CLASSIC TYRES

MICHELIN

2021
2022

MICHELIN

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Tire dimensions and names

tyre width in mm
Aspect ratio
Speed index VR > 210 km/h
"R" for Radial
Nominal diameter in inches
Tread type
Load index
Max. Speed 270 km/h

12*45
- Nominal diameter in cm
- Cross-section width in cm

125 * 400
- Nominal diameter in mm
- Cross-section width in mm

165 HR 15
- Nominal diameter in inches
- "R" for Radial
- Speed index H
- Cross-section width in mm

205/70 VR 15
- Nominal diameter in inches
- "R" for Radial
- Speed index H
- Aspect ratio (70 series)
- Cross-section width in mm

Load indices and speed codes

Most tyres include indications for use, such as the load index (number) and speed code (letter). The load index indicates the maximum load per tyre. The speed code indicates the maximum authorized speed of use.

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)	**code de vitesse**	vitesse (km/h)
										J	100
62	265	**75**	387	**88**	560	**101**	825	**114**	1180	**K**	110
63	272	**76**	400	**89**	580	**102**	850	**115**	1215	**L**	120
64	280	**77**	412	**90**	600	**103**	875	**116**	1250	**M**	130
65	290	**78**	425	**91**	615	**104**	900	**117**	1285	**N**	140
66	300	**79**	437	**92**	630	**105**	925	**118**	1320	**P**	150
67	307	**80**	450	**93**	650	**106**	950	**119**	1360	**Q**	160
68	315	**81**	462	**94**	670	**107**	975	**120**	1400	**R**	170
69	325	**82**	475	**95**	690	**108**	1000	**121**	1450	**S**	180
70	335	**83**	487	**96**	710	**109**	1030	**122**	1500	**T**	190
71	345	**84**	500	**97**	730	**110**	1060	**123**	1550	**H**	210
72	355	**85**	515	**98**	750	**111**	1090	**124**	1600	**V**	240
73	365	**86**	530	**99**	775	**112**	1120	**125**	1650	**W**	270
74	375	**87**	545	**100**	800	**113**	1150			**Y**	300
										VR	>210
										ZR	>240

Tube type and Tubeless

- **Tube type** : inner tube separate from the tyre.
- **Tubeless** : inner tube incorporated into the tyre. Requires a leaktight wheel.

However, on old cars, in the event wheels are non-leaktight, we allow some TL tyres to be fitted with a specifically-adapted inner tube, subject to the precautions for use. When this is possible, the corresponding inner tube is shown in the tables. The adaptation of an inner tube is not authorized for tyres with a cross-section ratio under 0.70.

