mm)

165 HR 15
- Nominal rim diameter (inches)
- R = Radial tyre
- Speed rating (H)
- Section width (mm)

205/70 VR 15
- Nominal rim diameter (inches)
- R = Radial tyre
- Speed rating (V)
- Aspect ratio (70 Series)
- Section width (mm)

Full product information available on the labels of Michelin Classic tyres.

LOAD INDEX AND SPEED RATING

The majority of tyres provide usage indications on their sidewalls, including their load index (number) and speed rating (letter). The load index refers to the maximum load each tyre is authorised to carry. The speed rating is the maximum speed at which the tyre may be driven.

Load index	Load per tyre (kg)	Load index	Load per tyre (kg)	Load index	Load per tyre (kg)	Load index	Load per tyre (kg)	Load index	Load per tyre (kg)
62	265	**75**	387	**88**	560	**101**	825	**114**	1180
63	272	**76**	400	**89**	580	**102**	850	**115**	1215
64	280	**77**	412	**90**	600	**103**	875	**116**	1250
65	290	**78**	425	**91**	615	**104**	900	**117**	1285
66	300	**79**	437	**92**	630	**105**	925	**118**	1320
67	307	**80**	450	**93**	650	**106**	950	**119**	1360
68	315	**81**	462	**94**	670	**107**	975	**120**	1400
69	325	**82**	475	**95**	690	**108**	1000	**121**	1450
70	335	**83**	487	**96**	710	**109**	1030	**122**	1500
71	345	**84**	500	**97**	730	**110**	1060	**123**	1550
72	355	**85**	515	**98**	750	**111**	1090	**124**	1600
73	365	**86**	530	**99**	775	**112**	1120	**125**	1650
74	375	**87**	545	**100**	800	**113**	1150		

Speed rating	Maximum speed (kph)
J	100
K	110
L	120
M	130
N	140
P	150
Q	160
R	170
S	180
T	190
H	210
V	240
W	270
Y	300
VR	>210
ZR	>240

TUBE-TYPE AND TUBELESS TYRES

- **Tube-type (TT):** distinct inner-tube,
- **Tubeless (TL):** the inner tube forms an integral part of the tyre. An airtight seal is required.

NOTE: in the case of older vehicles equipped with non-airtight rims, Michelin authorises the fitment of selected TL tyres equipped with an appropriate inner tube, subject to usage. In such cases, the corresponding inner tube is provided in the table Page 14. Inner tubes may not be fitted in the case of tyres that have an aspect ratio of less than 0.70.

TECHNOLOGICAL EXPERTISE AND AUTHENTICITY

MICHELIN'S COMPREHENSIVE RANGE OF CLASSIC TYRES COVERS CARS DATING FROM THE LATE 1930S UNTIL THE LATE 20TH CENTURY.*

MICHELIN EXPERTISE...

Michelin's commitment to ongoing innovation and pioneering technology means that the tyres in its Classic range benefit from the progress that has been achieved in terms of grip performance, but with no detriment to the driving dynamics associated with this type of vehicle. Manufactured in small runs, often by hand, they call on the technical skills and knowhow of the finest craftspeople.

...AND RESPECT FOR THE NORMS OF THE DAY

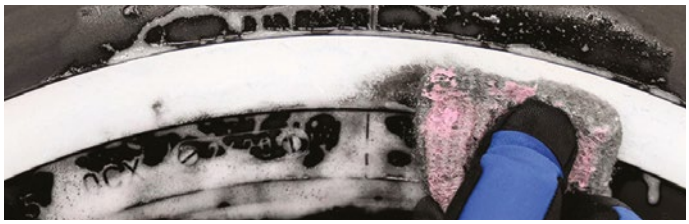
In addition to the technological excellence they pack, Michelin Classic tyres are respectful of the historical accuracy of the cars for which they are designed. To avoid potential anachronisms, their size, tread pattern and aspect ratio replicate those of the original tyre. Michelin is proud of the active role it plays in the preservation and promotion of our automotive heritage by marketing safe tyres designed as a function of the vehicle's historical context.

MODERN CLASSICS

To address the boom in popularity of "youngtimer" models dating from the the 1980s, the Michelin Classic catalogue includes tyres conceived to enable owners to benefit fully from the performance capabilities and driving enjoyment associated with these cars of character.

WHITEWALL TYRES

For classic car owners looking for a product that combines grip and long life with stylish looks, the Michelin Classic range proposes a selection of tyres with white sidewalls. The catalogue's 10 different sizes cover a long list of prestige or more popular models. Made using the most recent rubber compounds, these tyres add an undeniable touch of elegance to the appearance of many classic cars.



***F.I.V.A. definition of a classic car:**
(Fédération Internationale des Véhicules Anciens)

- at least 30 years old,
- preserved and maintained in a historically accurate condition,
- not used as an everyday means of transport,
- and which, as a result, forms part of our technical and cultural heritage.

For U.K, Historic Vehicles are formally recognised by the UK Government when they attain an age of 40 years.

For further technical information about Michelin Classic products, visit classic.michelin.com

1930s TYRES

WIRED-ON CROSSPLY TYRES

COMING IN THE WAKE OF BEADED EDGE TYRES, THE WIRED-ON CROSSPLY WAS THE SECOND-GENERATION REMOVABLE TYRE.

