PROFESSIONAL GUIDE
MICHELIN CLASSIC RANGE

2022

MICHELIN

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MICHELIN, AUTHENTICITY & EXPERTISE

The Michelin Classic range is re-releasing a number of the brand's symbolic tyres, designed to equip classic cars from the 1930s all the way up to models from the end of last century.

The aesthetic of tyres from the period has been painstakingly respected.

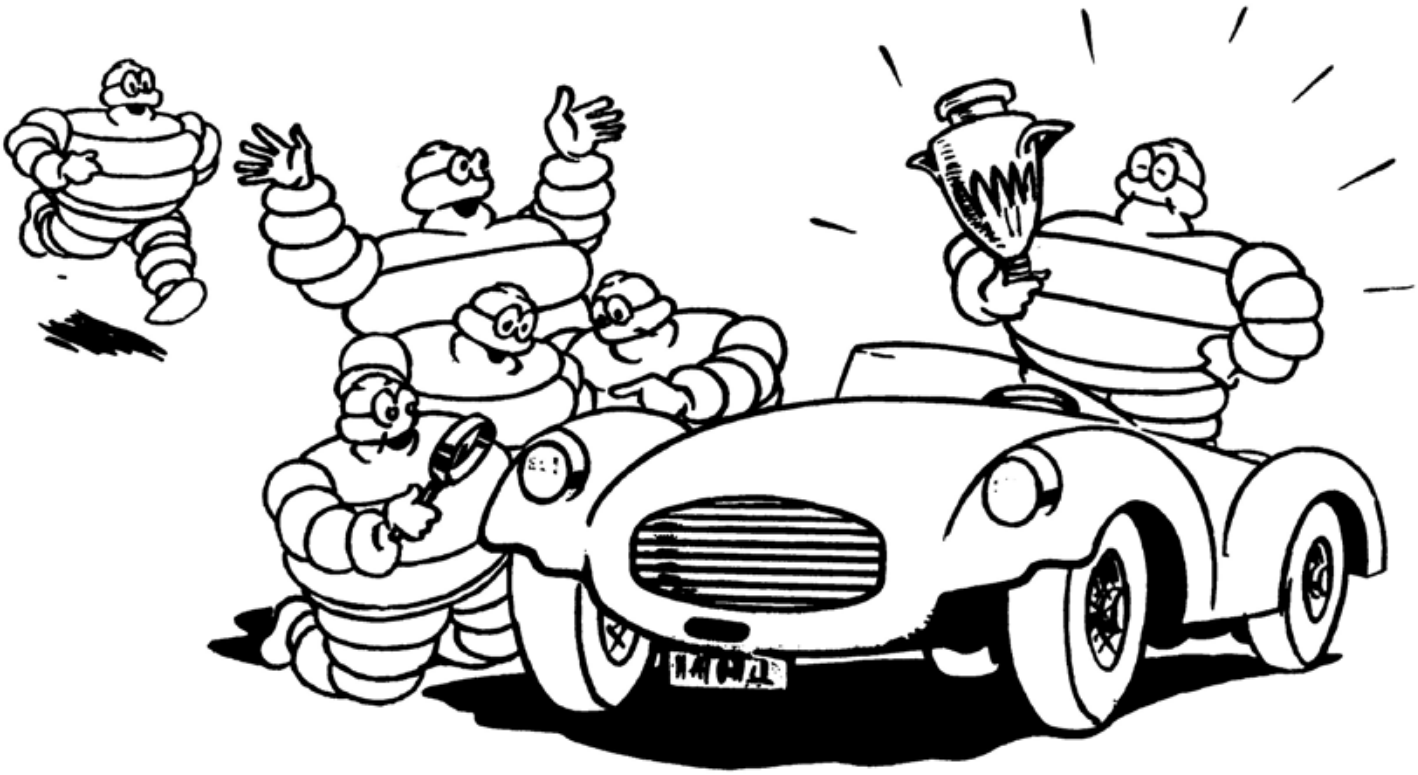
The entire range benefits from the group's most recent progress in terms of the choice of materials, the compounds and the casings.

Michelin expertise...

Michelin's choice to pursue permanent innovation and technological leadership can be seen in this Classic range.

These tyres benefit from the developments made to rubber compounds in terms of safety, grip & longevity.

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 expertise of the best craftsmen.



