2014

MICHELIN

MOTORSPORTS CATALOG

MICHELIN

A better way forward

WELCOME TO THE WORLD OF MICHELIN COMPETITION

Michelin's mission has always been to offer greater mobility to people and equipment. With the worldwide vehicle population projected to double over the next thirty years, Michelin is continuing to innovate in order to ensure more secure, sustainable and eco-friendly mobility.

To assist in these efforts, Michelin relies on its Technology Center which employs a staff of 6000 researchers, and an extreme-conditions lab where future solutions are tested with the help of partners who compete on circuits and tracks around the world: competition!

FROM THE BEGINNING, COMPETITIVE RACING HAS BEEN PART OF MICHELIN'S MAKE-UP AND BACKBONE.

Michelin is the only brand that has developed winning technologies for more than one hundred years. The group has a prestigious and authentic heritage, preserved through a passion shared by everyone in the company.

Michelin makes every effort to ensure that its presence in competition will have a bearing on future mobility. We are committed to help our partners achieve victory through the extraordinary quality and performance of our products, along with innovative technologies developed to benefit consumers.

These commitments to success are demonstrated in worldwide, national, local, professional and amateur sport racing. Our aim is to strengthen the reputation of the Michelin brand in mature countries, and to ensure that it is better known in new markets.

For Michelin, competition is also a better way forward.

Pascal Couasnon

Director of Michelin Motorsport

TECHNICAL INFORMATION

TIRE MARKINGS EXPLAINED

Take the example of a GT Touring tire:

31/71-18 P2G

31: Tread band width (cm)
71: Exterior tire diameter (cm)
18: Rim diameter (inch)
P: Rain
2: Compound stiffness
G: Evolution
X: Radial
TL: Tubeless
Number (7, 8, 9): Compound stiffness
7: Soft
8: Medium
9: Hard
Letter (A, B, C, D, E, G): Evolution

MICHELIN®

TOTAL PERFORMANCE™

The strategy at the heart of Group Research & Development consists in proposing better performance in terms of safety, consistency, speed and durability in a single tire, simultaneously and to the highest level.

MORE PERFORMANCE FROM A SINGLE TIRE THROUGH MICHELIN INNOVATIVE TECHNOLOGY

MICHELIN®
Total Performance™

MICHELIN
A better way forward

RACE TIRE FITMENTS

Application	Size	Compound	CAI	MSPN
General Club Use Touring/GT Cars (approx 225/40-17)	20/61-17	S8B	58603	15329
General Club Use Touring/GT Cars (approx 245/40-17)	24/64-17	S8D	260239	04881
General Club Use Sports/GT/Touring Cars	24/64-18	S9F	908348	20893
Porsche 996/997 GT3 Cup (all), front rain	24/64-18	P2G	797800	03635
Porsche 996/997 GT3 Cup front (all)	25/64-18	Porsche Cup N2	386513	17667
Porsche 996 GT3R, GT3RS, GT3RSR (ex-ALMS) early, M3, front	27/65-18	S9H	540027	74359
Dodge Viper ACR-X front, BMW M3, Porsche 996 R/RS/RSR, "Roval" use	27/65-18	S9G	942243	08203
General Club Use	27/65-18	S8H	632995	29220
Porsche 991 GT3 Cup front, General Club Use, rain tire	27/65-18	P2G	972719	16816
Porsche 991 GT3 Cup 2014, front	27/65-18	Porsche Cup N2	877087	21275
Porsche 996/997.1 GT3 Cup up to 2009, rear	27/68-18	Porsche Cup N2	587114	77014
Porsche 996/997.1 GT3 Cup, rear rain	27/68-18	P2G	697675	46434
General Club Use, M3, Ferrari 430, rear	28/71-18	S9C	681596	14034
LMPC, LMP2, DP, front rain	29/65-18	P2G	778145	59486
LMPC, LMP2, DP, General Club Use, front	30/65-18	S8H	003820	06545
LMPC, LMP2, DP, General Club Use, Ferrari 458 front	30/65-18	S9H	175846	17185
Porsche 997.2 GT3 Cup 2010+ & later, rear	30/68-18	Porsche Cup N2	628143	00718
Porsche 997.2 GT3 Cup 2010+ & later, General Club Use, rear rain	30/68-18	P2G	745854	73950
ex-ALMS GT2/GTE Class 2012+ lg front, Corvette C6R, Aston, 997 RSR	30/68-18	S9H	280168	56222
Porsche 991 GT3 Cup 2014, rear	31/71-18	Porsche Cup N2	297596	96917
LMPC, LMP2, DP, Corvette, Viper ACR, rear	31/71-18	S8H	034870	91231
LMPC, LMP2, DP, Corvette, Viper ACR, ex-ALMS 996/997 RSR rear	31/71-18	S9H	574031	33433
991 GT3 Cup, LMPC, LMP2, GT General Club Use, rear rain	31/71-18	P2G	675680	38681
General Club Use- Ferrari 430 Challenge (front)	24/65-19	S8A	339311	66653
General Club Use- Ferrari 430 Challenge (rear)	29/67-19	S8A	925401	22162
Dodge Viper ACR-X, Ferrari 458 Challenge, rear rain	31/71-19	P2G	076055	60409
Dodge Viper ACR-X, Ferrari 458 Challenge, rear	31/71-19	S9A	878630	89561

