# FUTURE TECHNOLOGY,
# CLASSIC EMOTIONS.

PIRELLI

Collezione

Pirelli Tyre Range for Classic & Vintage cars - 2019

FIVA

PIRELLI

Collezione

# EXCELLENCE

through craftsmanship;
140 years of passion, Motorsport
world leadership and dedication
are the backbones of the
Collezione, the dedicated range of
tyres for high value cars more
than 20 years old. Let yourself be
conquered by our Collezione.

## ... Classic Emotions.

# PIRELLI HERITAGE

## '27

Pirelli introduces a new tread pattern that will travel the world from the Roaring Twenties to the Fabulous Fifties, from runabouts to racecars: **STELLA BIANCA** is the tyre that accompanies the evolution of the automobile to its full maturity, paving a winning path for all subsequent evolutions in the field.

## '51

The world is starting over after the tragedy of war. **STELVIO** is the tyre Pirelli develops to get on the road again and find a new serenity. Different versions are created and tuned to fit the ever growing market of passenger cars, and with these also the special Corsa construction that will earn many victories on the racetrack.

## '66

In 1966 Pirelli introduced to the replacement market the largest tyre that was capable of V speed rating with the **CN72™**, also equipping cars like Ferrari 365 GT, Lamborghini Miura, Maserati Ghibli, among others.

## '53

Pirelli starts the production and commercialisation of its first radial tyres with the **CINTURATO CA67™**, immediately adopted by Alfa Romeo and Lancia.

## '68

A sporting CINTURATO™ was introduced. **CN36™**: the outcome of Pirelli's long history in motorsport competitions, initially fitted as original equipment on the Fiat 124.

## '71

The new Lamborghini Miura P400S was equipped with the **CINTURATO CN12™**, specifically developed for supersport models.

## '74

A new generation of ultra-low profile tyres with a nylon zero degree belt was led by the new **CINTURATO P7™**, perfect for high speeds.
It was immediately adopted by Porsche for the 911 Carrera.

## '77

Specifically developed for Jaguar, **CINTURATO P5™** offered the best for a smooth, comfortable and quiet ride. It quickly became the favourite choice for luxury saloon cars of the late 70s and 80s.

## '86

Driven by competition to meet the needs of the Lancia Delta S4, extensive technological developments were introduced to create the Pirelli **P ZERO™**. This tyre laid the foundations for the long and successful family which continues up to the present day.

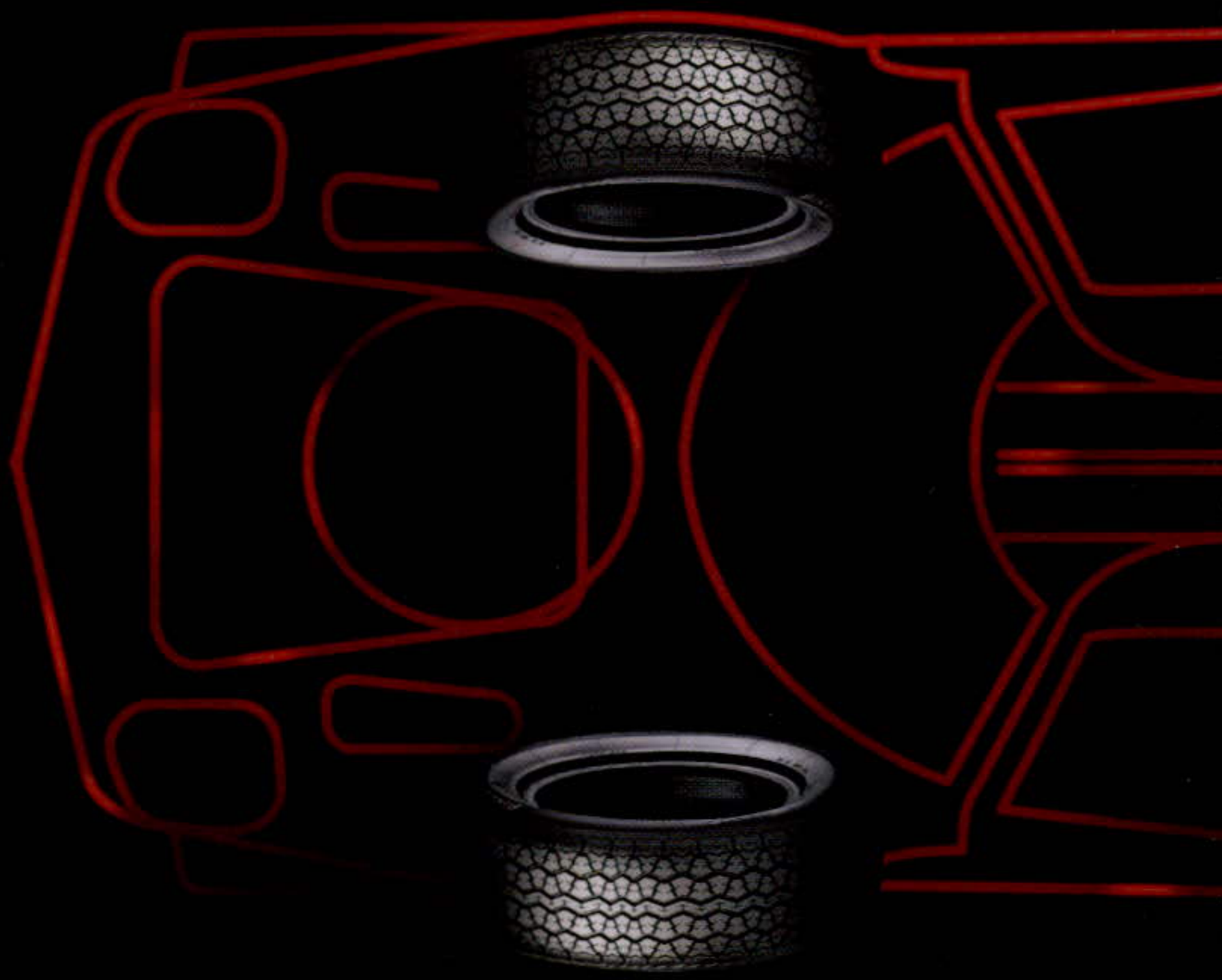
## '88

When Group B and A racing cars had their street-legal versions available for sale, they needed a tyre with a strong racing attitude as well, strong racing attitude, but tamed for the open road. So Pirelli **P700-Z™** was born, the first tyre with rated speed over 240 km/h, yet comfortable and safe on wet tarmac.