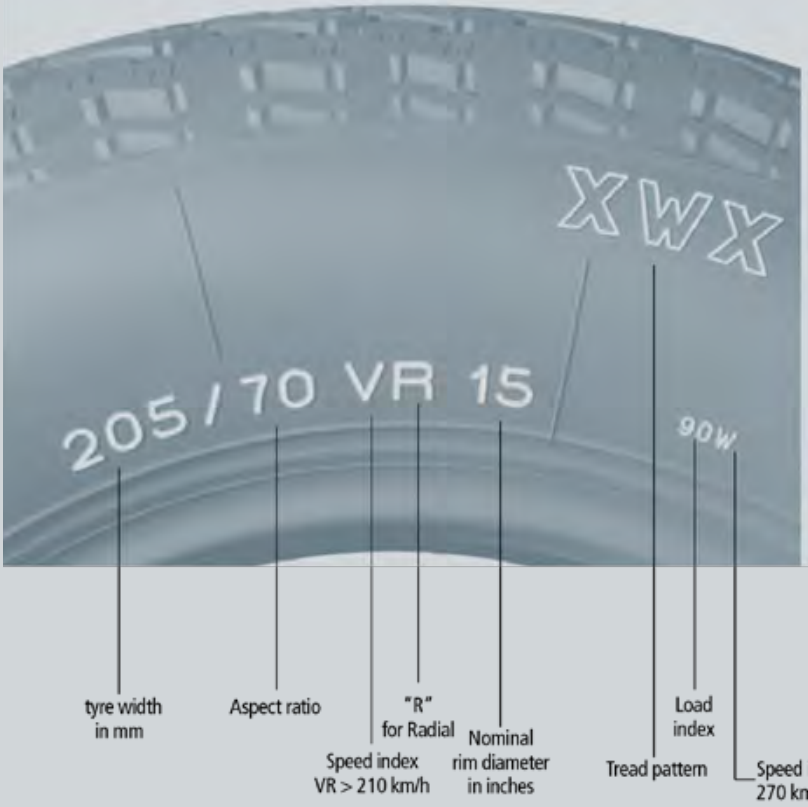
… in accordance with the standards of the time

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 size and tread, thus protecting the period vehicles historic authenticity.

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.

TYRE SIZES AND DESIGNATIONS



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

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

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

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

Load indexes 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.

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		

The speed code indicates the maximum authorised speed of use.

speed code	speed (km/h)
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

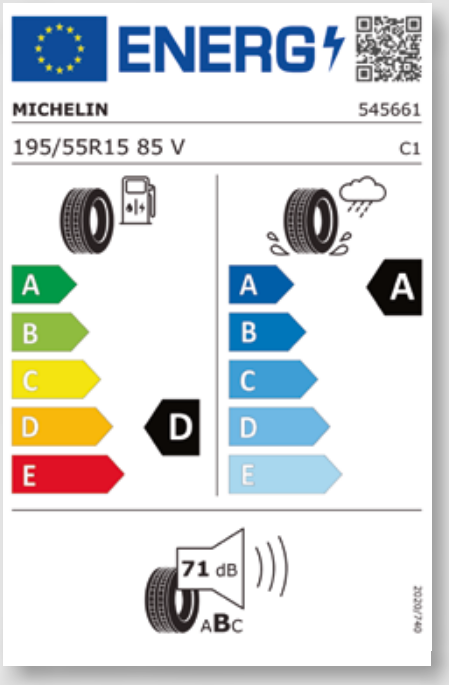
READING A TYRE LABEL

1 MAY 2021: CHANGES TO THE EUROPEAN LABELLING OF TYRES

All information can be found on the site:

SCAN ME

Important: Tyres designed to be fitted on vehicles registered for the first time before 1 October 1990 are excluded from the application scope of this directive.



Tyre energy efficiency

1 TANK OF FUEL OUT OF 5 on average is consumed for tyres

With each rotation of the wheel, a tyre is deformed when it comes into contact with the road. As its structure is deformed, the tyre heats up and some of the energy is lost. Reducing this heat build-up makes it possible to lower fuel consumption and, consequently, greenhouse gas emissions. The tyre-related force that impedes a vehicle's forward movement is called «rolling resistance»

Tyre wet grip

BRAKING DISTANCE ON WET ROADS

1 millisecond

The tyre is the vehicle's only point of contact with the road. At 80 km/h, it has less than 1 millisecond to guide the vehicle, accelerate or brake. The tyre is an important vehicle safety component. Its purpose is to grip the road, regardless of the condition of the pavement (deteriorated or well-paved), the road configuration (straight or curved) or the weather conditions (dry or rainy).

Tyre noise levels

ENVIRONMENTAL NOISE

is evaluated in decibel (dB)

The 3 waves are now replaced by a letter: A, B or C (3 waves = C).

Traffic noise is an auditory nuisance. For a vehicle moving at a constant speed of 80 km/h, the noise generated by the tyre rolling on the road is generally superior to engine noise. This rolling noise depends on the type of tyres as well as on the road surface.

Taking over from beaded edge tyres, cross-ply tyres with bead wires constitute the second generation of detachable tyres. These tyres benefit from two major innovations:

• the introduction of carbon black, which provides a fivefold increase in tyre longevity.

• the appearance of textile cords in the tyre casing.

Inflation pressures for conventional tyres

Normal use

• The maximum speed is 150 km/h.
• 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).

> For more information, visit our site: https://classic.michelin.com/

20's ▸ 30's

CROSS-PLY TYRES WITH BEAD WIRES

Special use:

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

20's · 30's CROSS-PLY TYRES WITH BEAD WIRES

MICHELIN DOUBLE RIVET

ICONIC 20'S TYRE WITH MODERN KNOW-HOW

ICONIC TREAD PATTERN

The «Double Rivet» is the name of a sculpture reminiscent of the design of the assembly of textile cables, a great innovation that appeared in 1919. This sculpture has been preserved to equip many vehicles of the roaring 20's.

MODERN KNOW-HOW

The tyre is constructed using modern materials from the 21st century offering enhanced performance whilst respecting the period look of the tyre.