LONGER LIFE

In 1925, the idea of wrapping beads into the tyres' edges improved the way it sat on the rim. Beaded edge tyres also incorporated two existing landmark innovations:

- The use of carbon black from 1917 which extended tyre-life by a factor of five.
- The introduction of parallel-laid textile plies in 1919 led to the so-called corded tyre in 1919 and, in 1923, the Confort Cable tyre, the first low-pressure car tyre (2.5 bar).

Michelin currently markets two types of beaded edge tyre:

THE DOUBLE RIVET

Double Rivet was the name of a tread pattern that appeared at the time of the first-generation beaded passenger car tyres. The design was carried over for the early beaded edge tyres that revolutionised the market in 1925.

THE SUPERCONFORT

The permanent quest for lower running pressures and wear rates resulted in the release of the MICHELIN Superconfort in 1932. This very-low-pressure tyre was followed in 1935 by the Superconfort Stop S, the first tyre to feature an extensively-siped pattern for wet-weather performance. At the time, Michelin was the only manufacturer capable of making this type of tyre, the hallmark zigzag grooves of which led to improved safety thanks the remarkable grip they provided. As its name suggests, the Superconfort Stop S added outstanding ride comfort to its handling qualities.

MICHELIN DOUBLE RIVET

MICHELIN SUPERCONFORT

CROSSPLY TYRES

Seat	Size	Tread pattern	Section width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Minimum/maximum rim width	Pressure (bar)/Load (kg)				Inner tube
							2b	2.5b	3.0b	3.5b	
40	130/140 - 40	SCSS	165	722	2150	110 - 140 mm	422	504	583	660	16 E 13
	150/160 - 40	SCSS	175	733	2180	150 - 160 mm	452	541	626	708	16 F Ret
17	6.50/7.00 - 17	DR	194	793	2367	3.25 - 5.00 "	566	677	783	668	17/18 H Ret
45	12 - 45	DR	143	730	2175	11 - 12 cm	328	392	453	513	18 C Ret
	13 - 45	DR	149	740	2205	13 - 14 cm	347	415	480	543	18 C Ret
	14 - 45	DR	154	740	2205	13 - 14 cm	356	426	493	557	18 C Ret
	15/16 - 45	DR	184	799	2382	15 - 16 cm	511	610	706	797	18 C Ret
18	4.75/5.25 - 18	DR	147	745	2160	2.50 - 3.50 "	331	396	458	513	17/18 E Ret
	5.50 - 18	DR	156	762	2290	3.00 - 4.50 "	425	508	587	660	17/18 E Ret
	6.00/6.50 - 18	DR	178	798	2362	3.00 - 5.00 "	511	610	706	797	17/18 H Ret
19	4.00/4.50 - 19	DR	128	738	2214	2.50 - 3.50 "	283	338	391	422	18/19 CD Ret* or 19 UHD**
	4.75/5.00 - 19	DR	141	766	2304	2.50 - 3.50 "	353	422	489	550	18/19 CD Ret* or 19 UHD**
	5.25/6.00 - 19	DR	168	807	2400	3.00 - 5.00 "	444	531	614	708	19/20 H Ret* or 20 H**
20	6.50/7.00 - 20	DR	194	866	2550	3.62 - 5.00 "	585	700	810	916	19/20 H Ret* or 20 H**
21	5.50/6.00 - 21	DR	175	861	2510	2.75 - 4.00 "	499	597	690	781	19/20 H Ret* or 20 H**
	7.00 - 21 (33-6.75)	DR	200	907	2660	3.62 - 5.00 "	658	786	909	1029	19/20 H Ret* or 20 H**

(*Offset valve **Straight valve)

CROSSPLY TYRE PRESSURES

The guidelines for normal use are:
- maximum speed: 150kph,
- inflation pressure: between 2 and 3.5 bar.

For optimal performance, inflate the tyre as a function of the actual load it has to carry.

MICHELIN X TYRES

THE RADIAL REVOLUTION

A REVOLUTIONARY CONSTRUCTION FOR UNPRECEDENTED PERFORMANCE...

The introduction of the MICHELIN X radial gave the brand a world-conquering advantage. Hailed as a revolution at the time, radial casings enabled the functions played by the sidewalls and crown to be disassociated.

A MICHELIN INNOVATION

Michelin dubbed its radial construction "X" in 1949 and Lancia was the first manufacturer to specify X tyres as original equipment for its new Aurelia. From 1955, radial technology began to enjoy a substantial international reputation, with the majority of European car manufacturers specifying MICHELIN X tyres for models ranging from the original Citroën 2CV, to the Volkswagen Beetle, the emblematic Mercedes 190SL and the Facel Vega.

RADIAL TECHNOLOGY

Radial tyres surpassed their crossply counterparts on every front:

- superior safety (road holding, grip, braking performance),
- more economical (running costs halved, significant fuel-consumption savings),
- greater comfort thanks to their more flexible sidewalls.

In the 1950s, the superiority of X tyres was such that numerous drivers chose them for racing and rallying purposes, even though Michelin had no official involvement in motorsport.

