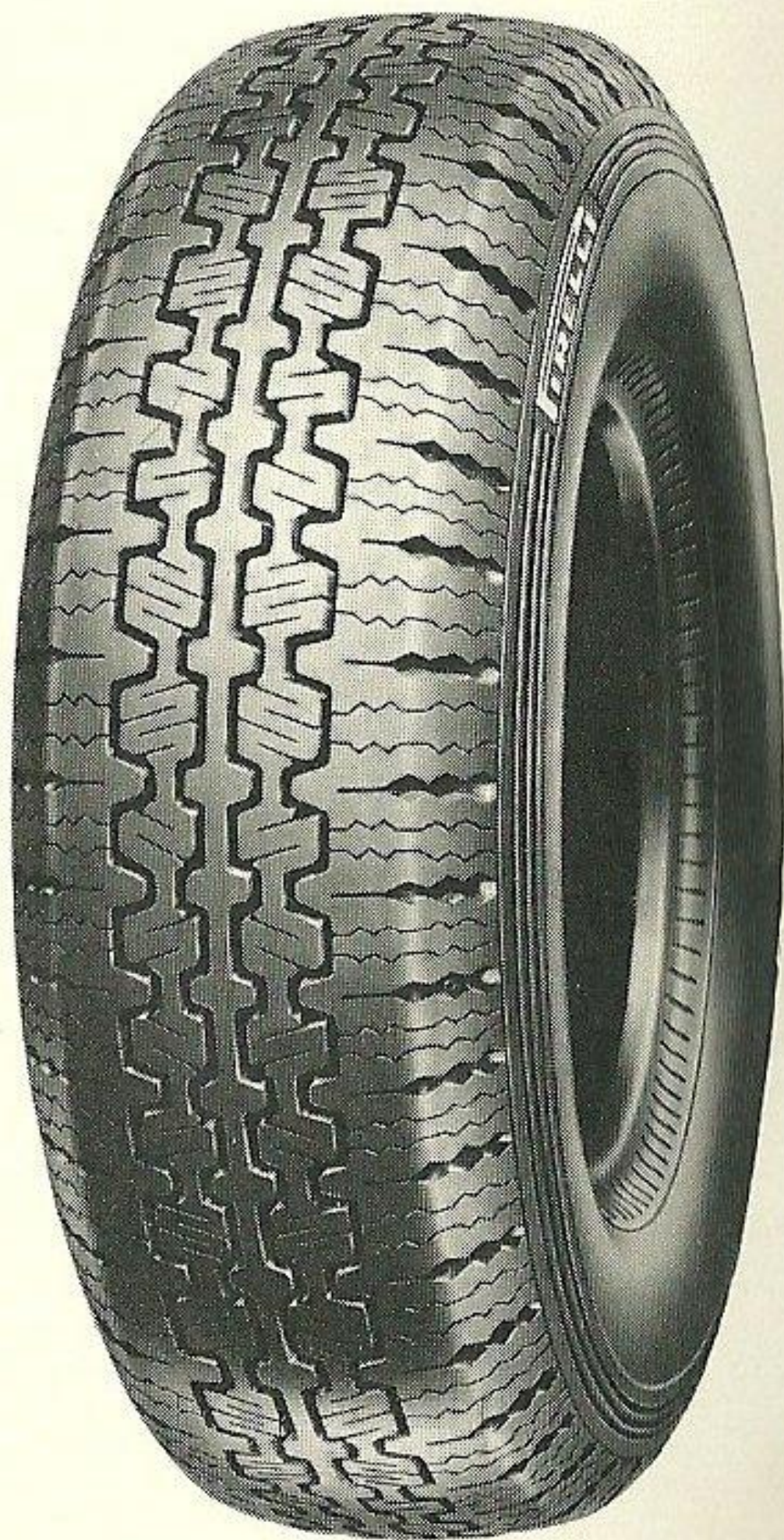


PIRELLI **cinturato®**

pocket guide

A guide to the correct use of
today's most advanced
radial ply tire



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**PLEASE REFER TO THIS MANUAL
WHENEVER FITTING
CINTURATO TIRES**

IMPORTANT NOTE:

General information of a more descriptive nature on Cinturato tires may be found in Pirelli's brochure entitled "CINTURATO - DESIGN AND PERFORMANCE CHARACTERISTICS."