Seat (")	Dimension	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	Pressure in bar (load in kg/tyre)			
							2	2.5	3	3.5
17	6.50 / 7.00 - 17	194	793	2367	3.25 - 5.00	17/18 H RET	566	677	783	886
45	12 - 45	143	730	2175	11-12 X 45	18 C RET	328	392	453	513
45	13 - 45	149	740	2205	13-14 X 45	18 C RET	347	415	480	543
45	14 - 45	154	740	2205	13-14 X 45	18 C RET	356	426	493	557
45	15 / 16 - 45	184	799	2382	15-16 X 45	18 C RET	511	610	706	797
18	4.75 / 5.25 - 18	147	745	2160	2.50 - 3.50	17/18 E RET	331	396	458	513
18	5.50 - 18	156	762	2290	3.00 - 4.50	17/18 E RET	425	508	587	660
18	6.00 / 6.50 - 18	178	798	2362	3.00 - 5.00	17/18 H RET	511	610	706	797
19	4.00 / 4.50 - 19	128	738	2214	2.50 - 3.50	18/19 CD RET ou 19 UHD	283	338	391	422
19	4.75 / 5.00 - 19	141	766	2304	2.50 - 3.50	18/19 CD RET ou 19 UHD	353	422	489	550
19	5.25 / 6.00 - 19	168	807	2400	3.00 - 5.00	19/20 H RET ou 20 H	444	531	614	708
20	6.50 / 7.00 - 20	194	866	2550	3.62 - 5.00	19/20 H RET ou 20 H	585	700	810	916
21	5.50 / 6.00 - 21	175	861	2510	2.75 - 4.00	19/20 H RET ou 20 H	499	597	690	797
21	7.00 - 21 (33-6.75)	200	907	2660	3.62 - 5.00	19/20 H RET ou 20 H	658	786	909	1029

20's · 30's CROSS-PLY TYRES WITH BEAD WIRES

MICHELIN SUPERCONFORT STOP S

COMFORT ON THE ROAD

COMFORT AND SAFETY

As its name suggests, the "Superconfort Stop S" tyre improves comfort, in addition to its performance on the road.

GRIP & SECURITY ON WET ROAD

With heavily siped tread pattern, made with the famous wavy "zigzag" sipes, this tyre provides excellent grip on wet surfaces.

Seat (")	Dimension	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	Pressure in bar (load in kg/tyre)			
							2	2.5	3	3.5
40	130/140 - 40	165	722	2150	110/140	16 E 13	422	504	583	660
40	150/160 - 40	175	733	2180	150/160	16 F RET	452	541	626	708

The 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 gathered pace 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 190 SL or Facel Vega.

Radial technology

The benefits of the radial tyre compared to the cross-ply tyre can be seen in every area:

• Greater safety (road holding, grip, improved braking).
• Economies of use: mileage return doubled, significant reduction in fuel consumption.
• Greater comfort thanks to the sidewall flexibility.

1949

RADIAL REVOLUTION

MICHELIN
X

THE MICHELIN RADIAL REVOLUTION

RADIAL TECHNOLOGY

The advantages of the radial tyre compared to the conventional tyre can be seen in all areas:

- Great safety: significantly improved road holding, grip and braking.

- Economy in use: significant reduction in fuel consumption

- Great comfort thanks to the flexibility of the sidewalls.

MICHELIN INNOVATION USED ON POPULAR CARS

The X equips different categories of cars: from the original and popular 2CV or Beetle to the fascinating Mercedes 190 SL or Facel Vega.

*AVAILABLE IN **WHITE WALL VERSION** ON PAGE 34

Seat	Dimension	TL/TT	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
12″	125 R 12	TL	62 S	132	518	1555	3.0 3.5 4.0	
13″	7.25 R 13	TT	90 S	180	654	1988	5.0 5.5 6.0	*
14″	155 R 14	TL	82 T	157	604	1831	4.0 4.5 5.0	*
15″	125 R 15	TL	68 S	127	598	1818	3.0 3.5 4.0	
15″	155 R 15	TL	82 T	157	630	1910	4.0 4.5 5.0	*
400 mm	125 R 400	TT	69 S	130	619	1882	125 135	
400 mm	135 R 400	TT	73 S	138	631	1918	125 135 145	
400 mm	145 R 400	TT	79 S	142	649	1973	145 155	
400 mm	155 R 400	TT	83 S	150	660	2006	145 155 165	
400 mm	165 R 400	TT	87 S	162	677	2059	155 165 185	
400 mm	185 R 400	TT	91 S	185	707	2149	165 185	*
16″	5.50 R 16	TT	84 H	172	690	2088	4.5 5.0 6.0	
16″	185 R 16	TT	92 S	180	707	2139	4.5 5.5 6.0	

1949 RADIAL REVOLUTION

MICHELIN ZX

THE MICHELIN X EVOLUTION

GRIP ON SLIPPERY ROADS

Thanks to a high density of sipes in the tyres tread pattern, the MICHELIN ZX provides even more grip in all conditions compared to the MICHELIN X.