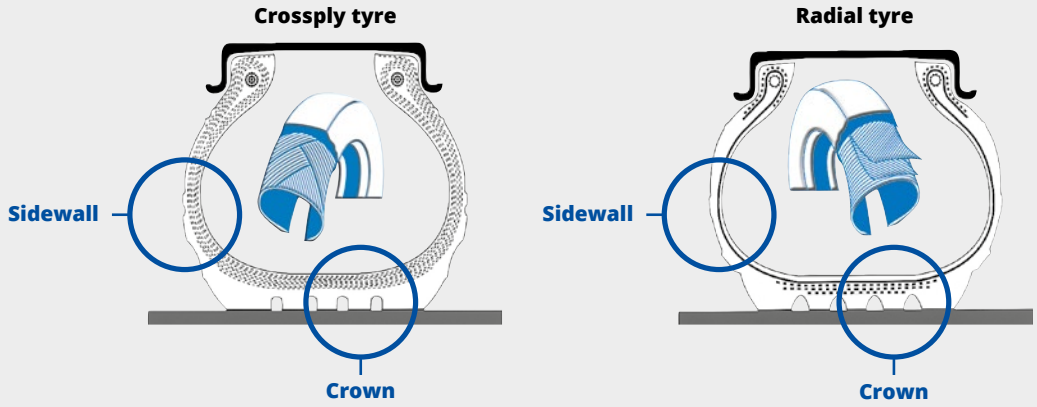
THE MICHELIN X TYRES AND EVOLUTIONS

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
12	125 R 12	X	TL	62 S	132	518	1555	3.0 - 3.5 - 4.0	12 C 13
	145 R 12	MX	TL	72 S	153	551	1650	3.5 - 4.0 - 5.0	12 CG 13
	145/70 R 12	XZX	TL	69 S	156	520	1552	4.0 - 4.5 - 5.0	12 CG 13
13	6.40 SR 13	ZX	TL	87 S	177	642	1952	4.0 - 4.5 - 5.5	13 F 13
	7.25 R 13	X	TT	90 S	180	654	1988	5.0 - 5.5 - 6.0	13 F 13
14	155 R 14	X	TL	80 T	157	604	1831	4.0 - 4.5 -5.0	14 D 13
15	125 R 15	X	TL	68 S	127	598	1818	3.0 - 3.5 -4.0	15 CB 13
	135 SR 15	ZX	TL	72 S	137	600	1821	3.5 - 4.0 - 4.5	15 CB 13
	135 R 15	X M+S 89	TL	72 Q	137	600	1821	3.5 - 4.0 - 4.5	15 CB 13
	145 R 15	XZX	TL	78 S	147	616	1873	3.5 - 4.0 - 5.0	15 E 13
	155 R 15	X	TL	82 T	157	630	1910	4.0 - 4.5 - 5.0	15 E 13
	165 SR 15	XZX	TL	86 S	167	646	1967	4.0 - 4.5 - 5.5	15 E 13

MICHELIN X | MICHELIN ZX | MICHELIN XZX | MICHELIN X M+S 89 | MICHELIN MX

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
400	125 R 400	X	TT	69 S	130	619	1882	125 - 135	16 C 13
	135 R 400	X	TT	73 S	138	631	1918	125 - 135 - 145	16 C 13
	145 R 400	X	TT	79 S	142	649	1973	145 - 155	16 E 13
	155 R 400	X	TT	83 S	150	660	2006	145 - 155 - 165	16 E 13
	165 R 400	X	TT	87 S	162	677	2059	155 - 165 - 185	16 F Ret
	185 R 400	X	TT	91 S	185	707	2149	165 - 185	16 F Ret
16	5.50 R 16	X	TT	84 H	172	690	2088	4.5 - 5.0 - 6.0	16 F Ret
	185 R 16	X	TT	92 S	180	707	2139	4.0 - 5.5 - 6.0	16 F Ret
	6.00 R 16	Pilote X	TT	88 W	190	708	2152	4.0 - 4.5 - 5.5	16 F Ret

TECHNICAL INFORMATION



Crossply tyres: the above cross-section shows the monolithic construction of crossply tyres, with a minimum of four textile plies laid from bead to bead and no differentiation between the sidewalls and the crown. The superposed cords form a thick mass that is prone to friction and shearing movement between the many layers it comprises.

Radial tyre: the distinct functions played by the sidewalls and crown are separated. The sidewalls are made of a single textile ply which eliminates the phenomenon of shearing. The ply itself and the rubber that encompasses it are less thick and consequently more flexible, leading to superior ride comfort and energy efficiency. The crown, meanwhile, is stiffened by a triangulated construction obtained by combining the casing ply with two or - in the case of the MICHELIN X - three steel cord plies. The resulting additional rigidity equates to lower wear plus improved road holding performance.

MICHELIN XAS TYRES

PRECISION

INTRODUCED IN 1965, THE MICHELIN XAS RANGE STOOD OUT AS A BENCHMARK UNTIL THE LATE-1970S. IN ADDITION TO ITS ASYMMETRIC TREAD PATTERN, ITS INNER AND OUTER SIDES FUNCTIONED DIFFERENTLY TO PROVIDE SUPERIOR CAR BALANCE.

ASYMMETRIC, LIKE THE HUMAN FOOT!

Michelin continued to differentiate between the various functions performed by tyres with the introduction of the XAS. This new concept took into account the distinct roles played by the interior and exterior shoulders and sidewalls, as well as the different parts of the crown. In the same way that human feet are not symmetric, the tyre's inner and outer sides functioned in different ways to ensure enhanced car balance and more progressive handling.