## '99

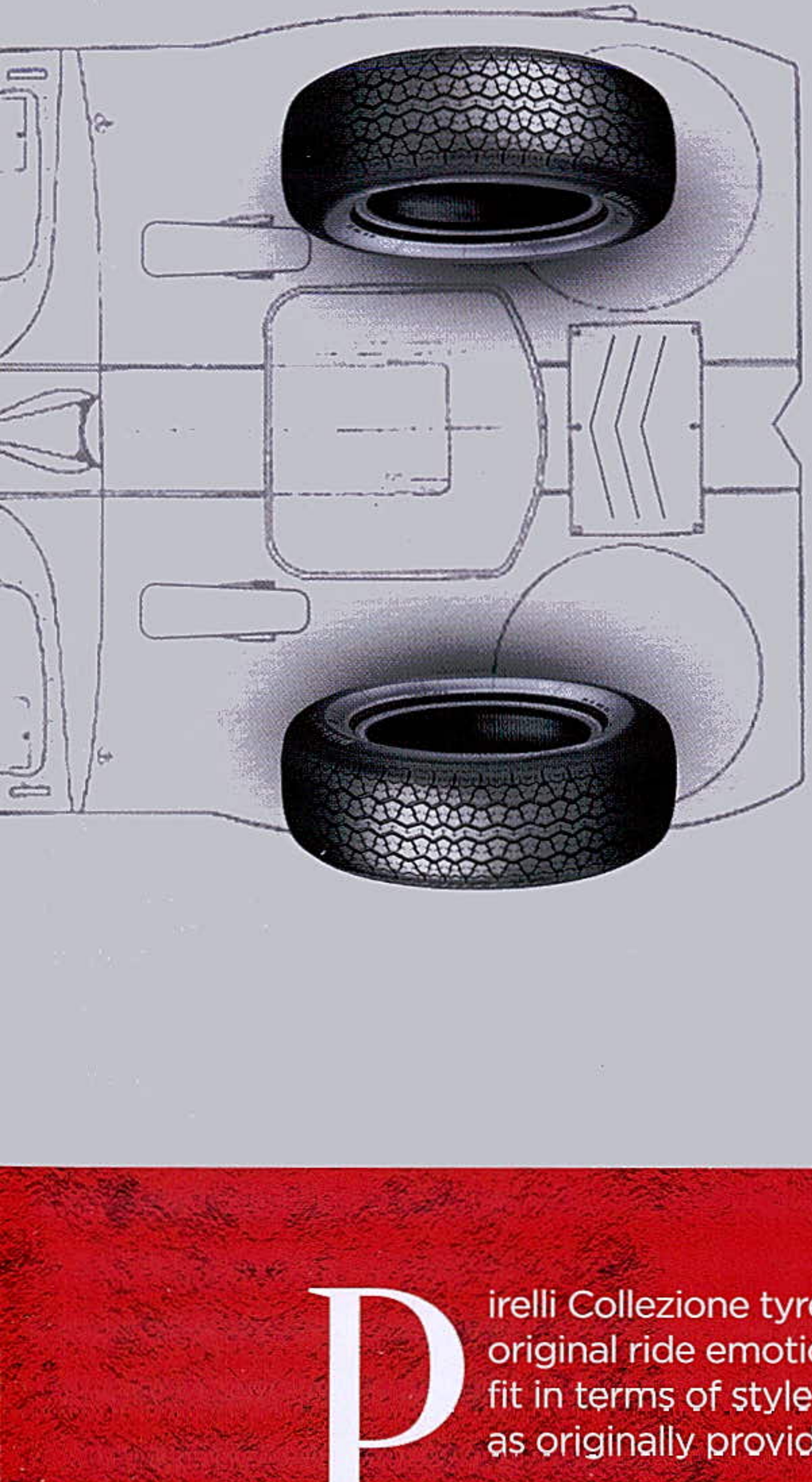
When asked to further enhance the characteristics of its P ZERO™ line, Pirelli developed **PZERO ROSSO™**: it would fit all Porsche cars, setting a new reference for the most comfortable, quiet and consistent ultra-low profile high performance tyre.

# TECHNOLOGY OF THE FUTURE,



Using the most updated materials, advanced compounds and lastest manufacturing processes, Pirelli offers safety, grip, reliability and style.

# CLASSIC PERFORMANCE.



Pirelli Collezione tyres are built to offer the original ride emotions, assuring the perfect fit in terms of style and technical performance as originally provided for these classic cars.

# PIRELLI COLLEZIONE

The synergic collaboration with the best car makers to meet the original performance of classic cars.

| ‘20s | ‘50s | ‘60s | | |
|---|---|---|---|---|
| STELLA BIANCA | STELVIO | Cinturato CA67™ | Cinturato CN72™ | Cinturato CN36™ |

| ‘70s | ‘80s | ‘90s |
| --- | --- | --- |
| Cinturato CN12™ | Cinturato P5™ | Cinturato P7™ |
| P ZERO™ | P 700-Z™ | P ZERO ROSSO™ |

# TECHNICAL FEATURES

Tread pattern and mould profile reproduced from original archive documentation.

Tread compound retaining original performance characteristics whilst conforming to latest aromatic oil free environmental standards.

Sidewall cosmetic lettering layout as original product.

Dedicated undertread compound to optimise tread and belt package integrity.

Nylon zero degree belt using current UHP construction process technology.

Latest generation high tensile steel belts and high modulus topping compound.

Original dual ply carcass construction, now using current Motorsport derived high performance Nylon material.

Traditional reinforced bead configuration to provide progressive lower sidewall rigidity to guarantee original performance and comfort level.

Original specification metallic bead geometry now with latest high tensile steel wire. Nylon material.

1927

# STELLA BIANCA

## THE TYRE THAT ACCOMPANIES THE EVOLUTION OF THE AUTOMOBILE TO ITS FULL MATURITY

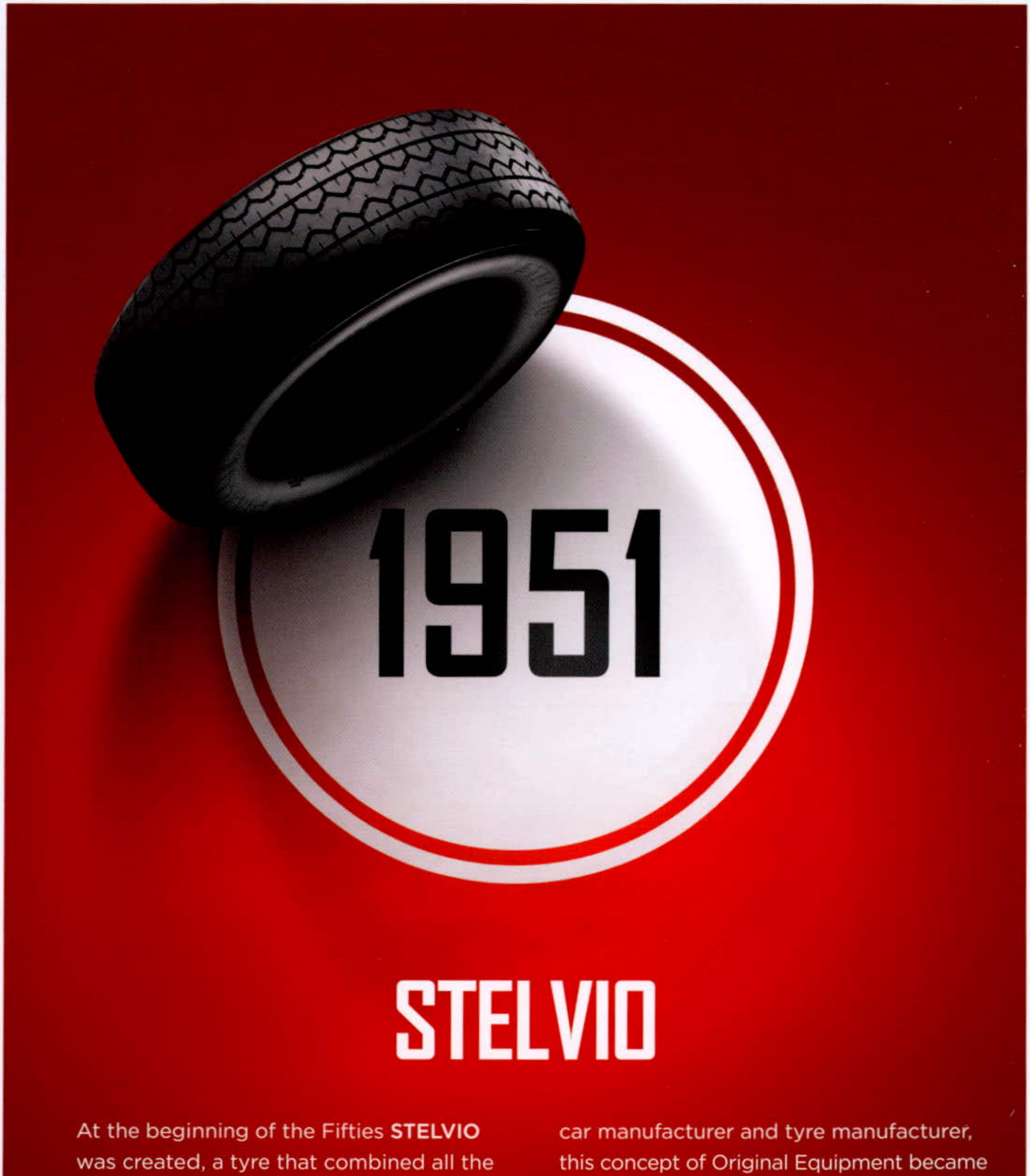
Launched on the market in 1927, **STELLA BIANCA** was the tyre that brought together all the innovations introduced during the Twenties including "cord" carcass fabric, low inflation pressure, "straight side" bead profile. Development testing was also conducted on the track with Alfa Romeo.
With the **STELLA BIANCA** tread pattern technology also made a big step forward, featuring a sophisticated combination of trapezoidal blocks that are tightly anchored together by robust "bridges" to prevent tearing at high speed. This tread remained almost identical until the fifties and was eventually used in Formula 1 with Alfa Romeo, Ferrari and Maserati.