*AVAILABLE IN **WHITE WALL VERSION**
ON PAGE 34

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
13"	6.40 SR 13	TL	87 S	177	642	1952	4.0 4.5 5.5	13 F 13	*
15"	135 SR 15	TL	72 S	137	600	1821	3.5 4.0 4.5	15 CB 13	

1949 RADIAL REVOLUTION

MICHELIN XZX

THE ULTIMATE X EVOLUTION

TRACTION ON SLIPPERY SURFACES

At the end of 1975 the MICHELIN XZX succeed the very popular ZX tyre. Thanks to the two large circumferential grooves and its continuous lateral grooves, the MICHELIN XZX tyre provides excellent drainage in the contact patch. The numerous sipes provide excellent lateral grip on snow-covered surfaces

*AVAILABLE IN **WHITE WALL VERSION**
ON PAGE 34

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
12"	145/70 R 12	TL	69 S	156	520	1552	4,0 4,5 5,0	12 CG 13	
15"	145 SR 15	TL	78 S	147	616	1873	3,5 4,0 5,0	15 E 13	
15"'	165 SR 15	TL	86 S	167	646	1967	4,0 4,5 5,5	15 E 13	*

1949 RADIAL REVOLUTION

MICHELIN X M+S 89

THE WINTER & OFF-ROAD VERSION OF THE MICHELIN X

OFF ROAD & WINTER DRIVING

This all-weather tyre is the right fitment for the Citroën Mehari, 2 CV and Dyane for off-road or winter driving.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
15	135 R 15	TL	72 Q	137	600	1821	3.5 4.0 4.5	15 CB 13

1949 RADIAL REVOLUTION

MICHELIN MX

12'' MICHELIN MX IS BACK

12'' MICHELIN FITMENT

145 R 12 MICHELIN MX... fitment for Fiat 600, Seat 600, BMW 700, Simca 1000 or Ford Fiesta is back!

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
12	145 R 12	TL	72 S	153	551	1650	3,5 4,0 4,5	12 CG 13

1949 RADIAL REVOLUTION

MICHELIN PILOTE X

THE RADIAL HIGH PERFORMANCE TYRE FOR 50'S - 60'S CARS

GRIP FOR 50'S ROADSTERS

Thanks to its radial structure, this tyre provide good grip, allowing to conquer challenges.
The «MICHELIN PILOTE X» tyre suits to high speed cars such has Jaguar XK 150 or Aston Martin DB

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
16	6.00 R 16	TT	88 W	190	708	2152	4.0 4.5 5.5	16 F RET

Asymmetric 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 sidewalls and the various parts of the tread pattern, depending on whether these are on the inner or outer side of the car. The inner and outer sides of a tyre work differently in order to ensure the car has good balance and easy forward motion.

The first standard tyre designed to run at 210 km/h, its exceptional performances naturally saw the XAS destined ***for competition use****:*

Called the Formula France tyre (F.F.) as of 1968, it was involved in track competitions, rallies and hill climbs.

60's

ASYMMETRICAL TYRES

60's ASYMMETRICAL TYRES

MICHELIN XAS

THE DRIVING PRECISION OF TYRES WITH ASYMMETRIC TREAD PATTERN

STABILITY & ROAD HOLDING WHEN CORNERING

Thanks to an asymmetrical sculpture, the tread pattern works differently inside and outside to provide stability and road holding.

*AVAILABLE IN **WHITE WALL VERSION**
ON PAGE 34

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
13	155 HR 13	TT	78 H	157	582	1775	4,0 4,5 5,5	13 D 13	
13	165 HR 13	TT	82 H	167	600	1824	4,0 4,5 5,5	13 D 13	
13	185 HR 13	TT	88 H	186	625	1906	4,5 5,5 6,5	13 F 13	
14	165 HR 14	TT	84 H	167	626	1903	4,0 4,5 5,5	14 D 13	
14	175 HR 14	TL	88 H	178	634	1927	4,5 5,0 6,0	14 E 13	
14	185/70 VR 14	TL	88 V	189	616	1867	4,5 5,5 6,0	14 E 13	
15	155 HR 15	TT	82 H	157	630	1915	4,5 4,5 5,5	15 E 13	
15	165 HR 15	TT	86 H	167	646	1964	4,0 4,5 5,5	15 E 13	
15	165 VR 15	TL	86 V	167	646	1964	4,0 4,5 5,5	15 E 13	
15	180 HR 15	TT	89 H	175	680	2067	4,5 5,0 5,5	15 E 13	*

60's ASYMMETRICAL TYRES

MICHELIN XAS FF

STABILITY & SPECIAL COMPOUND "FORMULE FRANCE"

SPECIFIC COMPETITION COMPOUND «FORMULE FRANCE»

The «FF» , like Formule France, a tread mix which has been developped for racing use : circuit, rally, hill-climb.

STABILITY & ROAD HOLDING WHEN CORNERING

Thanks to an asymmetrical sculpture and his highly efficient special tread mix «Formule France», this tyre allow an optimal adherence for track and rally use.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
13	145 HR 13	TL	74 H	147	565	1175	3,5 4,0 5,0	13 CG 13
13	155 HR 13	TL	78 H	157	582	1775	4,0 4,5 5,5	13 D 13
13	165 HR 13	TL	82 H	175	600	1824	4,0 4,5 5,5	13 D 13
13	185 HR 13	TL	88 H	186	625	1906	4,5 5,5 6,5	13 F 13
15	155 HR 15	TL	82 H	157	630	1915	4,5 4,5 5,5	15 E 13

60's ASYMMETRICAL TYRES

MICHELIN XVS

DEVELOPED FOR HIGH PERFORMANCE 70'S CLASSIC CARS

SAFETY ON WET ROADS

Thanks to a sculpture upgraded from the XAS, which is different on right and left shoulder, this tyre makes it possible to face the major high-speed constraints on slippery winding roads.