AS IF ON RAILS

Thanks to this breakthrough, the MICHELIN XAS delivered:

- exceptional stability,
- remarkable road holding under cornering,
- unprecedented grip in all conditions.

As the first tyre conceived to be driven at 210kph, the MICHELIN XAS proved popular in different forms of motorsport, from racing and rallying to hill-climbing.

WHITEWALL OR WHITE TRIM TYRES

To address the demand of classic car owners for tyres that offer stylish looks along with grip and long life, Michelin Classic proposes a selection of whitewall and white trim tyres in a choice of 10 different sizes, for 12- to 15-inch wheels. Car models of the 1950s and 1960s were frequently displayed at motor shows fitted with this sort of distinctive tyre, and today's versions combine an undeniable touch of elegance with modern-day rubber compounds.

To be sure that they look their best at all times, whitewall tyres require regular maintenance, but a wide range of bespoke products exists to facilitate this task. Do not hesitate to ask your specialist Michelin Classic distributor for advice.

MICHELIN XAS | **MICHELIN XVS** | **MICHELIN MXV** | **WHITEWALL AND WHITE TRIM TYRES**

THE MICHELIN XAS AND EVOLUTIONS

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
13	145 HR 13	XAS FF	TL	74 H	147	565	1175	3.5 - 4.0 - 5.0	13 CG 13
	155 HR 13	XAS FF	TL	78 H	157	582	1775	4.0 - 4.5 - 5.5	13 D 13
	165 HR 13	XAS et FF	TL	82 H	167	600	1824	4.0 - 4.5 - 5.5	13 D 13
	185 HR 13	XAS FF	TL	88 H	186	625	1906	4.5 - 5.5 - 6.5	13 F 13
14	165 HR 14	XAS	TL	84 H	167	626	1903	4.0 - 4.5 - 5.5	14 D 13
	175 HR 14	XAS	TL	88 H	178	634	1927	4.5 - 5.0 - 6.0	14 E 13
	185 HR 14	MXV-P	TL	90 H	188	650	1976	4.5 - 5.5 - 6.5	14 F 13
	185/70 VR 14	XAS	TL	88 V	189	616	1867	4.5 - 5.5 - 6.0	14 E 13
15	155 HR 15	XAS FF	TL	82 H	157	630	1915	4.0 - 4.5 -5.0	15 E 13
	155 HR 15	XAS	TT	82 H	157	630	1915	4.0 - 4.5 -5.0	15 E 13
	165 VR 15	XAS N0	TL	86 V	167	646	1964	4.0 - 4.5 - 5.5	15 E 13
	180 HR 15	XAS	TT	89 H	175	680	2067	4.5 - 5.0 - 5.5	15 E 13
	185 HR 15	XVS-P	TL	93 H	188	674	2049	4.5 - 5.5 - 6.0	15 F 13
	185 VR 15	XVS	TL	93 V	186	675	2059	4.5 - 5.5 - 6.0	15 F 13

WHITEWALL/WHITE TRIM TYRES

Seat	Description	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	White trim width (mm)	Inner tube
12	125 R12 62S TL X FB	127	518	1555	3.0 - 3.5 - 4.0	19.5	12 C 13
13	6.40 R13 87S TT ZX FB	179	642	1952	4.0 - 4.5 - 5.5	48	13 F 13
	7.25 R13 90S TT X FB	182	654	1988	5.0 - 5.5 - 6.0	50	13 F 13
14	185 R14 90H TL MXV FB	194	650	1976	4.5 - 5.5 - 6.5	20	14 F 13
15	125 R15 68S TL X FB	126	598	1818	3.0 - 3.5 - 4.0	27	15 CB 13
	165 R15 86S TL XZX FB	164	646	1967	4.0 - 4.5 - 5.5	27.5	15 E 13
	180 R15 89H TT XAS FB	176	680	2067	4.5 - 5.0 - 5.5	44.5	15 E 13
	185 R15 93H TL XVS FB	185	674	2049	4.5 - 5.5 - 6.0	37.5	15 F 13
	235/70 R15 101H TL XVS FB	236	711	2155	6.5 - 7.0 - 8.5	20	15 J 13
400	165 R400 87S TT X FB	163	677	2059	155 - 165 - 185	50	16 F RET

MICHELIN XWX & TRX TYRES

EXPLORING NEW LIMITS

THE MICHELIN XWX WAS THE ONLY RADIAL TYRE CAPABLE OF EQUIPPING THE WORLD'S FASTEST CARS OF THE 1970S, PROVIDING THEM WITH EXCEPTIONAL ROAD HOLDING AND GRIP.

ENGINEERED FOR HIGH PERFORMANCES

The unique characteristics of the MICHELIN XWX enabled owners to enjoy exceptional levels of performance, driving pleasure and safety. Its construction and flexible casing combined to provide outstanding comfort at very high speeds. The XWX was rated for speeds of more than 210kph, up to a maximum of 270kph.

DREAM CARS

In the late-1960s, both Germany and Italy boasted extensive motorway networks in comparison to those of their European neighbours. The two countries were also the chief producers of cars that were increasingly capable of exceeding 200kph. The absence of speed limits provided the privileged few with an opportunity to unleash the potential of their supercar at speeds that would be deemed unacceptable today.