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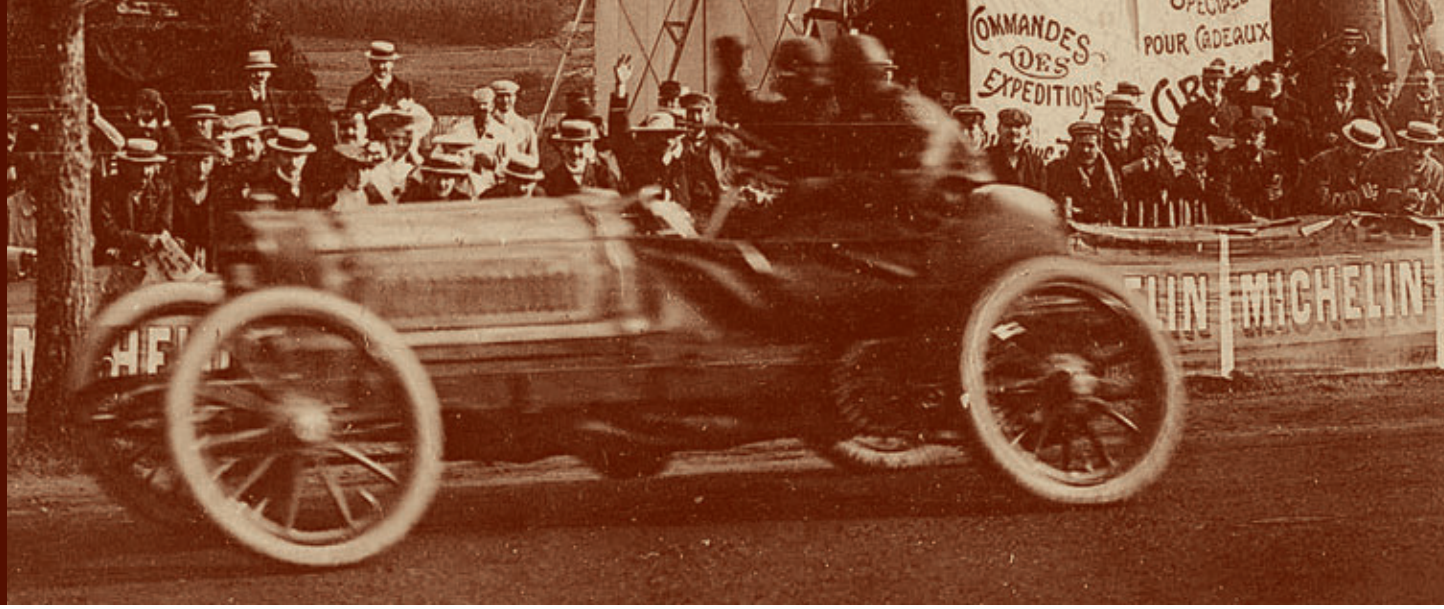

Authenticity and technological know-how

Michelin is today offering a range of tyres for classic cars to fit multiple vehicles released between the 1930s and the end of the last century.

Michelin expertise...

Michelin's choice of continuous innovation and technological leadership can be found in this Classic range.
These tyres benefit from the developments made to rubber mixtures in terms of grip. However, the dynamic characteristics of these tyres remain the most appropriate in association with those of period vehicles. Manufactured in small runs, often by hand, these tyres call on the technical skills and know-how of the best craftsmen.

... in accordance with the standards of the time

The technological excellence of this range goes hand in hand with the historic authenticity of the vehicles. These tyres exactly reproduce the model's configuration of the period, in terms of dimension, tread and aspect, thus protecting the period vehicle from any anachronisms.
As a result, in offering you a tyre that is both safe and respectful of historic accuracy, Michelin intends to make its contribution to saving, promoting and conserving automotive heritage.

Future classics

With the "future classic" movement, which offers the possibility of rediscovering the cars of the 1980s, Michelin is developing tyre ranges with performances that now allow for enjoying all the sensations of these cars that are so full of character. They still have a lot of driving pleasure to offer you!

White Wall

At the request of many classic car owners, seeking tyres that combine grip, long life and elegance, Michelin Classic is now offering 10 dimensions with white walls or trim, that can be fitted to many prestigious or popular models. Michelin is now offering these long-awaited tyres, which have of course adopted more modern rubbers, and which add a subtle touch of elegance to your classic car.

You can see the availability of our products on our website:

classic.michelin.com

Tyres intended for fitting to classic cars. F.I.V.A. definition of a classic car:

- *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.*

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Conventional tyres with bead wires

Taking over from beaded edge tyres, conventional tyres with bead wires constitute the second generation of detachable tyres. These tyres benefit from two major innovations: the introduction of carbon black and the appearance of textile cords in the tyre casing.

Increased longevity

The integration of bead wires into the rubber beads, in 1925, allowed for improving the tyre's hold on its rim. These tyres also benefit from two major innovations from before their creation:

- the introduction of carbon black as of 1917, which increases tyre lifespan by a factor of five
- the appearance, in the tyre casing, of textile cord plies parallel to each other, which gave rise to a so-called "corded" tyre in 1919, and the "comfort corded" in 1923, the first low pressure car tyre (2.5 bar).