CIRCUIT DIMENSIONS
TOURING / GT

Dimensions	Rain	Slick	
		Medium	Hard
20/61-17		S8B	
24/64-17		S8D	
24/64-18	P2G		S9F
27/65-18	P2G	S8H	S9G
27/68-18	P2G		
29/65-18	P2G		
30/65-18		S8H	S9H
30/68-18	P2G		S9H
28/71-18			S9C
31/71-18	P2G	S8H	S9H
24/65-19		S8A	
29/67-19		S8A	
31/71-19	P2G		S9A

CIRCUIT TECHNICAL DATA GT

Dimensions	Type	Family	Recommended rim (“)	Tread width (mm)	Tire width (mm)	Inflated diameter (mm)	Tread circumference (mm)
24/64-18	P2G	GT	9.50	240	252	640	1965
27/65-18	S8H	GT	11.00	270	296	646	1992
27/65-18	S9H	GT	11.00	270	296	646	1992
27/65-18	S9G	GT	11.00	270	296	646	1992
27/65-18	P2G	GT	11.00	260	295	652	2002
27/68-18	P2G	GT	11.00	276	300	684	2100
28/71-18	S9C	GT	11.00	276	302	704	2161
28/71-18	P2G	GT	11.00	265	305	707	2170
29/65-18	P2G	GT	12.50	275	328	653	2009
30/65-18	S8H	GT	12.50	300	332	650	1996
30/65-18	S9H	GT	12.50	300	332	650	1996
30/68-18	S9H	GT	12.50	300	337	679	2085
30/68-18	P2G	GT	12.00	282	334	686	2114
31/71-18	S8H	GT	13.00	310	354	706	2166
31/71-18	S9H	GT	13.00	310	354	706	2166
31/71-18	P2G	GT	13.00	318	351	710	2187
24/65-19	S8A	GT	10.00	230	249	647	1986
29/67-19	S8A	GT	11.50	283	322	670	2057
31/71-19	S9A	GT	12.50	306	353	706	2192
31/71-19	P2G	GT	12.50	327	350	709	2175

CIRCUIT DIMENSIONS
PORSCHE CUP

		Slick
Dimensions	**Rain**	**N2**
24/64-18	P2G	
25/64-18		Cup N2
27/65-18	P2G	Cup N2
27/68-18	P2G	Cup N2
30/68-18	P2G	Cup N2
30/71-18	P2G	Cup N2

CIRCUIT TECHNICAL DATA
PORSCHE CUP

Dimensions	Type	Family	Recommended rim (“)	Tread width (mm)	Tire width (mm)	Inflated diameter (mm)	Tread circumference (mm)
25/64-18	PORSCHE CUP N2	GT	9.50	249	270.5	642	1990
27/65-18	PORSCHE CUP N2	GT	11.00	274	295	646	2001
27/68-18	PORSCHE CUP N2	GT	11.00	278	300	681	2110
30/68-18	PORSCHE CUP N2	GT	12.00	297	323	681	2112
31/71-18	PORSCHE CUP N2	GT	13.00	314	348	707	2131

MICHELIN GROUP SAFETY RECOMMENDATIONS

USE OF CUSTOMER COMPETITION TIRES

INTRODUCTION

Recommendations and instructions for use

These recommendations are valid subject to more restrictive local regulations issued or imposed by the organisers of competitions, rallies or circuits regarding the use of tires.

Non-respect of these recommendations or instructions may lead to the use of incorrect equipment or incorrect assembly, provoking premature wear and tear of the tire.

Commercial slick tire use on banked circuits requires the use of specific tires and/or specific preparations (e.g. camber and pressure). Prior to any use on banked circuits ensure that you have read the recommendations for use on our global motorsports website: http://www.michelin.com/corporate/EN/motorsport/competition-tires.

RECOMMENDATIONS

Verification prior to use

The tire selection must correspond to the vehicle equipment, as defined by the vehicle maker and manufacturer.

Ensure that all tires on the same axle are of the same type (brand, industrial reference, dimensions, structure).

Before mounting, ensure that:

- The diameter of the rim is an exact fit to the inner diameter of the tire.
- The width of the rim corresponds to that recommended by the manufacturer or, failing that, to applicable standards (ETRTO, TRA, JATMA, etc.).
- The type of rim (tubeless, tube type) corresponds to the type of casing used.
- The rim is in good condition and does not present wear (cracks, deformation, etc.).
- The rim is able to support the required mounting pressure.
- The tires have not been repaired.
- The valves are in proper condition and if not replace them.

VALVE

- Respect all instructions provided by the manufacturers (adjustment and compatibility with the rim, type of alloys, dimensions).
- Systematically tighten the polyamide valve cap with an O-Ring (polyamide is used for its thermal resistance qualities). This ensures the valve mechanism is protected and an airtight seal on the assembled tire.
- Ensure that the valve is in good condition (no ovalization, no traces of impact, etc.).
- Regularly check the tightening torques on closed valves.
- Only use metal valves.