- The Lamborghini Miura (1966), Ferrari 365 (1965), Maserati Ghibli (1966), de Tomaso Pantera (1970) and Porsche 911 Carrera RS (1972) ruled supreme, but the performance of powerful German touring cars like the Mercedes 300 SE 6.3l (1968) and BMW 3.0 Si (1971) was equally impressive.
- The French were also active in the market with the Citroën SM (1970), while the British industry produced such legends as the Series 3 Jaguar E-Type (V12) (1970) and Aston Martin DBS (1967).

THE MICHELIN XWX AND EVOLUTIONS

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
13	185/70 VR 13	XDX-B	TL	86 V	189	590	1815	5.0 - 5.5 - 6.5	13 E 13
	205/70 VR 13	XDX-B	TL	91 V	209	618	1879	5.5 - 6.0 - 7.5	13 F 13
14	205 VR 14	XWX	TL	89 W	208	686	2085	5.0 - 5.5 - 7.5	14 F 13
	205/70 VR 14	XWX	TL	89 W	209	644	1958	5.5 - 6.0 - 7.5	14 F 13
	215/70 VR 14	XWX	TL	92 W	221	658	2000	6.0 - 6.5 - 7.5	14 F 13
15	185/70 VR 15	XWX	TL	89 V	189	641	1949	5.0 - 5.5 - 6.5	15 E 13
	205/70 VR 15	XWX	TL	90 W	209	669	2034	5.5 - 6.0 - 7.5	15 F 13
	215/70 VR 15	XWX	TL	90 W	221	683	2076	6.0 - 6.5 - 7.5	15 F 13
	225/70 VR 15	XWX	TL	92 W	228	697	2140	6.0 -7.0 - 8.0	15 J 13
	255/45 VR 15	MXW	TL	93 W	255	611	1875	8.5 - 8.5 - 10	tubeless

MICHELIN XWX | MICHELIN XDX-B | MICHELIN MXW | MICHELIN TRX-B | MICHELIN TRX GT-B

THE MICHELIN TRX: THE FIRST LOW-PROFILE TYRE

Invented by Michelin in 1975, the TRX benefited from a more even spread of the different tensions at play within the casing. The term TR (short for the French "Tension Répartie") and TRX tyres lost no time making a mark, boosted by the results obtained by Renault and Alain Prost in Formula 1, and by cars like the Audi Quattro, Peugeot 205 T16 and Renault 5 Turbo in world-class rallying.

THE FRUIT OF EXTENSIVE RESEARCH...

For the first time, the tyre and rim were engineered to function as a single, indissociable assembly, a move that necessitated a fundamental change to rim design, including flatter, lower flanges.
This and the tyre's bead design resulted in a more gradual curvature of the casing, without the flection point associated with conventional tyres.

...FOR GENUINE CORNERING CONTROL

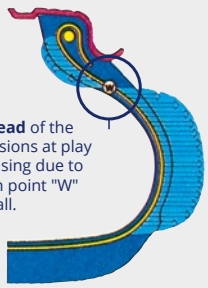
Thanks to its innovative construction, the MICHELIN TRX delivered superior directional stability. It also contributed actively to the car's active safety credentials thanks chiefly to its exceptional handling when driving on the limit or when cornering.

- Remarkable grip thanks to an even spread of the tensions at play across the contact patch,
- Outstanding ride comfort due to the bigger effective flexing zone,
- Superb looks and an original, extensively-grooved tread pattern.

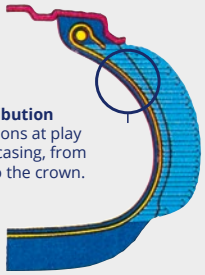
THE MICHELIN TRX

Seat (mm)	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
340	190/55 VR 340	TRX - B	TL	81 V	191	550	1672	120TR - 135TR - 165TR	tubeless
365	220/55 VR 365	TRX - B	TL	92 V	218	607	1845	135TR - 150TR - 180TR	tubeless
390	190/65 HR 390	TRX - B	TL	89 H	191	638	1945	120TR - 135TR - 165TR	tubeless
	200/60 VR 390	TRX - B	TL	90 V	206	640	1946	120TR - 135TR - 165TR	tubeless
	210/55 VR 390	TRX - B	TL	91 V	219	631	1918	135TR - 150TR - 180TR	tubeless
	220/55 VR 390	TRX - B	TL	88 W	227	642	1952	135TR - 150TR - 180TR	tubeless
	240/55 VR 390	TRX - B	TL	89 W	239	654	1988	150TR - 165TR - 195TR	tubeless
415	240/55 VR 415	TRX - B	TL	94 W	239	679	2064	150TR - 165TR - 195TR	tubeless
	240/45 VR 415	TRX GT-B	TL	94 W	253	640	1925	195TR - 210TR - 225TR	tubeless

The MICHELIN TRX marked a new step in the history of radial technology:
The cover and rim were designed in conjunction and tailored to meet the specific characteristics of individual car models. The TRX succeeded in squaring the circle with regard to two conflicting demands, namely superior ride comfort (normally achieved by high, flexible sidewalls) and driving precision (normally achieved by low, rigid sidewalls).



Uneven spread of the different tensions at play within the casing due to the inflection point "W" in the sidewall.