We currently market two products in the conventional tyre category (with bead wires):

DOUBLE RIVET

"Double rivet" is in fact the name of a tread that was created with the first generation of car tyres, beaded edge tyres. This profile was retained for the first tyres with bead wires in 1925; it was a truly revolutionary era.

SUPERCONFORT

Resulting from research that, at the time, allowed for obtaining even lower pressures and much slower wear, in 1932 Michelin offered a very low-pressure tyre, the "Superconfort". In 1935, the "Superconfort Stop S" was launched, the first tyre with a high number of sipes in the tread, designed especially for wet roads. At the time, Michelin was the only manufacturer to know how to produce this type of tyre with the famous "zigzag" wavy sipes, which greatly improved safety thanks to the excellent grip they offered. As its name indicates, the "Superconfort Stop S" tyre offered exceptional comfort in addition to its road performance.

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DOUBLE RIVET

SUPERCONFORT

Conventional tyres

Seat	Dimension	Tread	cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Pressure per tyre in Bar/Load in kg				Inner tube
						2b	2,5b	3,0b	3,5b	
40	130/140 - 40	SCSS	165	722	2150	422	504	583	660	16 E 13
	150/140 - 40	SCSS	175	733	2180	452	541	626	708	16 F Ret
17	6,50/7,00 - 17	DR	194	193	2367	566	677	783	668	17/18 H Ret
45	12 -45	DR	143	730	2175	328	392	453	513	18 C Ret
	13 - 45	DR	149	740	2205	347	415	480	543	18 C Ret
	14 - 45	DR	154	740	2205	356	426	493	557	18 C Ret
	15/16 - 45	DR	184	799	2382	511	610	706	797	18 C Ret
18	4,75/5,25 - 18	DR	147	745	2160	331	396	458	513	17/18 E Ret
	5,50 - 18	DR	156	762	2290	425	508	587	660	17/18 E Ret
	6,00/6,50 - 18	DR	178	798	2362	511	610	706	797	17/18 H Ret
19	4,00/4,50 - 19	DR	128	738	2214	283	338	391	422	18/19 CD Ret or 19 UHD
	4,75/5,00 - 19	DR	141	766	2304	353	422	489	550	18/19 CD Ret or 19 UHD
	5,25/6,00 - 19	DR	168	807	2400	444	531	614	708	19/20 H Ret or 20 H
20	6,50/7,00 - 20	DR	194	866	2550	585	700	810	916	19/20 H Ret or 20 H
21	5,50/6,00 - 21	DR	175	861	2510	499	597	690	781	19/20 H Ret or 20 H
	7,00 - 21 (33-6,75)	DR	200	907	2660	658	786	909	1029	19/20 H Ret or 20 H

Inflation pressures for conventional tyres

Normal use

- The maximum speed is 150 kph.
- The pressure of use must be between 2 and 3.5 bar.
- For optimum use of your tyres when on your vehicle, select the pressure corresponding to the actual load per tyre (vehicle fully loaded).

Special use

For any use at a speed, load or pressure beyond the above framework, contact our technical services: pneuretro@michelin.com

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

The revolution!

A revolutionary structure for unequalled performances...

With the radial ply X tire, Michelin set off to conquer the world with a considerable advantage. Its structure, revolutionary for the period, thus allowed for differentiating between the ways the sidewall and the crown function.

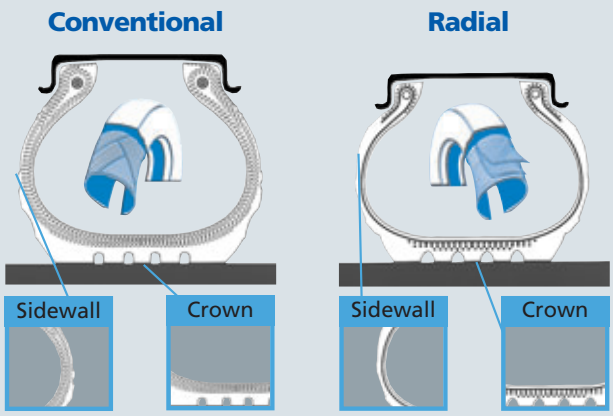
Michelin innovation

The first major Michelin innovation, the radial ply tyre, was first marketed under the "X" label in 1949. At this time, Lancia was the first constructor to adopt the X as an original fitting on its Aurelia model. As of 1955, radial technology broke free and most European constructors chose this solution. The X was thus fitted to different types of car: from the original and popular 2CV or Beetle to the fascinating Mercedes 190SL or Facel Vega.