TIRE MOUNTING AND REMOVAL

Tire mounting, removal, inflation and balancing must be done on suitable equipment in good condition. These actions should be entrusted to qualified and trained personnel who will ensure:

- Compliance with manufacturer's rules and legislation governing the selection of tires.
- Prior examination of the external and internal aspect of the tire by the fitter.
- Compliance with tire mounting, removal, balancing and inflation procedures.
- Correct positioning of the tire on the vehicle (left, right, front, rear).
- Correct operating pressure.

Measuring equipment such as pressure gauges, torque wrenches, etc., must be calibrated and inspected at least once a year by a certified body or, failing that, by the supplier or manufacturer.

Mounting – Removal:

- Ensure that the mounting equipment is suited to the assembly work. Prior to using the equipment, refer to the manufacturer's user manual.
- Respect the mounting direction for directional tires.
- Lubricate tire rim seats and casing 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 (width and diameter) and the rim must be in a suitable condition to house the air tube without damaging it.

Inflation

- Important note: only use inflation equipment intended for that purpose. Under no circumstances should an operator remain in the immediate proximity of a tire being inflated. Therefore, ensure that the compressed air hose attached to the valve is equipped with a safety clip and that there is sufficient length for the operator to remain beyond the trajectory of flying particles in the event of an incident. Move people not involved in the inflation procedure away from the location where it is carried out.

Conversion of Bar to PSI

Bar	PSI
1Bar	14 PSI
2 Bar	29 PSI
2.5 Bar	36.3 PSI
3 Bar	43.5 PSI

- Remove the inside of the valve.
- Start inflation and check that tire beads are properly centred with respect to the rim flange.
- If the beads are incorrectly centred, deflate and start the operation over, including lubrication.
- Continue inflating to a pressure of 3.5 BAR/51 PSI to ensure the beads are correctly in place. For higher pressures, use a protective cage when inflating the tire.
- Replace the inside of the valve and adjust it to operating pressure.
- Replace the polyamide valve cap with an O-ring to ensure an airtight seal.

Balancing

- For use on a circuit, it is recommended to balance the four wheels.
- Balancing machines must be calibrated in accordance with manufacturer instructions.
- Pay special attention to the centring devices (cone / screw plate) on the machine.

TIRE RETREADS

- Retreading a used tire is prohibited.

STORAGE AND TRANSPORT

It is important to respect certain important points when storing and transporting tires, such as minimum temperatures:

Range	Minimum transport and storage temperature
Slick (Circuit) and Asphalt (Rally)	32ºF / 0ºC
Other Tires	14ºF / -10ºC

Moreover, tires must not be subject to:

- Direct and prolonged exposure to sunlight.
- Sources of heat and humidity (storage in tropical conditions).
- Solvents, lubricants, fuels and other chemical products.
- Ozone emissions from equipment such as transformers, welding units, electric motors, etc.
- Long term storage in stacks.

Non-compliance with these storage recommendations may greatly reduce the period over which the tire will retain its peak performance.

The storage location must be dry, ventilated, without direct light and used to store tires only. Racks enabling tires to be stored vertically should be used to avoid exerting pressure on the casings.

TIRE AGING

- Tires aged even when not used, or if they are only used occasionally. Excessive tire aging may lead to a loss of grip.
- Withdraw from service any tires presenting clear signs of aging or fatigue (cracks in the outer tread, shoulder, bead flank, deformation, etc.) If in doubt contact a tire professional.
- We recommend that Michelin competition tires be used within 24 months of purchase (within 3 months if stored in severe, tropical-like conditions).

MONITORING AND MAINTENANCE

- Check the tire pressures before each outing and correct the pressure if it does not match the operating pressure. Tire pressures should be checked when cold (tires have not been run, not heated).
- Inflation using nitrogen does not dispense you from regular checks of tire pressures.
- In the event of unusual pressure loss, check the external and internal condition of the tire and the state of the wheel and valve.
- Any perforations, cuts or visible deformations must be examined closely by a tire professional. Never use a damage tire or one that rolled flat without the intervention of a professional.

CONDITIONS OF USE

- Never apply chemical products to the outer tread of the tire.
- Never use tires with an unknown past.
- If heating cabinets are used, never bring mounted assemblies into contact with heated metal parts and/or directly exposed to the heat source.
- Ensure that the pressures, camber angles, speed and axle load values comply with Michelin recommendations for the intended use (update recommendations according to use).

Recommendations for standard use are available on www.michelin.com/corporate/EN/motorsport/competition-tires.

MICHELIN
COMPETITION

Tires not approved for standard road use. For exclusive use on circuits or in competition, in full respect of our recommendations.

To ensure the highest performance possible, Michelin continuously improves its range and reserves the right to make alterations to its products during a season.

For more information, please contact Michelin Consumer Care at 1-866-866-6605.

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