Even distribution of the tensions at play within the casing, from the bead to the crown.

MODERN CLASSICS

SPORT AND PLEASURE

THE MICHELIN PILOT EXALTO PE2 - IDEAL FOR YOUR GTi

Conceived by Michelin in the early 2000s and acclaimed by drivers for its precision and long life, the MICHELIN Pilot Exalto PE2 saw the brand build on its success in topflight motorsport to deliver superior sports performance thanks to its asymmetric tread pattern's contact patch which increased in size when cornering. Fast-forward two decades and the MICHELIN Pilot Exalto PE2 is back with an extended choice of 11 different sizes. Updated to address today's environmental and safety standards with no detriment to either its design or incisive characteristics, it is the ideal solution for exacting drivers.

THE MICHELIN PRIMACY - FOR SALOON CARS

The safety, ride comfort and durability of the MICHELIN Primacy 3 make it the logical choice for drivers looking for reassuring handling and long tyre life. The tread pattern's self-blocking sipes provide the driver with accurate feedback from the road. Thanks to it high load indexes and speed ratings, the MICHELIN Primacy 3 is the perfect fitment for a long list of cars and is available in three different sizes that have become hard to find with the sort of performance characteristics associated with powerful saloon cars.

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)
13	175/60 R13 77H	PILOT EXALTO PE2	TL	77H	176	540	1697	5.0 - 5.0 - 6.0
	175/65 R13 80T	PILOT EXALTO PE2	TL	80T	182	553	1738	5.0 - 5.0 - 6.0
	185/60 R13 80H	PILOT EXALTO PE2	TL	80H	185	553	1738	5.0 - 6.0 - 6.5
	195/55 R13 80V	PILOT EXALTO PE2	TL	80V	195	542	1702	5.5 - 6.5 - 7.0
14	165/60 R14 75H	PILOT EXALTO PE2	TL	75H	175	557	1751	4.5 - 5.0 - 6.0
	175/60 R14 79H	PILOT EXALTO PE2	TL	79H	177	562	1765	5.0 - 5.0 - 6.0
	185/60 R14 82V	PILOT EXALTO PE2	TL	82V	186	576	1809	5.0 - 5.5 - 6.0
	195/60 R14 86 V	MXV3-A	TL	86V	201	590	1789	5.5 - 6.0 - 7.0
	195/65 R14 86 V	MXV3-A	TL	89V	201	610	1849	5.5 - 6.0 - 7.0
	185/55 R14 82V	PILOT EXALTO PE2	TL	82V	185	561	1762	5.0 - 6.0 - 6.5
15	185/55 R15 82V	PILOT EXALTO PE2	TL	82V	195	589	1850	5.0 - 6.0 - 6.5
	195/50 R15 82V	PILOT EXALTO PE2	TL	82V	195	580	1822	5.5 - 6.0 - 7.0
	195/55 R15 85V	PILOT EXALTO PE2	TL	88V	195	589	1850	5.5 - 6.0 - 7.0
	195/60 R15 88V	PRIMACY 3	TL	88V	205	621	1952	5.5 - 6.0 - 7.0
	205/60 R15 91W	PRIMACY 3	TL	91W	205	621	1952	5.5 - 6.0 - 7.5
16	235/60 R16 100W	PRIMACY 3	TL	100W	233	682	2143	6.5 - 7.0 - 8.5

MICHELIN MXV3-A

MICHELIN PRIMACY 3

MICHELIN PILOT EXALTO 2

THE MICHELIN PILOT SPORT, SX MXX3, PILOT SPORT 2

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
16	225/50 ZR 16	PILOT SPORT	TL	92 Y	242	642	1928	6.0 - 7.0 - 8.0	tubeless
	255/50 ZR 16	PILOT SPORT	TL	99 Y	276	672	2019	7.0 - 8.0 - 9.0	tubeless
	205/55 ZR 16	SX MXX3	TL	91 Y	223	642	1928	5.5 - 6.5 - 7.5	tubeless
	245/45 ZR 16	SX MXX3	TL	94 Y	253	634	1909	7.5 - 8.0 - 9.0	tubeless
17	275/40 ZR 17	PS2	TL	98 Y	277	652	1989	9.0 - 9.5 - 11.0	tubeless
	335/35 ZR 17	PS2	TL	106 Y	343	666	2031	11.0 - 12.0 - 13.0	tubeless

THE MICHELIN X M+S 244

Seat	Size	Tread pattern	TT/TL	Load index / Speed rating	Tread width (mm)	Nominal rim diameter (mm)	Rolling circumference (mm)	Rim (min - normal - max)	Inner tube
16	205 R 16	X M+S 244	TL	104 T	203	736	2312	5 - 5.5 - 7	15/17 H 13

