

# ***THE MICHELIN CLASSIC TYRE RANGE***



**MICHELIN**



Section width (mm)

Aspect ratio (%) (diameter/width)

R = Radial tyre

Nominal rim diameter (inches)

Load index

Maximum speed: 270kph

Speed rating: VR = up to 210kph

Tread pattern type

**12\*45**

Nominal rim diameter (cm)  
Section width (cm)

**125 \* 400**

Nominal rim diameter (mm)  
Section width (mm)

**165 HR 15**

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

**205/70 VR 15**

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



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

## LOAD INDEX AND SPEED RATING

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

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

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

## TUBE-TYPE AND TUBELESS TYRES

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

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



# TECHNOLOGICAL EXPERTISE AND AUTHENTICITY

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

## MICHELIN EXPERTISE...

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

## ...AND RESPECT FOR THE NORMS OF THE DAY

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

## MODERN CLASSICS

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

## WHITEWALL TYRES

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



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

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

For further technical information about Michelin Classic products, visit [classic.michelin.com](http://classic.michelin.com)



# 1930s TYRES

## **WIRED-ON CROSSPLY TYRES**

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

### **LONGER LIFE**

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

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

Michelin currently markets two types of beaded edge tyre:

### **THE DOUBLE RIVET**

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

### **THE SUPERCONFORT**

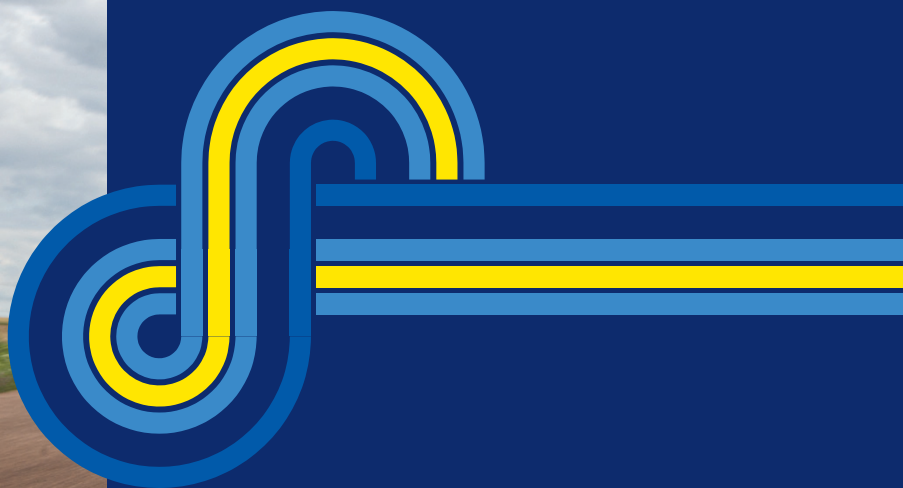
The permanent quest for lower running pressures and wear rates resulted in the release of the MICHELIN Superconfort in 1932. This very-low-pressure tyre was followed in 1935 by the Superconfort Stop S, the first tyre to feature an extensively-siped pattern for wet-weather performance. At the time, Michelin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



**MICHELIN DOUBLE RIVET**



**MICHELIN SUPERCONFORT**



## CROSSPLY TYRES

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

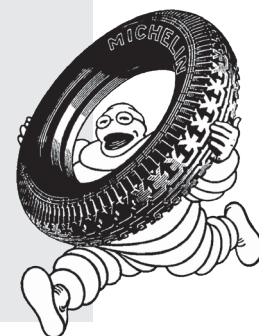
(\*Offset valve \*\*Straight valve)

## CROSSPLY TYRE PRESSURES

**The guidelines for normal use are:**

- maximum speed: 150kph,
- inflation pressure: between 2 and 3.5 bar.

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



# MICHELIN X TYRES

## THE RADIAL REVOLUTION

### A REVOLUTIONARY CONSTRUCTION FOR UNPRECEDENTED PERFORMANCE...

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

### A MICHELIN INNOVATION

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

### RADIAL TECHNOLOGY

Radial tyres surpassed their crossply counterparts on every front:

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

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

### THE MICHELIN X TYRES AND EVOLUTIONS

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



MICHELIN X



MICHELIN ZX



MICHELIN XZX



MICHELIN X M+S 89

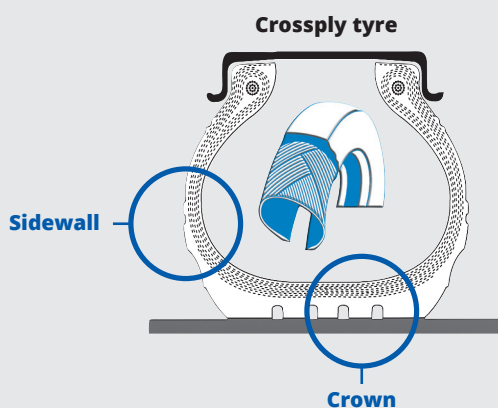


MICHELIN MX

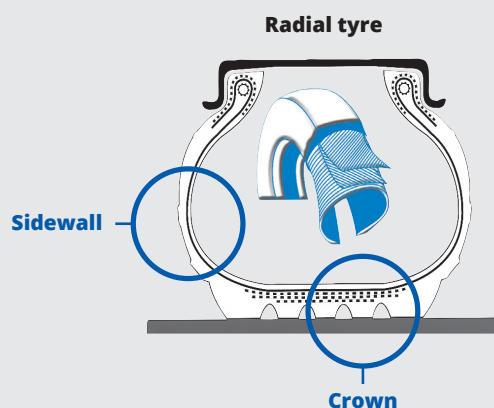


| Seat | Size      | Tread pattern | TT/TL | Load index / Speed rating | Tread width (mm) | Nominal rim diameter (mm) | Rolling circumference (mm) | Rim (min - normal - max) | Inner tube |
|------|-----------|---------------|-------|---------------------------|------------------|---------------------------|----------------------------|--------------------------|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

# TECHNICAL INFORMATION



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



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



# MICHELIN XAS TYRES



## PRECISION

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

### ASYMMETRIC, LIKE THE HUMAN FOOT!

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

### AS IF ON RAILS

Thanks to this breakthrough, the MICHELIN XAS delivered:

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

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

### WHITEWALL OR WHITE TRIM TYRES

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

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



MICHELIN XAS



MICHELIN XVS



MICHELIN MXV



WHITEWALL AND WHITE  
TRIM TYRES





## THE MICHELIN XAS AND EVOLUTIONS

| Seat | Size         | Tread pattern | TT/TL | Load index / Speed rating | Tread width (mm) | Nominal rim diameter (mm) | Rolling circumference (mm) | Rim (min - normal - max) | Inner tube |
|------|--------------|---------------|-------|---------------------------|------------------|---------------------------|----------------------------|--------------------------|------------|
| 13   | 145 HR 13    | XAS FF        | TL    | 74 H                      | 147              | 565                       | 1175                       | 3.5 - 4.0 - 5.0          | 13 CG 13   |
|      | 155 HR 13    | XAS FF        | TL    | 78 H                      | 157              | 582                       | 1775                       | 4.0 - 4.5 - 5.5          | 13 D 13    |
|      | 165 HR 13    | XAS et FF     | TL    | 82 H                      | 167              | 600                       | 1824                       | 4.0 - 4.5 - 5.5          | 13 D 13    |
|      | 185 HR 13    | XAS FF        | TL    | 88 H                      | 186              | 625                       | 1906                       | 4.5 - 5.5 - 6.5          | 13 F 13    |
| 14   | 165 HR 14    | XAS           | TL    | 84 H                      | 167              | 626                       | 1903                       | 4.0 - 4.5 - 5.5          | 14 D 13    |
|      | 175 HR 14    | XAS           | TL    | 88 H                      | 178              | 634                       | 1927                       | 4.5 - 5.0 - 6.0          | 14 E 13    |
|      | 185 HR 14    | MXV-P         | TL    | 90 H                      | 188              | 650                       | 1976                       | 4.5 - 5.5 - 6.5          | 14 F 13    |
|      | 185/70 VR 14 | XAS           | TL    | 88 V                      | 189              | 616                       | 1867                       | 4.5 - 5.5 - 6.0          | 14 E 13    |
|      | 155 HR 15    | XAS FF        | TL    | 82 H                      | 157              | 630                       | 1915                       | 4.0 - 4.5 - 5.0          | 15 E 13    |
| 15   | 155 HR 15    | XAS           | TT    | 82 H                      | 157              | 630                       | 1915                       | 4.0 - 4.5 - 5.0          | 15 E 13    |
|      | 165 VR 15    | XAS NO        | TL    | 86 V                      | 167              | 646                       | 1964                       | 4.0 - 4.5 - 5.5          | 15 E 13    |
|      | 180 HR 15    | XAS           | TT    | 89 H                      | 175              | 680                       | 2067                       | 4.5 - 5.0 - 5.5          | 15 E 13    |
|      | 185 HR 15    | XVS-P         | TL    | 93 H                      | 188              | 674                       | 2049                       | 4.5 - 5.5 - 6.0          | 15 F 13    |
|      | 185 VR 15    | XVS           | TL    | 93 V                      | 186              | 675                       | 2059                       | 4.5 - 5.5 - 6.0          | 15 F 13    |

## WHITEWALL/WHITE TRIM TYRES

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

# MICHELIN XWX & TRX TYRES

## EXPLORING NEW LIMITS

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

### ENGINEERED FOR HIGH PERFORMANCES

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

### DREAM CARS

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

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

## THE MICHELIN XWX AND EVOLUTIONS

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



MICHELIN XWX

MICHELIN XDX-B

MICHELIN MXW

MICHELIN TRX-B

MICHELIN TRX GT-B



## THE MICHELIN TRX: THE FIRST LOW-PROFILE TYRE

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

## THE FRUIT OF EXTENSIVE RESEARCH...

For the first time, the tyre and rim were engineered to function as a single, indissociable assembly, a move that necessitated a fundamental change to rim design, including flatter, lower flanges.