Radial technology

The benefits of the radial tyre compared to the conventional tyre can be seen in every area: greater safety (road holding, grip, braking), economies of use (mileage return doubled, significant reduction in fuel consumption), greater comfort thanks to the sidewall flexibility. In the 1950s, the superiority of the X tyre was such that numerous drivers adopted them despite Michelin not being the official partner of any race.

Technical information



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MICHELIN PILOTE X

X and developments

Seat (Inches or mm)	Dimension	Tread	TT or TL	Load index/ Speed codes	Cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, 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	TT	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	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
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

Conventional : this cross cut shows the monolithic construction of the conventional tyre. From bead wire to bead wire, (at least) four layers of textile plies are built up from sidewall to crown and back down the other sidewall. No difference is made between the sidewalls and crown. The details show the cord overlay. These therefore form a thick mass containing multiple interlayers that represent just as many friction zones. One consequence is the appearance of shear movements. The longitudinal cut shown on the bottom left shows the shear possible between the overlaid plies.

Radial : we easily see the specialization of the sidewall and crown functions. The sidewalls are formed from a single textile ply. They are therefore no longer affected by the shear phenomenon. The textile ply, like the rubber layer surrounding it, is thin and thus flexible. The high degree of sidewall flexibility generates comfort and energy savings. The crown itself is rendered rigid by the triangulation effect procured by combining the casing ply with the two metal cord plies (3 for the X tyre). The crown rigidity reduces tyre wear and improves road holding.

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Driving precision

Launched in 1965, the XAS remained the reference tyre until the end of the 1970s. The first tyre with an asymmetrical tread, the inner and outer sides of the XAS work differently in order to ensure good vehicle balance.

Asymmetrical Tread Pattern

Michelin progressed even more in differentiating between the elements making up the tyre, by creating the XAS, the first tyre with an asymmetrical tread. The XAS was constructed taking into consideration the distinct work of the shoulders, the side walls and the various parts of the crown, depending on whether these are on the inner or outer side of the car. Just as human feet are asymmetrical, the inner and outer sides of a tyre work differently in order to ensure the car has good balance and easy forward motion.

As if you're going straight

This major progression allowed the XAS tyre to provide:

- remarkable stability,
- exceptional road holding when cornering
- grip under all circumstances, which was previously unknown.

The first standard tyre designed to run at 210 kph, its exceptional performances naturally saw the XAS destined for competition use. Formula France as of 1968, track competitions, rallies and hillclimbs.

White wall and white trim tyres

At the request of many classic car owners, seeking tyres that combine grip, long life and elegance, Michelin Classic is now offering 10 dimensions with white walls or trim, that can be fitted to many prestigious or popular models, from 12 to 15 inches.
Models from the 1950s and 60s were often displayed at car shows with these distinctive tyres. The return to the market by these long-awaited tyres, which have of course adopted more modern rubbers, will add a subtle touch of elegance to your classic car.
However, you will need to maintain the sidewalls in order to preserve their shine as time passes: several specific products are available especially for this purpose; our specialist Classic Car dealers will be able to advise you on how to procure these.

