

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 & 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.