## AVAILABLE SIZES

6.00-16 STELLA BIANCA

## MAIN CAR FITMENT

**Alfa Romeo** 1900
**Aston Martin** DB2, DB4, DB MKIII
**Ferrari** 250 GT, 340
**Jaguar** Mark VII, Mark VIII, XK120, XK140, XK150
**Maserati** 300S, A6



1951

# STELVIO

At the beginning of the Fifties **STELVIO** was created, a tyre that combined all the innovations obtained from cutting-edge material research into materials while maintaining a tread pattern with similar alignment to the **STELLA BIANCA**.
Thc collaboration with Ferrari for the development of this tyre was the first great example of a modern partnership between car manufacturer and tyre manufacturer, this concept of Original Equipment became synonymous with technological excellence. Stelvio saw the introduction of the innovative “nylon” version that opened the transition to the use of synthetic fibers. The early sixties saw also the development of “N + R”, a carcass composed of nylon and rayon.

## AVAILABLE SIZES

215/70R15 98W (6.00-15) STELVIO CORSA

225/70R15 100W (7.00-15) STELVIO CORSA

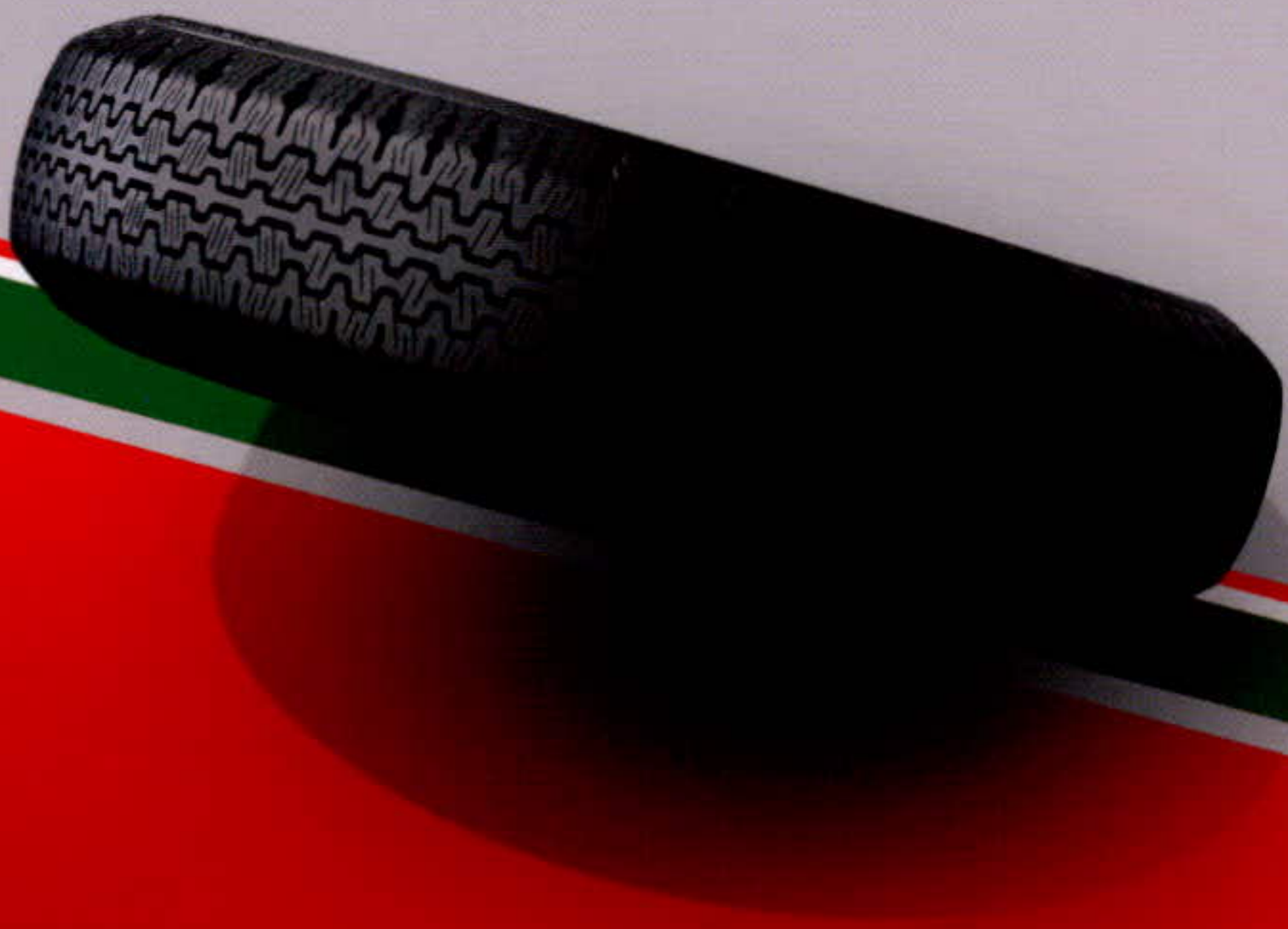
## MAIN CAR FITMENT

**Ferrari** 250 GTO

**Ferrari** 250 GTO

15

# CINTURATO
# CA67
## 1953



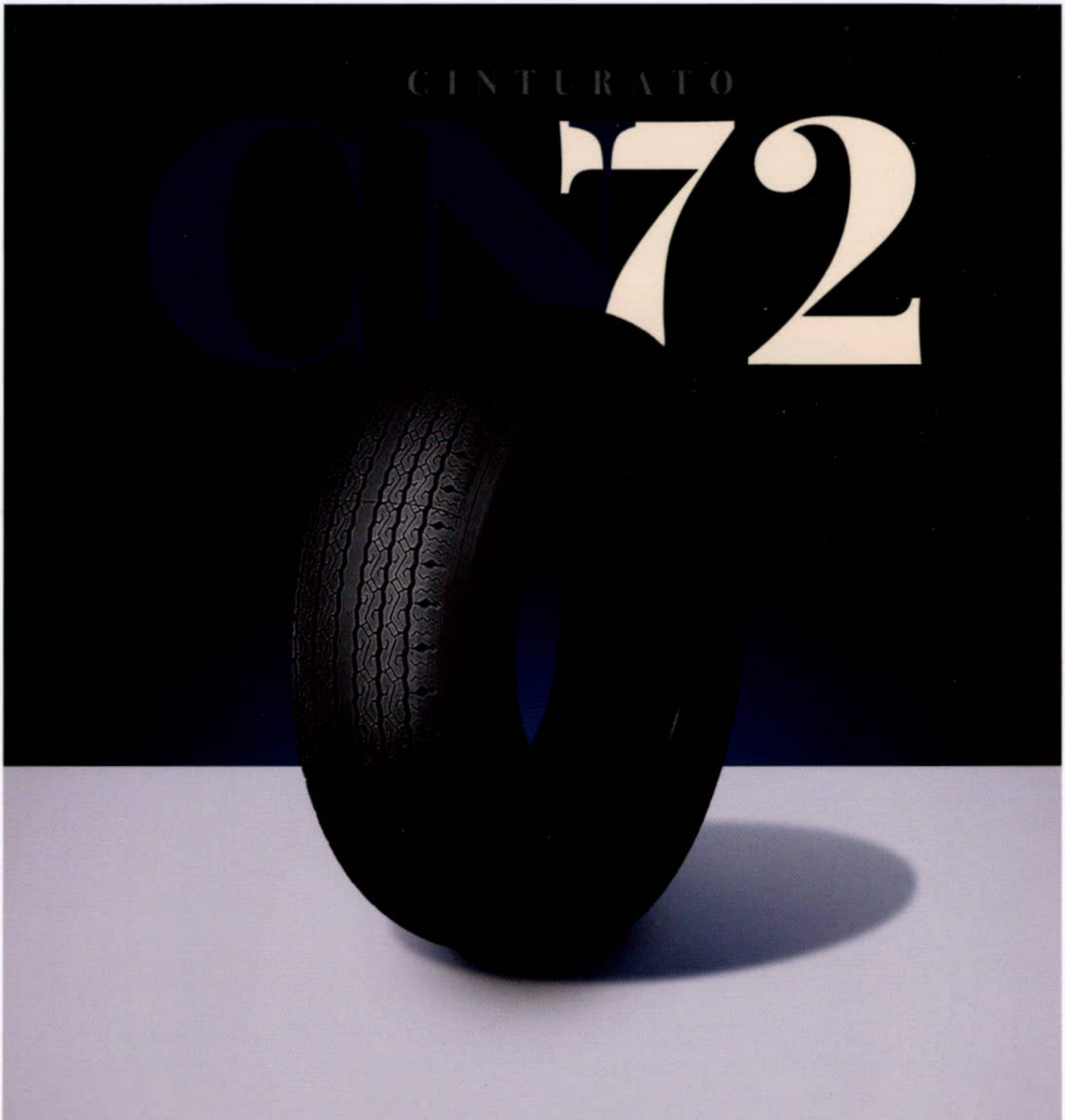
In the mid-50's a **radial casing structure** and a textile belt were introduced in tyres.
The **increased stability** brought by the belt prevented any unwanted tyre deformation in all conditions. The **adherence was greatly increased** and the **smooth rolling allowed tread wear to be reduced** by more than one half in comparison to a cross-ply tyre. Moreover, the use of the belt favoured the **design of new profiles** and tread patterns providing **greater grip**.

Patented in 1951 and regularly put on the market in the mid '50s the Pirelli CINTURATO™ has kept the classic tread pattern "367" that made it famous throughout the world for over a decade: in 1966 this pattern was codified with the acronyms CF67/CA67. This name came from the 67 manufacturing licences issued by **Pirelli to the most important tyre manufacturers in 25 countries**. **CA67™** was the first textile radial tyre whose speed code was SR, up to 180 Kmh.