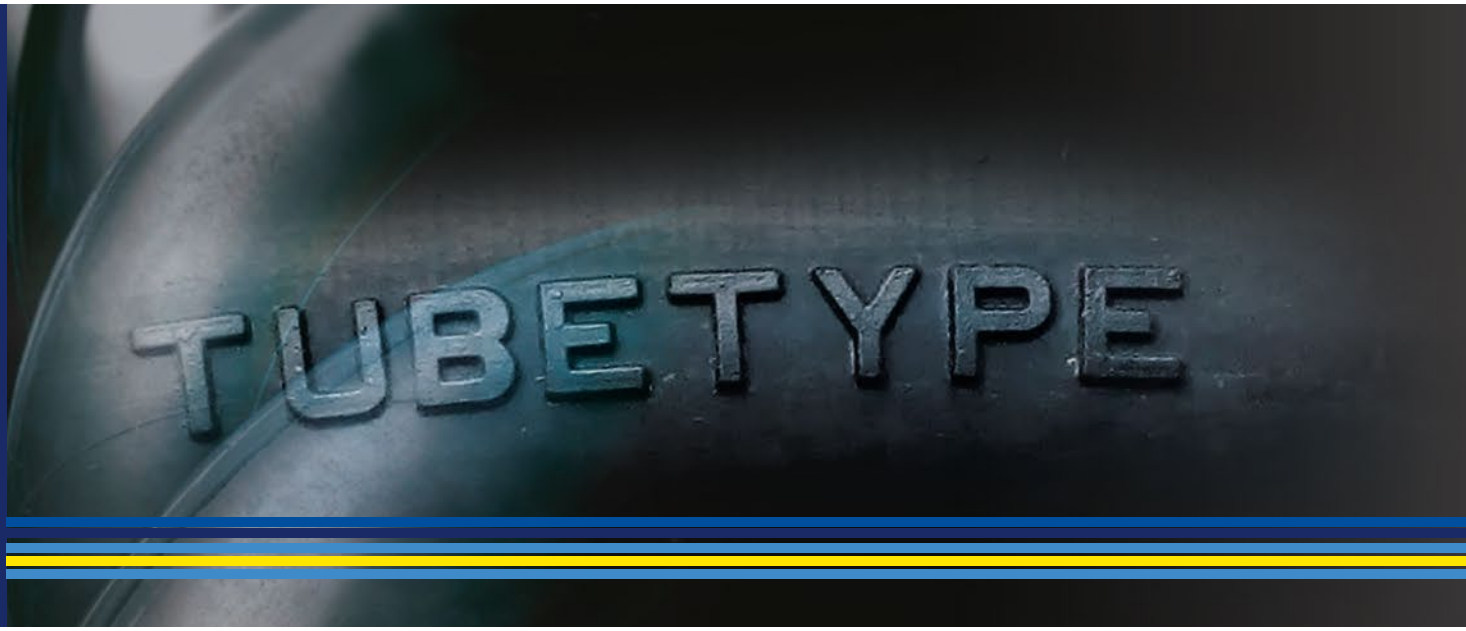
For owners of classic four-wheel drive vehicles like the Range Rover, Class G Mercedes and Toyota Land Cruiser, Michelin has reintroduced the 205 R 16 version of its famous studdable X M+S 244.

MICHELIN PILOT SPORT

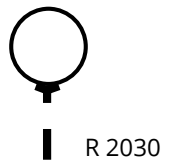
MICHELIN SX MXX3

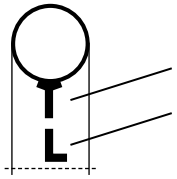
MICHELIN PILOT SPORT 2

MICHELIN XM + S 244



Tyre size	Inner tube size	Extensions	Valves
650-65 /700-80 / 700-85 / 710-90 / 775-145	710-90 RET	R 2030	**Straight**
750-85 / 760-90 / 765-105	760-90 RET	R 2030	
820-20 / 815-135 / 835-135	820-120 RET	R 2030 R 2005	
815-105 / 815-120 / 880-120 / 895-135 / 935-135 / 33-4/ 32-4.5 / 33-5	880-120 RET	R 2030 R 2005	
715-105 / 720-120 / 730-130 / 740-140 / 11-45 / 12-45 / 13-45 / 14-45 / 15-45 / 16-45	18 C RET	angled RC1197	**90-degree valve-extension**
155 to 185 R 400 / 185 R 16 / 150 160-40 / 5.00 to 7.50-16	16 F RET		**Offset**
4.50 to 5.00-17 / 5.50-18 / 15-45 / 16-45	17/18 E RET		
4.75 to 5.25-18 / 4.00 to 4.75-19 / 11 to 14-45 / 715-105 / 720-120 /7 30-130 /740-140	18/19 CD RET		
5.50 to 7.00-17 / 5.50 to 7.00-18 / 17 to 19-45	17/18 H RET		
4.50 to 5.50-20 / 4.40 to 5.25-21	20/21 CD RET		
6.00 to 7.00-19 / 5.50 to 7.00-20 / 5.00 to 7.00-21 / 14 to 17-50 / 775-145	19/20 H RET		





*Other Michelin inner tubes are listed in the various tables for cases where they are authorised.

SAFETY ADVICE FOR THE USE OF CLASSIC CAR TYRES

1° - Introduction

We recommend you comply with the following safety and usage instructions. These instructions are valid subject to more restrictive local statutory provisions for tyres decreed or required by the competition, raid or circuit organizers. Failure to comply with these instructions or procedures may give rise to an incorrect fitting or fitment and cause premature deterioration of the tyre. Use on banking circuits requires specific tyres and/or conditions of use. Before any use, contact the Michelin technical service. Information available on our websites (classic.michelin.com & michelinmotorsport.com).

2° - Recommendations

Pre-use verification rule

- The tyre choice must comply with the vehicle's fittings, as defined by this vehicle's manufacturer and constructor.
- Ensure that the tyres on the same axle are of the same type (brand, trade name or industrial reference, dimensions, structure).