SIDE WALL PROTECTION

The XVS-P tyre includes a heavy-duty rubber bead on its outer sidewall, in order to protect the wheel or hubcap from kerbside friction.

*AVAILABLE IN **WHITE WALL VERSION** ON PAGE 34

(1) no sidewall protector

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
15	185 HR 15	TL	93 H	188	674	2049	4.5 5.5 6.0	15 F 13	*
15	185 VR 15	TL	93 V	186	675	2059	4.5 5.5 6.0	15 F 13	(1)
15	235/70 HR 15	TL	101 H	234	711	2155	6.5 7.0 8.5	15 J 13	*

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 construction designed to reach 300 km/h:

The specific features of the XWX allowed it to achieve remarkable performances, combining speed, driving comfort and safety. The original design of its internal construction together with the flexibility of the casing offer exceptional comfort while driving at very high speeds. A VR-category tyre, the XWX can be used above 210 km/h, with a maximum speed of 270 km/h.

70's

TYRES FOR EXCEPTIONAL SPORTING DRIVERS

70's SPORTING DRIVERS

MICHELIN XWX

THE TYRE FOR THE 70'S SUPERCARS

GRIP FOR THE 70'S ULTIMATE SUPERCARS

The special architecture of the XWX ensure that it delivers high performance combining speed, driving pleasure and safety

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
14	205 VR 14	TL	89 W	208	686	2085	5,0 6,0 7,5	14 F 13
14	205/70 VR 14	TL	89 W	209	644	1958	5,5 6,0 7,5	14 F 13
14	215/70 VR 14	TL	92 W	221	658	2000	6,0 6,5 7,5	14 F 13
15	185/70 VR 15	TL	89 V	189	641	1949	5,0 5,5 6,5	15 E 13
15	205/70 VR 15	TL	90 W	209	669	2034	5,5 6,0 7,5	15 F 13
15	215/70 VR 15	TL	90 W	221	683	2076	6,0 6,5 7,5	15 F 13
15	225/70 VR 15	TL	92 W	228	697	2140	6,0 8,0	15 J 13

70's SPORTING DRIVERS

MICHELIN XDX-B

13'' FOR COUPES AND SALOON SPORTS CARS

DRIVING PRECISION

Thanks to an architecture, this tyre allows a very good driving precision on some cars of 70's and 80's such Alpine A310.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
13	185/70 VR 13	TL	86 V	189	590	1815	5,0 5,5 6,5	13 E 13
13	205/70 VR 13	TL	91 V	209	618	1879	5,5 6,0 7,5	13 F 13

70's SPORTING DRIVERS

MICHELIN MXV-P

THE GRIP FOR 80'S SALOON AND CONVERTIBLE CARS

GRIP ON DRY AND WET ROADS

Thanks to symmetrical sculpture, this tyre garantees grip on dry and wet roads.

SIDEWALL PROTECTOR

The tyre includes a heavy-duty rubber bead on its outer sidewall, in order to protect the wheel or hubcap from kerbside friction.

*AVAILABLE IN **WHITE WALL VERSION** ON PAGE 34

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube	
14	185 HR 14	TL	90 H	188	650	1976	4.5 5.5 6.5	14 F 13	*/**

** No sidewall protection for whitewall tyres

70's SPORTING DRIVERS

MICHELIN MXW

THE HIGH PERFORMANCE 15'' TYRE FOR ALPINE

THE SPECIFIC REAR TYRE FOR ALPINE A310

Developped in 1983 to meet the requirement of the Alpine A310, V6 GTA, V6, ans V6 Turbo GTA.
The tyre's tread pattern provides the steering precision needed to optimise sporty driving.

VEHICLES:
REAR OF THE ALPINE A310 V6, V6 GTA AND V6 TURBO GTA

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size	Tube
15	255/45 VR 15	TL	93 W	255	611	1875	8.5 10.0	-

TRX: The first "low profile" Michelin tyres

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 Ferrari, as well as 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 complemented one another perfectly, working together as a single unit. The rim therefore underwent a fundamental transformation, the essential characteristic of which was a flatter, lower flange. This new design of the rim and the bead of the tyre resulted in a gradual curvature of the casing without the «S» shaped flexing inherent in traditional designs.
...for real directional control.

1975

TRX, THE RADIAL TYRE WITH BALANCED STRESS DISTRIBUTION

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).

1975 TRX

MICHELIN TRX-B

THE FIRST LOW PROFILE MICHELIN TYRE

STEERING PRECISION

Thanks to a «Low Profile» allowing to dispatch the tension in the whole tyre casing, the TRX tyre offers better directional stability and is a major contributor to the vehicles safety.