Its tread pattern was made of ribbed elements separated by **four longitudinal grooves "a greca"**, very cut shoulder and wide siping. The tread **compound was very resistant to high temperatures and to tearing**. In the mid'60s, Pirelli CINTURATO™ was **the reference tyre** for the greater part of the automotive industry **in the world**.

| AVAILABLE SIZES | MAIN CAR FITMENT |
|---|---|
| 165R400 87H CA67 | **Alfa Romeo** 1900, 2000, 2600<br>**Aston Martin** DB2<br>**Citroën** Traction Avant<br>**Ferrari** 250 GT<br>**Lancia** Aurelia, Flaminia |
| 175R400 89H CA67 | **Alfa Romeo** 2600 SZ<br>**Ferrari** 250 GT<br>**Lancia** Flaminia |
| 145R13 74H CA67 | **Austin Healey** Sprite<br>**Ford** Cortina, Escort<br>**Lotus** Elan<br>**MG** Midget<br>**Triumph** Herald, Spitfire |
| 145R14 76H CA67 | **Fiat** 1500<br>**Lancia** Fulvia<br>**Morris** Minor |
| 165R14 84H CA67 | **Alfa Romeo** Alfetta, Giulia, Spider<br>**BMW** 1800, 2000<br>**Lancia** Fulvia<br>**MG** MGB<br>**Rover** 2000, 2200, P6 |
| 155R15 82H CA67 | **Alfa Romeo** Duetto, Giulia, Giulietta<br>**Lancia** Appia, Flavia<br>**Lotus** Elite<br>**MG** MGA<br>**Morgan** 4-4<br>**Peugeot** 403, 404<br>**Porsche** 914<br>**Triumph** TR2, TR3<br>**VW** Beetle, Karmann Ghia |
| 165R15 86H CA67 | **Alfa Romeo** Giulietta<br>**Daimler** SP 250<br>**Ferrari** 166, 212<br>**Lancia** Flavia<br>**MG** MGA, MGC<br>**Morgan** Plus 4<br>**Porsche** 356, 911, 912<br>**Triumph** TR4, TR5, TR6<br>**Volvo** Amazon, P1800 |
| 185R15 91V CA67 | **Aston Martin** DB4, DB5, DB6<br>**Ferrari** 250, 330, 400, 410<br>**Jaguar** E-Type, Mark II<br>**Mercedes** 220D, 300SL<br>**Morgan** Plus 8<br>**Rover** P5 |
| 185R16 93V CA67 | **Aston Martin** DB2, DB4<br>**BMW** 507<br>**Ferrari** 250<br>**Fiat** 8V<br>**Jaguar** Mark IX, XK120, XK140, XK150<br>**Maserati** 3500GT, Mistral |
| 125SR12 62S CN54* | **Autobianchi** Bianchina<br>**Fiat** 500L |


*Product under development




1966

## It was the biggest tyre that was capable of maintaining the high speeds that the supercars of the day were capable of reaching.

The upwards segmentation of the automotive market in the mid '60s brings about the **first tyres with speed code HR** (up to 210 Kmh) and then **VR** (up to 240 Kmh). The new versions of the CINTURATO™ H and HS (High Speed) were characterized by the **new tread pattern CN72™** which allowed for a **silent** and **comfortable ride**.