Prior to fitting, ensure

- That the rim diameter corresponds exactly to the internal diameter of the tyre.
- That the rim width complies with the manufacturer's recommendation or failing that with listed standards (ETRTO, TRA, JATMA, etc.).
- That the rim type (tubeless, tube type) corresponds to the tyre type.
- That the rim is in good condition and is not showing any deterioration (crack, deformation, etc.).
- That the valves are in good condition; if not, replace them.
- That the tyres have not been repaired.

3° - Valve

- Comply with the instructions for use provided by the manufacturers (tightening and rim compatibility, type of alloys, alignment).
- Put the valve cap back on systematically. This ensures the valve mechanism is protected and that the tyre assembly is completely leak proof.
- Ensure the valve is in good condition (no ovalisation, signs of impact, etc.)
- Regularly check the tightening torques on screw valves.

4° - Fitting and removing a tyre

Fitting, removing, inflating and balancing tyres must be carried out using suitable equipment in good condition, and entrusted to trained and qualified personnel, who will ensure, in particular:

- Compliance with the constructors' and legal rules in choosing tyres.
- Prior inspection of the external and internal appearance of the tyre by the fitter.
- Compliance with the tyre fitting, removal, balancing and inflation procedures.
- Compliance with the positioning of the tyre on the vehicle (left, right; front, rear).
- Compliance with the working pressure.
- Measurement equipment such as a pressure gauge or torque wrench must be calibrated and inspected at least once a year by an approved body or failing this by the supplier or manufacturer.

Fitting - Removal

- Ensure that the fitting equipment is suited to the fitment type. When using this equipment, refer to the machine manufacturer's user manual. Comply with the fitting direction for a directional tyre.
- Lubricate rim seats and tyre beads with a suitable product.
- In the case of a tube type fitment (with inner tube), the dimension of the inner tube must correspond to that of the tyre (cross section and diameter) and the rim must be in a condition to accept the inner tube without damaging it. Also see page 2 of this catalogue, chapter entitled Tube Type - Tubeless.

Inflation

- Important note: only use inflation stations intended for this purpose. In no event should the operator remain in the immediate vicinity of the tyre assembly. As a result, you must ensure that the compressed air pipe fixed to the valve is equipped with a safety clip and that it is of a sufficient length to allows the operator to move out of any projection trajectories, in the event of an incident. Keep people not involved in the inflation operation away from the site where this is carried out.
- Remove the valve interior, start inflation and check the beads are correctly centred in relation to the edge of the rim.
- If the beads are poorly centred, deflate and start the operation again in full, including lubrication.
- Continue to inflate to 3.5 bar in order to obtain correct bead placement. For higher pressures, use a protection cage when inflating the tyre.
- Replace the valve interior and adjust the working pressure. Screw on the cap to ensure a complete seal.

Balancing

- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention will be paid to the mechanisms (cone/screw plate) centring the assembly on the machine.

5° - Recutting tyres

Recutting or regrooving ECE R30-approved tyres, and thus intended for use on public highways, is STRICTLY prohibited.

6° - Storage

In order to maintain the tyres characteristics and properties, compliance must be made with certain major points during storage. You should avoid:

- Direct and prolonged exposure to sunlight, sources of high heat and damp, long-term storage in stacks, the presence of solvents, lubricants, fuels and other chemicals.
- Equipment causing a release of ozone (transformers, welding machines, electric motors, etc.).
- The storage location must be dry, ventilated, out of direct light and kept solely for tyres. Racks allowing tyres to be stored vertically are to be used in order to avoid tension on the casings.

7° - Tyre aging

- Tyres age, even if they are not used, or if they are only used occasionally; excessive tyre age can lead to a possible loss of grip.
- Michelin's recommendation is not to leave a classic tyre in service beyond 10 years following its production date.
- Remove tyres from use when these show clear signs of aging or fatigue (cracks in the tread, shoulder or lower zone sidewall rubber, deformations, etc.). If in doubt, refer to a tyre professional.

8° - Monitoring and maintenance

- Tyre pressure verification prior to each outing and correction of this pressure if it no longer corresponds to the working pressure. Tyre pressures must be checked when cold (tyre that has not been run on, that has not been heated).
- Inflation with nitrogen does not do away with the need for regular tyre pressure checks.
- In the event of unusual pressure loss, check the internal and external condition of the tyre as well as the condition of the wheel and valve.
- Any visible perforation, cut or deformity must form the subject of an in-depth inspection by a tyre professional. Without intervention by a professional, never use a damaged tyre or one that has been run flat.

9° - Conditions of use

- Never treat the tread rubber with a chemical.
- Do not use tyres for which the background is unknown.
- Ensure that the pressure, bodywork, speed and axle load values are those recommended by Michelin in accordance with the intended use (update the recommendations in accordance with use).

10° - European labelling of tyres

Regulation R117.4 does not apply to:

- Tyres intended to be fitted directly to vehicles registered for the first time before 1 October 2000.
- Tyres designed for competition use.

YOUR DISTRIBUTOR

MICHELIN Classic Tyres
36, rue du Clos-Four
63100 Clermont-Ferrand
France

Website: classic.michelin.com
Available for sale from your usual supplier

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