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XAS and developments

Seat (Inches or mm)	Dimension	Tread	TT or TL	Load index / Speed codes	cross-section width (mm)	External diameter (mm)	Tread circumfe-rence (mm)	Rim: (min., measured, max.)	Inner tube
13	145 HR 13	XAS FF	TL	74 H	147	565	1175	3,5 4 5	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	TT	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
	235/70 HR 15	XVS	TL	101 H	234	711	2155	6,5 7,0 8,5	15 J 13

White wall and white trim tyres

Description	Cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, max.) in inches	White wall width (mm)	Inner tubes
125 R12 62S TL X FB	127	518	1555	3.0 3.5 4.0	19,5	12 C 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
185 R14 90H TL MXV FB	194	650	1976	4.5 5.5 6.5	20	14 F 13
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
165 R400 87S TT X FB	163	677	2059	155 165 185	50	16 F RET

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MICHELIN XWX

MICHELIN XDX-B

MICHELIN MXW

MICHELIN TRX-B

Go beyond the limits

The only radial tyre capable of equipping the fastest cars in the world in the 1970s, the XWX provided these vehicles with exceptional road holding and remarkable grip.

A structure designed to reach 300 kph

The specific features of the XWX allowed it to achieve remarkable performances, combining speed, driving comfort and safety. The original design of its internal structure, just like the flexibility of its casing, to offering exceptional comfort while driving at very high speeds. A VR-category tyre, the XWX can be used above 210 Kph, with a maximum usage speed of 270 Kph.

Dream cars

At the end of the 1960s, Germany and Italy were at the forefront of the European motorway development programme. They were also the main producers of cars that were more and more widely exceeding 200 kph. The wide tarmac roads and no speed limits offered a happy privileged few the option of using the performances of these "supercars" at speeds that would be shameful today. The Lamborghini Miura (1966), Ferrari 365 (1965), Maserati Ghibli (1966, Tomaso Pantera (1970), and Porsche 911 Carrera RS (1972) were the uncontested kings of the road, but the large German saloons: Mercedes 300 SE 6.3 l (1968) and BMW 3.0 Si (1971) were also making a strong impression.
The French were also present with the Citroën SM (1970), as were the English with the famous Jaguar E-type V12 (1970) and Aston Martin DBS (1967).

TRX: The first "low cut"

Michelin's invention of the TRX in 1975 allowed for more-balanced stress distribution in the entire tyre casing, hence the name TR for "tension répartie" (literally, distributed stress). The TRX notably distinguished itself in F1 with Renault and Prost, and in the world rally championship on the Audi Quattro, 205 Turbo, and R5 Turbo.

The result of in-depth research...

For the first time, the tyre and its rim were in complete harmony with each other, forming an inseparable unit. The rim therefore underwent a fundamental transformation, the essential character of which was a low, flat edge. The new rim edge and bead arrangement allowed for the casing to curve smoothly, without a flexion point, unlike classic tyres.

...for real trajectory control

Thanks to this innovative structure, the TRX tyre offers better directional stability and is a major contributor to the vehicle's active safety, due to excellent behaviour in the limit zones, and especially when cornering.

- Remarkable grip thanks to perfect pressure distribution in the contact area.
- Excellent comfort due to the increase in the effective flexion zone.
- New look for the tyre assembly and very deep original treads.

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MICHELIN TRX GT-B

XWX and developments

Seat (Inches or mm)	Dimension	Tread	TT or TL	Load index / Speed codes	cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, 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 8,0	15 J 13
	255/45 VR 15	MXW	TL	93 W	255	611	1875	8,5 10,0	none

TRX

Seat (Inches or mm)	Dimension	Tread	TT or TL	Load index / Speed codes	cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, max.)	Inner tube
340	190/55 VR 340	TRX - B	TL	81 V	191	550	1672	120TR 135TR 165TR	none
365	220/55 VR 365	TRX - B	TL	92 V	218	607	1845	135TR 150TR 180TR	none
390	190/65 HR 390	TRX - B	TL	89 H	191	638	1945	120TR 135TR 165TR	none
	210/55 VR 390	TRX - B	TL	91 V	219	631	1918	135TR 150TR 180TR	none
	220/55 VR 390	TRX - B	TL	88 W	227	642	1952	135TR 150TR 180TR	none
	200/60 VR 390	TRX - B	TL	90 V	206	640	1946	120TR 135TR 165TR	none
	240/55 VR 390	TRX - B	TL	89 W	239	654	1988	150TR 165TR 195TR	none
415	240/45 VR 415	TRX GT-B	TL	94 W	253	640	1925	195TR 210TR 225TR	none
	240/55 VR 415	TRX - B	TL	94 W	239	679	2064	150TR 165TR 195TR	none