CINTURATO®

POCKET GUIDE

DRIVING CHARACTERISTICS

New Cinturato owners should be advised that they are about to experience a new driving feeling. Familiar road curves become easier to negotiate and there is a new sensation of firmer control of the car, which may require getting used to. This is because the radial tire has higher cornering power than conventional bias angle tires (greater cornering power allows vehicles to corner with lower slip angles). This is usually expressed by drivers with words such as "driving on rails", "glued to the road", "sticky", etc....

In addition to this feature, the increase in cornering force is progressive and *will give notice of approaching breakaway conditions.* Cinturato tires do not lose adhesion suddenly or without warning.

FUEL CONSUMPTION

A reduction in the automobile's gasoline consumption is normally experienced when switching from conventional tires to Pirelli's radial ply tires. This is because belted tires have a lower rolling resistance, generate less heat and reduce drag, thereby utilizing less engine power. This is particularly advantageous at sustained high speeds.

WINTER DRIVING

Regular Cinturatos make good snow tires. In fact, in many European countries where snow tires or chains are mandatory, the Cinturato is a legally accepted alternative. A few Cinturato sizes are even available with an INVERNO tread design (consult Pirelli's price list).

RIMS

Pirelli's radial ply tires are 'low profile' tires; i.e. their sectional width is considerably greater than their sectional height. This gives greater transverse stability. To get full benefit of this they must be fitted to rims of sufficient width. Cinturatos should not be fitted to narrower rims than those shown on page 7 except where approved on the fitment chart.

Because of the special bead profile, the use of a soap solution or vegetable oil lubricant around the beads and rim flanges during fitting is strongly recommended to assist in

the correct seating of the tire on the wheel. This will be aided by inflating the tire to approximately 50/60 lbs. initially before setting the correct operating pressures.

AIR PRESSURES

Accurate adherence to recommended inflation pressures is of paramount importance with Cinturato tires. Inflation pressures shown on the fitment chart do not necessarily agree with the car manufacturer's recommendations; these pressures may have been determined for conventional tires. We cannot emphasize too strongly that it is the tires and the car together which determine inflation pressures, not the car alone.

Radial ply construction is different from conventional tires, and when properly inflated they may look "flat" or "soft". This is the way they are meant to look. Be guided by the recommended inflations, and be sure your customer understands that proper tire inflation is essential to get maximum benefit and performance from Cinturato tires.

For highway driving at full load: Increase the pressure by 2 or 3 pounds.

For competition or racing: Increase the inflations by 6 pounds. (In this case it is particularly important to make sure that the tires are not fitted on rims narrower than the sizes recommended.)

When using Cinturato "HS" tires, the following rules apply:

- a) For normal high speed touring: fitment

chart inflations.

b) For high speed touring with spurts of over 90 mph: increase fitment chart inflations by 2 lbs. for each 10 mph over 90.

c) For competition and racing at sustained top speed: Same as b) with a further increase of 5 lbs.

In the ordinary course of using the car, adjustments can be made to suit the individual preferences of the driver.

ALIGNMENT & BALANCE

Before driving on Cinturato tires, make sure that the toe-in of the front wheels is kept between 0" and $5/64$ ". This applies to every car, regardless of manufacturers' specifications. It is strongly recommended that all wheels be balanced, both statically and dynamically. This is especially important with cars which may be driven at high speeds.

TUBES

Best performance is assured with Cinturato tires when they are fitted with the correct Pirelli tube. It is essential, in all circumstances, that the tubes should carry the same size markings as the tires themselves. Whenever the car may be expected to be driven at its full potential, Pirelli Super-sport tubes should be used.

SPEEDS

Cinturato tires are suitable for speeds of up to 130 mph. The "HS" type is suitable for speeds of 150 mph.