A 70'S TECHNICAL RACING SOLUTION

With its historic profile, this tyre benefits sporty vehicles. The TRX notably distinguished itself in Formula 1 racing with Renault Team and also in the World Rally Championship on the Audi Quattro, 205 Turbo 16, R5 Turbo.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size
340	190/55 VR 340	TL	81 V	191	550	1672	120 TR 135 TR 165 TR
365	220/55 VR 365	TL	92 V	218	607	1845	135 RT 150 RT 180 TR
390	190/65 HR 390	TL	89 H	191	638	1945	120 TR 135 TR 165 TR
390	210/55 VR 390	TL	91 V	219	631	1918	135 RT 150 RT 180 TR
390	220/55 VR 390	TL	88 W	227	642	1952	135 RT 150 RT 180 TR
390	200/60 VR 390	TL	90 V	206	640	1946	120 TR 135 TR 165 TR
390	240/55 VR 390	TL	89 W	239	654	1988	150 TR 165 TR195 TR
415	240/55 VR 415	TL	94 W	239	679	2064	150 TR 165 TR 195 TR

1975 TRX

MICHELIN TRX GT-B

THE ULTIMATE EVOLUTION OF MICHELIN TRX

STEERING PRECISION

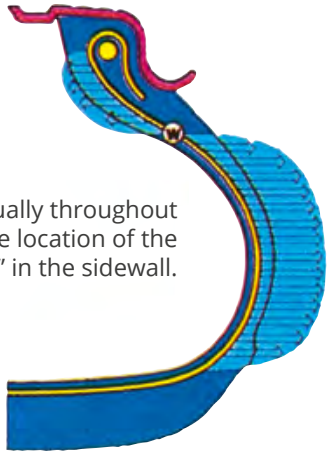
This tyre was developed in partnership with BMW to equip the very exclusive 635 Csi. The tyre is this prestigious coupe's best partner.
Like the MICHELIN TRX its Low Profile guarantees a precise steering response.

LOW NOISE

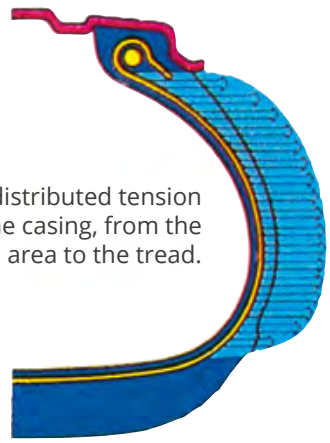
Thanks to its specific tread pattern, the latest version of MICHELIN TRX reduced the rolling noise.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim size
415mm	240/45 VR 415	TL	94 W	253	640	1925	195 TR 210 TR 225 TR

A BIG STEP IN THE DEVELOPMENT OF THE RADIAL TECHNOLOGY



Tension distributed unequally throughout the casing because of the location of the inflexion point "W" in the sidewall.



Evenly distributed tension throughout the casing, from the bead area to the tread.

MICHELIN TYRES WITH A TOUCH OF ELEGANCE

Give your car even more elegance by equipping it with whitewall tyres and add a subtle touch of elegance to your classic car.

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.

WHITE WALL AND WHITE TRIM TYRES

WHITE WALL

MICHELIN X FLANC BLANC

TOUCH OF CLASS ON MICHELIN X

RADIAL TECHNOLOGY

The advantages of the radial tyre compared to the conventional tyre can be seen in all areas:

- great safety: significantly improved road holding, grip and braking.

- economy in use: significant reduction in fuel consumption

- great comfort thanks to the flexibility of the sidewalls.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
12	125 R 12	TL	62 S	132	518	1555	19,5	3.0 3.5 4.0	12 C 13
13	7.25 R 13	TT	90 S	180	654	1988	50	5.0 5.5 6.0	13 F 13
15	125 R 15	TL	68 S	127	598	1818	27	3.0 3.5 4.0	14 D 13
400 mm	165 R 400	TT	87 S	162	677	2059	50	155 165 185	16 F RET

WHITE WALL

MICHELIN ZX FLANC BLANC

THE MICHELIN ZX WITH A TOUCH OF CLASS

GRIP ON SLIPPERY ROADS

Thanks to a high density of sipes in the tyres tread pattern, the MICHELIN ZX provided even more grip in all conditions compared to the MICHELIN X.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
13	6.40 SR 13	TL	87 S	177	642	1952	48	4.0 4.5 5.5	13 F 13

WHITE WALL

MICHELIN MXV FLANC BLANC

TOUCH OF CLASS ON MICHELIN MXV

GRIP ON DRY WET ROAD

Thanks to symmetrical sculpture, this tyre garantees grip on dry and wet roads.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
14	185 HR 14	TL	90 H	188	650	1976	20	4.5 5.5 6.5	14 F 13

No sidewall protection for whitewall tyres

WHITE WALL

MICHELIN XZX FLANC BLANC

THE MICHELIN XZX WITH A TOUCH OF CLASS

TRACTION ON SLIPPERY SURFACES

At the end of 1975 the MICHELIN XZX succeed the very popular ZX tyre. Thanks to the two large circumferential grooves and its continuous lateral grooves, the MICHELIN XZX tyre provides excellent drainage in the contact patch. The numerous sipes provide excellent lateral grip on snow-covered surfaces

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
15	165 SR 15	TL	86 S	167	646	1967	27,5	4,0 4,5 5,5	15 E 13