This and the tyre's bead design resulted in a more gradual curvature of the casing, without the flexion point associated with conventional tyres.

## ...FOR GENUINE CORNERING CONTROL

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

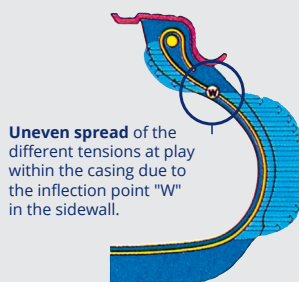
- Remarkable grip thanks to an even spread of the tensions at play across the contact patch,
- Outstanding ride comfort due to the bigger effective flexing zone,
- Superb looks and an original, extensively-grooved tread pattern.

## THE MICHELIN TRX

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

### The MICHELIN TRX marked a new step in the history of radial technology:

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



# MODERN CLASSICS

## SPORT AND PLEASURE

### THE MICHELIN PILOT EXALTO PE2 - IDEAL FOR YOUR GTI

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

### THE MICHELIN PRIMACY - FOR SALOON CARS

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

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



MICHELIN MXV3-A



MICHELIN PRIMACY 3



MICHELIN PILOT EXALTO 2



## THE MICHELIN PILOT SPORT, SX MXX3, PILOT SPORT 2

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

## THE MICHELIN X M+S 244

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

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



**MICHELIN PILOT SPORT**



**MICHELIN SX MXX3**







**MICHELIN PILOT SPORT 2**



**MICHELIN X M + S 244**

# TUBETTYPE

| Tyre size  | Inner tube size | Extensions       | Valves  |
|--|-----------------|------------------|---|
| 650-65 / 700-80 / 700-85 / 710-90 / 775-145  | 710-90 RET      | R 2030           | <b>Straight</b><br><br><br>R 2030 Wooden wheels      R 2005 Steel wheels |
| 750-85 / 760-90 / 765-105  | 760-90 RET      | R 2030           |   |
| 820-20 / 815-135 / 835-135   | 820-120 RET     | R 2030<br>R 2005 | <b>90-degree valve-extension</b><br><br>Michelin valve type: 1466<br>Angled valve-extension type: 1197 (provided with the inner tube)                       |
| 815-105 / 815-120 / 880-120 / 895-135 / 935-135 / 33-4 / 32-4.5 / 33-5                   | 880-120 RET     | R 2030<br>R 2005 |   |
| 715-105 / 720-120 / 730-130 / 740-140 / 11-45 / 12-45 / 13-45 / 14-45 / 15-45 / 16-45    | 18 C RET        | angled<br>RC1197 | <b>Offset</b><br><br>Valve type: ETRTO-V2-01-1<br>Michelin valve type: 746  |
| 155 to 185 R 400 / 185 R 16 / 150 160-40 / 5.00 to 7.50-16                               | 16 F RET        |                  |   |
| 4.50 to 5.00-17 / 5.50-18 / 15-45 / 16-45  | 17/18 E RET     |                  |   |
| 4.75 to 5.25-18 / 4.00 to 4.75-19 / 11 to 14-45 / 715-105 / 720-120 / 7 30-130 / 740-140 | 18/19 CD RET    |                  |   |
| 5.50 to 7.00-17 / 5.50 to 7.00-18 / 17 to 19-45  | 17/18 H RET     |                  |   |
| 4.50 to 5.50-20 / 4.40 to 5.25-21  | 20/21 CD RET    |                  |   |
| 6.00 to 7.00-19 / 5.50 to 7.00-20 / 5.00 to 7.00-21 / 14 to 17-50 / 775-145              | 19/20 H RET     |                  |   |

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



# SAFETY ADVICE FOR THE USE OF CLASSIC CAR TYRES

## 1° - Introduction

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

## 2° - Recommendations

### Pre-use verification rule

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

### Prior to fitting, ensure

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

## 3° - Valve

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

## 4° - Fitting and removing a tyre

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

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

### Fitting - Removal

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

### Inflation

- Important note: only use inflation stations intended for this purpose. In no event should the operator remain in the immediate vicinity of the tyre assembly. As a result, you must ensure that the compressed air pipe fixed to the valve is equipped with a safety clip and that it is of a sufficient length to 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 working pressure. Screw on the cap to ensure a complete seal.

### Balancing

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

## 5° - Recutting tyres

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

## 6° - Storage

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

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

## 7° - Tyre aging

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

## 8° - Monitoring and maintenance

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

## 9° - Conditions of use

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

## 10° - European labelling of tyres

Regulation R117.4 does not apply to:

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



## YOUR DISTRIBUTOR



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

Website: [classic.michelin.com](http://classic.michelin.com)  
Available for sale from your usual supplier