TRX, the Stress-Distribution radial tyre

presents a new stage in the development of the radial technology: the tyre and the rim are designed together and adapted to the vehicle's specific requirements. This new tyre allowed for reconciling two contradictory requirements: greater comfort (the advantage of high and flexible sidewalls) and greater driving precision (the advantage of low and stiff sidewalls).

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Modern classics

MICHELIN Pilot Exalto PE2, ideal for the GTI

In the early 2000s, the MICHELIN Pilot Exalto PE2 tyre was born. Backed by the brand's experience in competition, and seeking to provide a higher level of performance, this tyre initiated an asymmetrical tread with a variable contact patch, where the footprint increased when cornering. A favourite among sporting drivers, it has remained memorable for its precision and endurance. The MICHELIN Pilot Exalto PE2 tyre has been reborn 20 years later, in some previously unseen dimensions. It has been modernised in order to meet current safety standards, without modifying its design and performance characteristics. After numerous tests, carried out on future classic models to validate its performance criteria's, the MICHELIN Pilot Exalto PE2 is the perfect tyre for sports and roadster cars. Thanks to the use of optimised rubber mixtures and casings, this range responds perfectly to current environmental and safety standards.

MICHELIN Primacy, intended for saloons.

The MICHELIN Primacy 3 tyre, a blend of safety, comfort and long life, is a logical choice for those who want to travel long distances in complete tranquillity. Thanks to the self-locking sipes, it offers a communicative contact with the road. Available with high load and speed indices, the MICHELIN Primacy 3 tyre can be fitted to a wide range of vehicles in the three dimensions selected, which have become very difficult to find with the performance indices which allow them to be fitted to high powered saloon cars.

Seat	Dimension	Tread	TL	Load index Speed code	cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim (min., measured, max.)	Fuel efficiency (from A to G)	Grip on wet ground (from A to G)	Exterior driving noise classification (from 1 to 3)
13	175/65 R13 80T	PILOT EXALTO PE2	TL	80T	182	553	1738	5,0 5,0 6,0	E	A	2
	175/60 R13 77H	PILOT EXALTO PE2	TL	77H	176	540	1697	5,0 5,0 6,0	E	A	2
	185/60 R13 80H	PILOT EXALTO PE2	TL	80H	185	553	1738	5,0 6,0 6,5	E	A	2
	195/55 R13 80V	PILOT EXALTO PE2	TL	80V	195	542	1702	5,5 6,5 7,0	E	A	2
14	165/60 R14 75H	PILOT EXALTO PE2	TL	75H	175	557	1751	4,5 5,0 6,0	E	A	2
	175/60 R14 79H	PILOT EXALTO PE2	TL	79H	177	562	1765	5,0 5,0 6,0	E	A	2
	185/60 R14 82V	PILOT EXALTO PE2	TL	82V	186	576	1809	5,0 5,5 6,0	E	A	2
	185/55 R14 82V	PILOT EXALTO PE2	TL	82V	185	561	1762	5,0 6,0 6,5	E	A	2
15	185/55 R15 82V	PILOT EXALTO PE2	TL	82V	195	589	1850	5,0 6,0 6,5	E	A	2
	195/50 R15 82V	PILOT EXALTO PE2	TL	82V	195	580	1822	5,5 6,0 7,0	E	A	2
	195/55 R15 85V	PILOT EXALTO PE2	TL	88V	194	589	1815	5,5 6,0 7,0	E	A	2
	195/60 R15 88V	PRIMACY 3	TL	88V	205	621	1952	5,5 6,0 7,0	C	A	2
	205/60 R15 91W	PRIMACY 3	TL	91W	205	621	1952	5,5 6,0 7,5	C	A	2
16	235/60 R16 100W	PRIMACY 3	TL	100W	233	682	2143	6,5 7,0 8,5	C	A	2