## AVAILABLE SIZES

**205R15 97V CN72**

## MAIN CAR FITMENT

**Aston Martin** DB6 MK2, DBS
**Bentley** T1
**Ferrari** 330, 365, 500 Superfast
**Iso Rivolta** Grifo
**Lamborghini** 350 GT, 400 GT, Espada, Islero, Miura P400
**Maserati** 4200 Quattroporte, 5000GT, Ghibli, Mexico, Mistral, Sebring
**Rolls Royce** Silver Shadow 1

1968

CINTURATO

# CN36 A NEW TECHNOLOGICAL ERA STARTED: THE USE OF THE STEEL BELT ON HIGH PERFORMANCE TYRES

At the end of the 60's, after many years of study and experimentation, a new technological era started: the use of the steel belt on high performance tyres of HR and VR series (for speeds up to 210 km/h and more).
In 1968 the CINTURATO CN36™ was born, **specifically created for the Fiat Dino** sized 185 HR 14. Designed to match the performance of **High Performance and "Gran Turismo" cars**, it was the first Pirelli steel radial tyre of standard production. It also marked the Pirelli re-entry into competitions (Rallies) and registered countless victories. The pattern stated as "soft at low speed and precise at high speed", with longitudinal and diagonal elements that permitted the absorption of obstacles and above all kept the aquaplaning effect at bay. It was a HR tyre with notable sport features, which after a few years extended its size range to both the Serie 70 intended to equip BMW models and the 13 inch sizes with which the Fiat 124 Sport was equipped in 1971. It was thanks to the 124 Sport/ CN36 combination that Pirelli's long history at the top of International Rally began.

| AVAILABLE SIZES | MAIN CAR FITMENT |
|---|---|
| 175/70R13 82V CN36 | **Ford** Capri, Cortina, Escort<br>**Lotus** Elan<br>**Triumph** Dolomite Sprint, Spitfire, TR7 |
| 185/70R13 86V CN36 | **Alfa Romeo** Giulietta 1800<br>**Ford** Capri, Cortina, Escort<br>**Lancia** Beta Montecarlo<br>**Lotus** Eclat<br>**Opel** Manta |
| 185/70R14 86V CN36 | **Alfa Romeo** Alfetta, Alfetta GTV, Giulia, GT Junior, GTV, Spider<br>**Lancia** Gamma, Gamma Coupé |
| 205/70R14 89W CN36 | **Ferrari** 208, 308, Dino 246, Dino 308<br>**Fiat** Dino<br>**Lamborghini** Urraco<br>**Mercedes** 280, 300, 350, 380, 450, 500 |
| 165/80R15 87V CN36 (N5) | **Alfa Romeo** Giulietta<br>**Daimler** SP 250<br>**Fiat 2300** Coupe<br>**Lancia** Flavia<br>**MG** MGA, MGC<br>**Porsche** 356, 911, 912, 914<br>**Triumph** TR4, TR5, TR6<br>**Volvo** Amazon, P1800 |
| 175/70R15 86W CN36* | **VW** Beetle |
| 185/70R15 89W CN36 (N5) | **MG** MGC<br>**Porsche** 356, 911, 912, 914, 924, 944<br>**Triumph** TR4, TR5, TR6<br>**Volvo** P1800 |
| 215/60R15 94W CN36 (N5) | **Porsche** 911, 914, 924, 944 |


*Product under development

1971

# CINTURATO CN12

DEVELOPED FOR SUPERSPORT MODELS

While the CINTURATO CN72™ covered the standard, **high-profile sizes**, with a range that at the beginning of the '70s went from 175 HR 13 to 235 VR 15, the availability of low-profile sizes increased with the commercialization of the Serie 60 sizes (245/60 VR 14, 255/60 VR 15) as well as the new Serie 70 sizes (205/70 VR 14, 215/70 VR 15).

For these new sizes, the tread pattern CN12™ was created. It equipped models such as the Lamborghini Miura, Jarama, and the Maserati Bora.

| AVAILABLE SIZES | MAIN CAR FITMENT |
| --- | --- |
| 205/70R15 90W CN12 | **Aston Martin** DB4, DB5, DB6<br>**Citroën** SM<br>**Jaguar** E-Type Series 3, Mark X, XJ6, XJ2, XJS<br>**Jensen** Interceptor |
| 215/70R15 98W CN12 | **Ferrari** 365, 400, 512<br>**Jaguar** XJSV12, XJV12<br>**Lamborghini** 350 GT, 400 GT, Espada, Islero, Jarama, Miura P400S, Miura SV<br>**Maserati** Bora, Ghibli, Indy |
| 255/60R15 102W CN12 | **Aston Martin** Vantage<br>**Lamborghini** Miura SV |


# CINTURATO P7

Although it was officially launched into the market in January 1976 in the road version, the Pirelli P7™ had been experimented in the World Rally Championship races since 1974 with the Lancia Stratos. Named Supersport, the new radial brought important innovations into the world of racing tyres, such as the **nylon zero degree belt and in particular an ultra-low profile geometry Serie 50**.

Thus, the development process of the low profile tyres that Pirelli had started with the CINTURATO CN73™, CN54™ and CN36™ (Serie 70) and with the CINTURATO CN12™ (Serie 60) between late '60s and early '70s, kept going on with the P7™. In the same way that the road version led to making the Serie 50 available to standard-model cars, the P7™ used in racing quickly introduced ultra-low profile sizes, all the way to the Serie 30. The road P7™ was adopted for the first time on the Porsche 911 Carrera Turbo, followed by the Lamborghini Urraco and Countach in 1976, as well as by the De Tomaso Pantera. In the size 195/50 VR 15, the Pirelli P7™ was also homologated for the road version of the Fiat 131 Rally.

| AVAILABLE SIZES | MAIN CAR FITMENT |
|---|---|
| 205/50R15 86Y P7 | **Lamborghini** Countach<br>**Porsche** 930 |
| 225/50R15 91Y P7 | **Lamborghini** Countach<br>**Lancia** Stratos<br>**Porsche** 930 |
| 285/40R15 92Y P7 | **De Tomaso** Pantera<br>**Lancia** Stratos<br>**Porsche** 911 |
| 345/35R15 95Y P7 | **De Tomaso** Pantera<br>**Lamborghini** Countach<br>**Lancia** Stratos |
| 205/55R16 91Y P7 (N4) | **Ferrari** 208 Turbo, 308, 328, Mondial<br>**Porsche** 911, 924, 944 |
| 225/50R16 92Y P7 (N4) | **Ferrari** 208 Turbo, 308, 328, Mondial<br>**Porsche** 911, 928, 944 |
| 245/45R16 94Y P7 (N4) | **Porsche** 911, 928, 944 |

# CINTURATO P5

1977


1979

A car maker that "creates" a new series of tyres: Jaguar.
**In 1977 Jaguar asked Pirelli to specifically develop the P5™.**
Technological excellence for luxury cars, comfort and noiseless ride, highest quality: these were the characteristics that CINTURATO P5™ exclusively ensured to the British sedans.

In **1979** CINTURATO P5™ was officially homologated in the size 205/70 VR 15 on **Jaguar models** XJ6, XJ12 and XJS, followed by the size 225/65R15 for Jaguar XJ40.