WHITE WALL

MICHELIN **XAS** FLANC BLANC

TOUCH OF CLASS ON MICHELIN XAS

STABILITY & ROAD HOLDING WHEN CORNERING

Thanks to an asymmetrical sculpture, the tread pattern works differently inside and outside to provide stability and road holding.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
15	180 HR 15	TT	89 H	175	680	2067	44,5	4,5 5,0 5,5	15 E 13

WHITE WALL

MICHELIN **XVS** FLANC BLANC

TOUCH OF CLASS ON MICHELIN XVS

GRIP

Thanks to a sculpture upgraded from the XAS, which is different on right and left shoulder, this tyre makes it possible to face the major high-speed constraints on slippery winding roads.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	White wall width (mm)	Rim size	Tube
15	185 HR 15	TL	93 H	188	674	2049	37.5	4.5 5.5 6.0	15 F 13
15	235/70 HR 15	TL	101 H	234	711	2155	20	6.5 7.0 8.5	15 J 13

Modern Classics

With the Youngtimer movement offering the possibility of rediscovering cars from the 80's to 2000, Michelin is developing tyre ranges with future classics in mind. This will make it possible for todays modern classic drivers to enjoy the driving pleasure that both they and their cars deserve.

80's ▸ 2000

MODERN CLASSICS

MICHELIN PILOT EXALTO PE2

OPTIMIZE THE GRIP OF YOUR MODERN CLASSIC SPORTS CARS

GRIP WHEN CORNERING

The MICHELIN Pilot Exalto PE2 tyre offers excellent road holding when cornering, thanks to its VCP (Variable Contact Patch) that increases the area in which the tread is in contact with the ground as cornering efforts increase.

GRIP FOR SPORTY CARS

Designed to provide the grip demanded by sports vehicles, thanks to a rubber compound using the ALM (Adhesion and Longevity Maximised) technology developed from competition use.

MAXIMUM WATER EVACUATION

The asymmetrical tread maximizes water evacuation.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim	Fuel efficiency (from A to E)	Grip on wet road (from A to E)	Exterior driving noise classification (A to C)
13	175/65 R13	TL	80T	182	553	1738	5,0 5,0 6,0	D	A	2
	175/60 R13	TL	77H	176	540	1697	5,0 5,0 6,0	D	A	2
	185/60 R13	TL	80H	185	553	1738	5,0 6,0 6,5	D	A	2
	195/55 R13	TL	80V	195	542	1702	5,5 6,5 7,0	D	A	2
14	165/60 R14	TL	75H	175	557	1751	4,5 5,0 6,0	D	A	2
	175/60 R14	TL	79H	177	562	1765	5,0 5,0 6,0	D	A	2
	185/60 R14	TL	82V	186	576	1809	5,0 5,5 6,0	D	A	2
	185/55 R14	TL	82V	185	561	1762	5,0 6,0 6,5	D	A	2
15	185/55 R15	TL	82V	195	589	1850	5,0 6,0 6,5	D	A	2
	195/50 R15	TL	82V	195	580	1822	5,5 6,0 7,0	D	A	2
	195/55 R15	TL	88V	195	589	1850	5,5 6,0 7,0	D	A	2

MICHELIN PRIMACY 3

SAFETY & LONGEVITY FOR CLASSIC SALOON CARS

SAFETY ON WET ROADS

Drive safely even in the rain thanks to the combination of autoblocking sipes
and a patented rubber compound that allows excellent performances on
wet roads.(1)

LONGEVITY

The life of the MICHELIN Primacy 3 tire has been improved thanks to a rubber
compound that is highly resistant to abrasion and an optimized ground contact patch that spreads pressure and heat in the tyre more evenly.

Voted best tyre in its category by the ADAC in 2015 and 2018(2)

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim	Fuel efficiency (from A to E)	Grip on wet road (from A to E)	Exterior driving noise classification (A to C)
15	195/60 R15	TL	88V	205	621	1952	5,0 6,0 7,0	C	A	2
	205/60 R15	TL	91W	205	621	1952	5,5 6,0 7,5	C	A	2
16	235/60 R16	TL	100W	233	682	2143	6,5 7,0 8,5	C	A	2

(1) Braking efficiency on wet surfaces: The MICHELIN Primacy 3 tyre is graded A on the European label for grip on wet roads.
(2) The MICHELIN Primacy 3 tyre obtained the best grade for longevity during the comparative test performed by the ADAC, in the dimension 205/55 R16 91V, published in February 2015 and February 2018.

80's 2000 MODERN CLASSICS

MICHELIN MXV3-A

STYLE FOR NEW CLASSIC SALOON CARS

GOOD MILEAGE PERFORMANCE

The potential mileage of this tyre gets close to traditional modern tyres whilst offering enhanced performance and safety.