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MICHELIN SX MXX3 | MICHELIN MXV3-A | MICHELIN PRIMACY 3 | MICHELIN PILOT EXALTO 2

PILOT SPORT | PS2

MXV3-A , Pilot Sport , SX MXX3 , PS2

Seat (Pouces or mm)	Dimension	Tread	TT or TL	Load index / Speed codes	Cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, max.)	Inner tube
14	195/60 VR 14	MXV3-A	TL	86 V	201	590	1789	5,5 6,0 7,0	none
	195/65 VR 14	MXV3-A	TL	89 V	201	610	1849	5,5 6,0 7,0	none
16	225/50 ZR 16	Pilot Sport	TL	92 Y	242	642	1928	6,0 7,0 8,0	none
	255/50 ZR 16	Pilot Sport	TL	99 Y	276	672	2019	7,0 8,0 9,0	none
	205/55 ZR 16	SX MXX3	TL	91 Y	223	642	1928	5,5 6,5 7,5	none
	245/45 ZR 16	SX MXX3	TL	94 Y	253	634	1909	7,5 8,0 9,0	none
17	275/40 ZR 17	PS2	TL	98 Y	277	652	1989	9,0 9,5 11,0	none
	335/35 ZR 17	PS2	TL	106 Y	343	666	2031	11,0 12,0 13,0	none

XM + S 244

XM + S 244

Seat (Inches or mm)	Dimension	Tread	TT or TL	Load index / Speed codes	cross-section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim: (min., measured, max.)	Inner tube
16	205 R 16	XM + S 244	TL	104 T	203	736	2312	5 - 5,5 - 7	15/17 H 13

At the request of many owners of now-classic 4x4s, Michelin is reintroducing its iconic studdable XM+S 244 tyre, in its 205 R 16 dimension, for fitting to the Range Rover, Mercedes G-Class and Toyota Land Cruiser.

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Tyre dimensions	Tube dimensions	Valve
700-80 / 700-85 / 710-90	710-90 RET 2030	**Straight** 2030 Roues bois R 2005 Roues fer **Right angle** Michelin valve reference 1466 + elbow extension reference 1197 (delivered with the tube)
750-85 / 760-90	760-90 RET 2030	
765-105 / 820-120 / 775-145 815-105	820-120 RET 2030 R 2005	
880-120 / 935-135 / 895-135 / 835-135 33-4 / 32-4,5 / 33-5	880-120 RET 2030 R 2005	
715-115 / 720-120 / 730-130 / 11-45 / 12-45 / 13-45 / 14-45 / 15/16-45	18 C RET	
150/160X40 / 165 et 185-400 / 5,50 et 6,00-16	16 F RET	**Offset** Valve reference ETRTO-V2-01-1 Michelin valve reference 746
4,5 à 600-17 / 5,50-18	17/18 E RET	
715-115 / 720-120 / 730-130 / 11 à 16-45 4,00/5,00-19	18/19 CD RET	
6,50/7,00-17 / 6,00/6,50/7,00-18	17/18 H RET	
4,50 à 5,50-20 / 4,40/5,50-21	20/21 CD RET	
5,00 à 7,00-21 / 5,00 à 7,00-19 775-145 / 15/16/17-50	19/20 H RET	

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Safety advice. Using Classic Car tyres. Michelin Group

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 at pneuretro@michelin.com 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.), and that the valves are in good condition; if not, replace them
- That the tyres have not been repaired, that the valves are in good condition; if not, replace them

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)

Before any use, contact the Michelin Classic technical services: classic.michelin.com
Historic competition: michelinmotorsport.com

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