## AVAILABLE SIZES

205/70R15 96W P5 (J)

215/70R15 98W P5 (J)

225/65R15 99W P5 (J)

## MAIN CAR FITMENT

**Jaguar** E-Type Series, XJ6, XJ12, XJS

**Jaguar** XJ12, XJS V12

**Jaguar** XJ40

1986

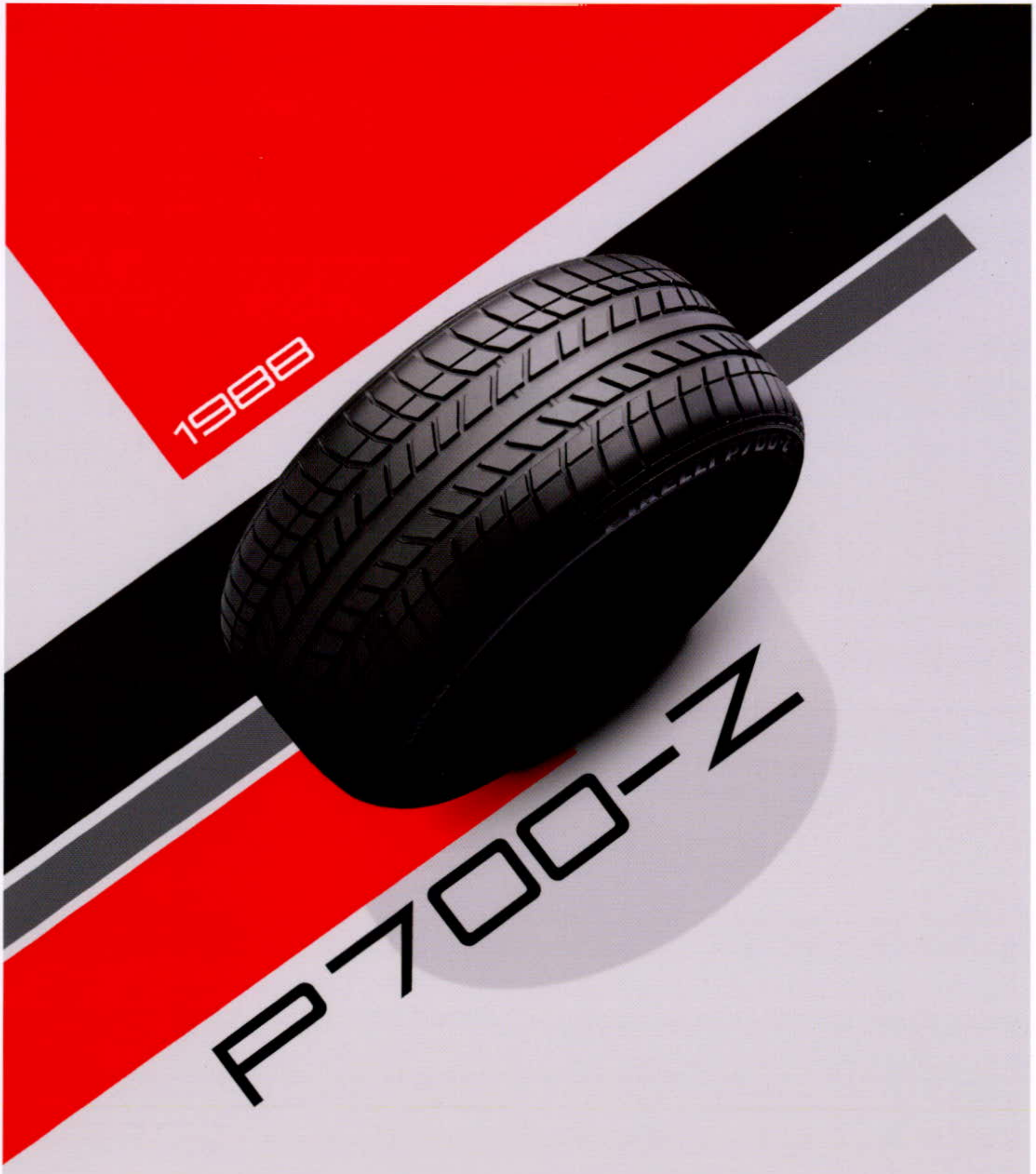
# P ZERO

## EQUIP THE LANCIA DELTA S4 IN THE WORLD RALLY CHAMPIONSHIP

Pirelli P ZERO™ was founded in 1986 to **equip the all wheel drive Lancia Delta S4 engaged in the World Rally Championship**.
P ZERO™ has a complex structure with dual ply carcass in rayon incorporating kevlar reinforcements.
The **tread pattern** is **asymmetric** to ensure **maximum performance in dry** and **wet conditions**, when **cornering** and in a **straight line**. The **tread compound** derived from the experience in circuit racing, able to provide **maximum grip** in all driving conditions.
The Pirelli P ZERO™ was fitted as original equipment on the Ferrari F40.

| AVAILABLE SIZES | MAIN CAR FITMENT |
|---|---|
| 205/50ZR15 86W ZEROa | **Lamborghini** Countach (Front)<br>**Lancia** Delta |
| 225/50ZR15 91Y ZEROa | **Lamborghini** Countach (Front) |
| 345/35ZR15 95Y ZEROa | **Lamborghini** Countach (Rear) |
| 225/50R16 92Y ZEROd* | **Ferrari** 512TR (Front), F512M (Front), Testarossa (Front) |
| 255/50R16 99Y ZEROa* | **Ferrari** 512TR (Rear), F512M (Rear), Testarossa (Rear) |
| 215/50ZR17 91Y ZEROa | **Ferrari** 348 (Front) |
| 235/40ZR17 (90Y) ZEROa | **Lamborghini** Diablo VT (Front) |
| 235/50ZR17 96W ZEROa | **Jaguar** S-Type |
| 245/40ZR17 (91Y) ZEROa | **Ferrari** F40 (Front)<br>**Lamborghini** Diablo (Front) |
| 245/50ZR17 99Y ZEROa (J)* | **Jaguar** XK8 |
| 255/45ZR17 (98Y) ZEROa (F) | **Ferrari** 456 (Front) |
| 255/45ZR17 (98Y) ZEROa (J) | **Jaguar** XJ220 (Front) |
| 255/45ZR17 (98Y) ZEROa | **Ferrari** 348 (Rear) |
| 285/40ZR17 (100Y) ZEROa | **Ferrari** 456 (Rear) |
| 335/35ZR17 (106Y) ZEROa | **Ferrari** F40 (Rear)<br>**Lamborghini** Diablo (Rear),<br>Diablo VT (Rear) |
| 225/40ZR18 (88Y) ZEROd | **Ferrari** 348 (Front), F355 (Front) |
| 235/35ZR18 (86Y) ZEROa | **Lamborghini** Diablo GT (Front) |
| 245/40ZR18 97Y XL ZEROa | **Jaguar** S-Type |
| 245/45ZR18 96Y ZEROd (J)* | **Jaguar** XK8 (Front) |
| 255/40ZR18 95Y ZEROa | **Jaguar** XJ |
| 255/45ZR18 99Y ZEROa (J)* | **Jaguar** XK8 (Rear) |
| 265/40ZR18 (97Y) ZEROa | **Ferrari** 348 (Rear), F355 (Rear) |
| 285/45ZR18 103Y ZEROa* | **Bentley** Continental |
| 335/30ZR18 (102Y) ZEROa | **Lamborghini** Diablo GT (Rear) |
| 345/35ZR18 (109Y) ZEROa (J) | **Jaguar** XJ220 (Rear) |
| 255/45ZR19 104Y XL ZEROa | **Bentley** Arnage |
| 255/35ZR20 97Y XL ZEROd (J)* | **Jaguar** XKR (Front) |
| 255/40ZR20 (101Y) XL P ZERO (B1) | **Bentley** Arnage, Azure, Brooklands |
| 285/30ZR20 99Y XL ZEROa (J)* | **Jaguar** XKR (Rear) |

*Product under development




The Pirelli P700-Z™ was launched in 1988, it was **the first tyre to adopt a Z speed code** to exceed 240 km / h.
Derived from the super low profile P700™, the P700-Z™ was again developed from the motorsport heritage, but with a **slightly more rounded profile** to guarantee the maximum comfort for normal road use. The tread design is comprised of a **wide central rib** and **large directionally orientated tread blocks** to ensure maximum grip in the wet.