LOW NOISE DRIVING

This low-noise tyre offers great driving comfort

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim
14	195/60 VR 14	TL	86 V	201	590	1789	5.5 6.0 7.0
14	195/65 VR 14	TL	89 V	201	610	1849	5.5 6.0 7.0

80's 2000 MODERN CLASSICS

MICHELIN PILOT SX MXX3

THE 90'S REFERENCE FOR SPORTY CARS

HIGH PERFORMANCES FOR 90'S VEHICLES

The tread pattern of the MICHELIN Pilot SX MXX3 was developed to provide precise steering control and enhanced handling characteristics.
Two sizes to equip Porsche cars like the 964, 993, and 930

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim
16	205/55 ZR 16	TL	91 Y	223	642	1928	5.5 6.5 7.5
16	245/45 ZR 16	TL	94 Y	253	634	1909	7.5 8.0 9.0

80's 2000 MODERN CLASSICS

MICHELIN PILOT SPORT

THE DIRECTIONNAL CLASSIC TYRE FOR HIGH PERFORMANCE

FOR SPORT AND SUPER SPORT VEHICLES

The original fitment for Ferrari Testarossa
Its sharp V-shaped directional tread pattern allows the tyres to be pushed to the limits in extreme conditions.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim
16	225/50 ZR 16	TL	92 Y	242	642	1928	6.0 7.0 8.0
16	255/50 ZR 16	TL	99 Y	276	672	2019	7.0 8.0 9.0

80's 2000 MODERN CLASSICS

MICHELIN PILOT SPORT 2

THE EQUIPMENT OF THE DODGE VIPER

THE HIGH PERFORMANCE 17'' TYRE FOR DODGE VIPER

Exclusive fitment of the American icon Dodge Viper.
The MICHELIN Pilot Sport 2 tyre was developed from Michelin's experience in F1. Features include an asymmetrical tread pattern with a variable contact patch that increases the area of the tread in contact with the road as lateral forces increase during cornering. Combined with an extremely stable tread pattern that resists deformation, the PS2 offers great wet performance without compromising in the dry.

Size 275/40 ZR 17 is also a great fitment for many Corvette C4

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim
17	275/40 ZR 17	TL	98 Y	277	652	1989	9.0 9.5 11.0
17	335/35 ZR 17	TL	106 Y	343	666	2031	11.0 12.0 13.0

MICHELIN X M+S 244

THE VERSATILE TYRE FOR CLASSIC 4X4

VERSATILE

The MICHELIN XM+S 244 retains its authentic period look whilst benefitting from Michelin modern technological advances. This offers even improved performance in both wet and dry conditions with greater longevity.

ROBUSTNESS

Thanks to its deep tread and well-defined grooves, combined with a strong but flexible casing the XM+S 244 offers precise handling, good off-road performance, comfort and quiet running in urban conditions.

For countries in which their use is authorised, and in compliance with legislation, studs can be fitted in the holes on numerous tread blocks for even greater grip in winter conditions. From the world's most challenging roads and changing conditions, the XM+S 244 will keep the original aesthetic authenticity of classic 4x4 vehicles and ensure reliability, safety and excellent mileage return.

Seat	Dimension	TL/TT	Load index / Speed code	Section width (mm)	External diameter (mm)	Tread circumference (mm)	Rim	Tube
16	205 R 16	TL	104 T	203	736	2312	5,0 5,5 7,0	15/17 H 13


RANGE ROVER

TUBE

Tubetype and Tubeless:

• Tubetype: inner tube separate from the tyre
• Tubeless: inner tube incorporated into the tyre. Requires an airtight wheel.
It is advisable to fit new Michelin tubes into new Michelin tube type tyres and also in tubeless tyres only if the wheel is not suitable for tubeless fitments.
It is essential that they are fitted correctly and especially important to avoid the possibility of trapping air between the tyre and the tube. To facilitate this the tube should always be lightly coated with French chalk and inflated slowly. The air between the tube and the tyre should be allowed to escape by depressing the valve into the vale hole. Michelin tyres of lower aspect ratio than 70% are not designed for use with tubes, no suitable tubes are produced and no attempt must be made to fit any tubes in these tyres.

Tyre dimensions	Tube dimensions	Valve
700-80 / 700-85 / 710-90	710-90 RET R 2030	**Straight** 
750-85 / 760-90	760-90 RET R 2030	
765-105 / 820-120 / 815-135 / 835-135 / 775-145	820-120 RET R 2030 R 2005	
815-105 / 880-120 / 895-135 / 935-135 / 815-120 / 33-4 / 32-4.5 / 33-5	880-120 RET R 2030 R 2005	
715-115 / 720-120 / 730-130 / 11-45 / 12-45 / 13-45 / 14-45 / 15/16-45	18 C RET	**Right angle elbow**  Michelin valve reference 1466 + elbow extension reference 1197 (delivered with the tube)
150/160X40 / 165 & 185-400 / 5.50 & 6.00-16	16 F RET	**Obllic angled**  valve reference ETRTO-V2-01-1 valve reference Michelin 746
4.5 to 600-17 / 5.50-18	17/18 E RET	
715-115 / 720-120 / 730-130 / 11 to 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 to 5.50-20 / 4.40/5.50-21	20/21 CD RET	
5.00 to 7.00-21 / 5.00 à 7.00-19 / 775-145 / 15/16/17-50	19/20 H RET	

USE ADVICE

1°- INTRODUCTION

We recommend that 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 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 constructor's guidelines and the 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 operating 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 46 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 allow 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 operating pressure. Screw on the cap to ensure a complete seal.

Balancing

- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention is to 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 roads, 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 must avoid:
- Direct and prolonged exposure to sunlight, sources of high heat and dampness, 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° - AGEING OF TYRES

- 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 ageing 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 operating 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 of 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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MICHELIN

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Tyres are recyclable products