## AVAILABLE SIZES

215/50ZR15 88Y P700-Z (AO)

235/45ZR15 88Y P700-Z (AO)

225/45R16 89Y P700-Z (★)*

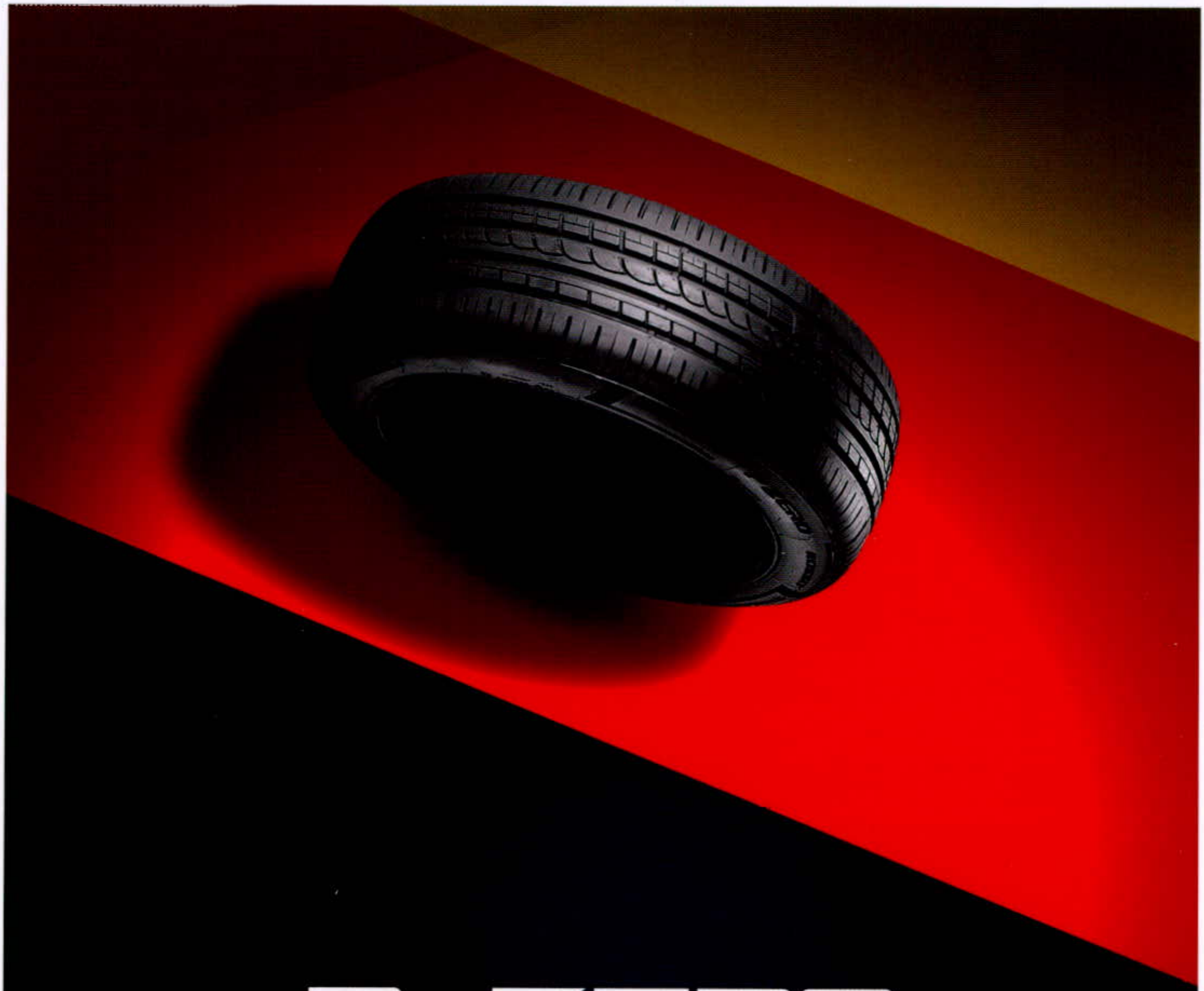
## MAIN CAR FITMENT

**Audi** Quattro

**Audi** Sport Quattro

**BMW** E30 M3, Z1

*Product under development



# P ZERO ROSSO

1999

## THE COMFORT OF HIGH SPEED

Born in the late 90's for the New Millenium, **P ZERO ROSSO™** is the **fastest, quietest, most comfortable product in the history of sports car tyres**. The tyre is called P ZERO™ because that name has become a milestone marking a fundamental turning point in Pirelli Ultra-High Performance tyre technology: **Zero as in "zero limits"**. And it is called **Rosso**, the Italian for red, because **rosso has always symbolised a love of driving fast cars**; that is what led to the birth of the first P ZERO™, the founding father of the dynasty, which continues to give life to this new generation of ultra-low profile tyres.

| AVAILABLE SIZES | MAIN CAR FITMENT |
|---|---|
| 205/55ZR16 (91Y) ROSSO (N5) | **Porsche** 911, 912, 914, 924, 928, 944, 964, 968, 986, 993 |
| 225/50ZR16 (92Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986 |
| 245/45ZR16 (94Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986, 993 |
| 205/50ZR17 (89Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986, 993, 996 |
| 225/45ZR17 (91Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986 |
| 255/40ZR17 (94Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986, 993, 996 |
| 275/35ZR17 (94Y) ROSSO (N5) | **Porsche** 911, 928, 944, 964, 968, 986 |
| 225/40ZR18 (88Y) ROSSO (N4) | **Porsche** 911 (Front), Boxster (Front), Boxster S (Front) |
| 235/40ZR18 (91Y) ROSSO (N4) | **Porsche** 968 (Front) |
| 255/40ZR18 (95Y) ROSSOd | **Ferrari** F550 (Front), F575 (Front) |
| 255/50ZR18 102Y ROSSO | **Bentley** Arnage, Azure, Brooklands |
| 265/35ZR18 (93Y) ROSSO (N4) | **Porsche** 911 (Rear), 968 (Rear), Boxster (Rear) |
| 285/30ZR18 (93Y) ROSSO (N4) | **Porsche** 911 (Rear) |
| 295/30ZR18 (98Y) XL ROSSO (N4) | **Porsche** 911 (Rear) |
| 295/35ZR18 (99Y) ROSSO | **Ferrari** F550 (Rear), F575 (Rear) |
| 245/40ZR19 98Y XL ROSSOd (J)* | **Jaguar** XK8 (Front), XKK (Front) |
| 255/40ZR19 100Y XL ROSSO (J)* | **Jaguar** XK8 (Rear), XKR (Rear) |

*Product under development

# CAR OWNERS' ADVICE

**1. TYRE SELECTION**

• The selection of tyre size and type is a function of vehicle dimensions and maximum speed (speed code), of the maximum load per axle (load index) and type of vehicle use.
• It is not permitted to fit a vehicle with a tyre whose speed code or load index are inferior to those established by the vehicle manufacturer.

**2. FITTING AND REMOVAL**

• Pirelli advises trusting the fitting and removal of tyres to specialist professionals who have the correct equipment to carry out the procedures safely and without causing damage to the tyre or wheel rim.
• The condition of the wheel rims must be checked. They must be clean, not deformed or dented and be without cracks or rust contamination.
• Never repair by welding, fractured or damaged rims.
• Never exceed a pressure of 3.5 bar (50 psi) to seat a car tyre bead on a wheel rim. After seating the rim, reduce the pressure to the recommended pressure of use as indicated by the car manufacturer in the vehicle technical handbook.
• During the tyre inflation procedure, respect the safety norms regarding distance, position and use of a safety cage. Pirelli always recommend the use of a safety cage when inflating tyres.
• Tighten the wheel nuts of the type for the specific vehicle and wheel following the correct sequence, using a torque wrench. It is recommended to adhere to the torque prescribed by the vehicle manufacturer.
• At temperatures below 0°C, before fitting or removing a tyre it is advisable to transfer the tyre / wheel to a heated area. The time required to warm a tyre sufficiently depends on various factors, indicatively 3 hours at a temperature of approximately 20°C.
• When new tyres have been fitted, drive at a moderate speed for the first 300 kilometers (185 miles). In particular for tyres with speed index H/V/W/Y/Z, limit speed for the first 50 kilometers (30 miles).

**3. HOMOGENOUS TYRE FITMENT**

• It is strongly advised that Pirelli tyres be fitted on all axles of a vehicle, that they are of the same tread pattern and that they are not fitted together with other brands, this is because different tyre constructions can have different ply steer angles.
• Whenever only 2 tyres are substituted it is recommended to fit the new tyres on the rear axle. This rule should be applied independently of the fact that the vehicle is front or rear wheel drive.
• For 4x4 vehicles it is recommended to substitute all 4 tyres simultaneously.

**4. DIRECTION OF ROTATION**

• To be sure to obtain the best performance from DIRECTIONAL tyres you must respect the indications on the sidewall regarding the sense of rotation and/or external sidewall if the tread design is ASYMMETRIC.
• There are no indications on the sidewall to be followed regarding the fitment of a SYMMETRIC tread design tyre.

**5. INFLATION PRESSURE**

• The pressures recommended by the vehicle manufacturer can be found in the technical manual of the vehicle.
• The pressures must be adequate on the basis of axle loads and vehicle speed. Driving with incorrect pressures is fundamental to maximise performance, braking, traction and life of the tyre.
• Under no circumstances should the cold pressures of tyres be inferior or superior to the pressures indicated in the technical manual of the vehicle. In any case, the pressures must never be superior to the maximum pressure (cold) as indicated on the sidewall of the tyre (this value is expressed in psi).
• Never reduce the pressures when the tyres are hot. Even if used for a minimum distance (1km/mile or 2-3 minutes) tyres get hot and the pressure can increase by up to approximately 0.3 bar (equivalent to 4 psi)
• Under-inflation causes excessive flexing and therefore over-heating of materials, resulting in deterioration of the tyre and a rapid/irregular wear of the tread in the shoulder area.
• Over-inflation causes a reduction of the contact area between the tyre and the road surface, increases the probability of accidental impact damage and rapid wear in the central tread area.

**6. REGULAR CHECKS**

• Tyres (also the spare tyre) must be regularly examined and the inflation pressures checked monthly, in any case, always before a long journey.
• Tyres which present a bulge, cracks, cuts, foreign bodies or irregular wear must be subjected to a control by specialised personel and substituted if necessary.
• Pirelli tyres have wear indicators (Tread Wear Indicators – TWI) at the base of the main tread grooves which indicate the minimum legal groove depth for use, 1.6 mm. When the depth of the tread grooves arrives to the level of these indicators, even if only at one point of the tread circumference, the tyre must be substituted.
• Wet performance (aquaplaning resistance) is diminished proportionally to the depth of the tread grooves. In addition to that forseen by law, to remain within safety margins, independently of climatic conditions which can vary without warning, it is advised to substitute tyres when the tread groove depth is approximately 3mm.
• Remember that tyres age over time. Cracking in the tread or sidewall compounds, sometimes accompanied by bulges in the sidewall, are signs of aging. It is best to have such tyres controlled by a specialist who can assess their suitability for continued use. In any

case after 5 years, independently of mileage and remaining tread depth, it is advisable to have all tyres checked, including the spare wheel and consider the eventual substitution of the tyres.
• Wheel balancing should be checked periodically.

**7. TYRE INVERSION**
Pirelli recommends operating a rotation procedure of the tyres as defined also in the technical manual of the vehicle. In the event that such a procedure is not specified, Pirelli, to optimise wear and mileage of the tyres advise to invert the front axle tyres with the rear axle tyres, without crossing them between right to left, every 8,000-10,000km / 5,000- 7,000 miles (on the condition that a different tyre size or tread pattern is not fitted between front and rear axles).

**8. VEHICLE ALIGNMENT**
• By "vehicle alignment" it is intended the geometrical conditions of all the characteristic angles of a vehicle.
• It is advised to periodically check the geometry of a vehicle. These checks are necessary in the case that the tyres suffer from irregular wear of the tread.
• Every time a tyre is fitted to a wheel rim the "fitted unit" must be balanced. This is important both for safety and to maximise performance and life of the tyre.

**9. TYRE REPAIR**
• Eventual holes in the tread area of a tubeless Pirelli tyre can be repaired if the diameter of the hole is not greater than 6 mm.
• The material used must adhere to the impermeable liner on the inside of the tyre, fill any damaged area and must be considered a permanent repair.
• If the damaged area is greater than 6 mm, or it is localised in the sidewall/ shoulder/ bead area then the tyre must be replaced.
• Pirelli do not advise the use, even temporarily, of self-sealing materials on the inside of the tyre.
• Pirelli do not advise to repair tyres marked with the speed codes V, W, Y, Z.
• The person carrying out the repair is solely responsible for the effectiveness and duration of the repair.

**10. LONG TERM PARKING**
• In the case of parking a vehicle for long periods of time, increase the pressures by 0.5 bar and lift the vehicle off the ground to avoid flattening of the tread rubber compound and the possible deformation of the internal structure of the tyres.

**11. REGROOVING**
• Regrooving of passenger car tyres designed for use on public roads is not allowed.

**12. TUBE TYPE RIMS AND TUBELESS TYRES**
• Many classic cars (which are at least 30 years old, preserved and maintained in a historically correct condition, not used as a means of daily transport and which are therefore a part of technical and cultural heritage) are equipped with wire wheels, designed to be fitted with inner tubes. For classic cars, if the rims are not airtight, it is allowed the fitting of tubeless tyres in combination with proper inner tube and protective flaps/ rim tapes.

**13. VALVES**
• When fitting new tyres to a vehicle it is recommended also to substitute the valves with other new ones of the correct type. During the regular tyre inspections it should also be checked that the valves have the correct valve cores screwed in place. It is important to substitute the valve cores when necessary because they provide important protection against air loss.
• Be sure of the presence of the valve cap and screw on only by hand as these also provide important protection for the valve core itself.

## EU TYRE LABELLING REGULATION

The EU Regulation (N°.1222/2009) introduces labelling requirements which refer to the display of information on the fuel efficiency (rolling resistance), wet grip and external noise of a tyre. The aim is to increase the safety and efficiency of road transport by promoting fuel efficient and safe tyres with low noise levels.
The need for greater information on tyre fuel efficiency and other parameters is relevant for consumers who can't compare the performance of different tyres and tyre brands easily. The Regulation allows end users to make a more informed choice when selecting the right tyre.
The Regulation requires that all tyres produced from 1st July 2012 and on sale in the EU from 1st November 2012 carry a sticker or have a label in close proximity which must be shown to the end user before purchasing.

**Exemptions**
The tyre labelling regulation does not cover:
- Re-treaded tyres
- Professional off-road tyres
- Temporary-use spare tyres
- Studded tyres
- Tyres used only for racing
- Tyres whose speed rating is less than 80 km/h
- Tyres to be fitted only on vehicles registered for the first time before 1st October 1990
- Tyres whose nominal diameter is smaller than 254 mm or bigger than 635 mm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