PAIRING

Because of their inherent road-holding characteristics and lower radius, radial ply tires perform best when fitted in complete sets. They may, however, be fitted in pairs with good results, provided the belted tires are on the same axle. Since Cinturato tires have a lower slip angle than conventional tires, it is better to mount them as a pair on the rear wheels. A lower slip angle on the rear wheels helps preserve a desirable – and safer – understeering condition.

Cars with independent rear suspension are best equipped with Cinturato on all four wheels.

SIZE CONVERSION

Pirelli's braced tread tires are made in sizes which follow a special unification system for radial tires. The corresponding dimensions are very similar to those of the newly introduced Low Section Height series. As a rule they have a lower and wider profile than conventional sizes. The first figure of each tire size, representing the cross-section, is given in millimeters instead of inches. The second figure, representing the diameter of the rim, is given in inches. The speedo-

meter readings chart may be used for the purpose of finding the conventional tires equivalent to specific Cinturato tires. As a rule, however, it is advisable to refer only to the fitment chart on pages 4 and 5, which shows the correct replacement car by car.

A few B/S sizes, it will be seen, are made in conventional sizes as well. No conversion is then needed.

CONSTRUCTIONS

CINTURATO – The Cinturato is available in three types of constructions which differ in the materials used *but not necessarily in their outward appearance.*

THE CINTURATO: For sustained speeds of up to 130 mph. Available in the widest range of sizes.

THE CINTURATO "S": Designed especially for the Alfa Romeo Giulia. Available only in size 155-15. Top speed 130 mph.

THE CINTURATO H.S.: For sustained speeds of up to 150 mph. Designed especially for the fastest production cars available, such as Ferrari, Maserati, Aston-Martin, Stingray, Cobra, Jaguar XKE, etc.

It must be stressed that the difference between the above Cinturato types is primarily in the *top speeds which can be achieved safely*, and not necessarily in handling characteristics.

SPEEDOMETER READINGS

The lower profile of metric-size tires, when replacing conventional tires, often reduces the rolling radius of the wheel. When this occurs, there will be a slightly greater number of wheel revolutions per mile. This has the effect of making the speedometer read slightly higher (and at the same time giving more brilliant acceleration and better uphill performance). While the actual difference in speedometer readings is almost negligible, some owners may wish to correct the error.

The following chart gives the exact percentages of difference which can be used to reset the speedometer. The dimensions are those of Cinturato tires fitted on the recommended rims. *It is important to bear in mind that the rolling radius and the revolutions per mile of Cinturato tires do not change under varying conditions of speed and load.* Hence the Cinturato gives the most consistent possible odometer readings at all highway speeds.

(SEE CHART NEXT PAGE)

CONVERSION CHART - CONVENTIONAL

Conventional Size	Rev. Per Mile	Cinturato Equivalent	Rev. Per Mile	Percentage Difference
5.20-10	1069	145-10	1090	+1.96%
4.80-12	999	135-12	1003	+0.40%
5.20-12	949	135-12	1003	+5.69%
5.20-12	949	145-12	996	+4.95%
5.50-12	971	145-12	996	+2.57%
5.20-13	912	135-13	952	+4.39%
5.20-13	912	145-13	941	+3.18%
5.50-13	925	145-13	941	+1.73%
5.60-13	889	155-13	922	+3.71%
5.90-13	863	165-13	899	+4.17%
6.00-13	884	165-13	901	+1.92%
6.40-13	838	175-13	879	+4.89%
6.50-13	856	175-13	879	+2.69%
5.20-14	861	145-14	899	+4.41%
5.60-14	851	155-14	889	+4.47%
5.90-14	821	165-14	869	+5.85%
6.00-14	853	165-14	869	+1.88%
6.40-14	805	175-14	846	+5.09%

6.50-14	829	175-14	846	+2.05%
6.50-14	829	185-14	821	-0.97%
7.00-14	807	185-14	821	+1.73%
4.25-15	884	135-15	884	0
5.0-15	867	145-15	854	-1.52%
5.00-15	823	155-15	840	+2.07%
5.50/5.90-15	797	155-15	840	+5.40%
5.50/5.90-15	797	165-15	829	+4.02%
5.60-15	823	155-15	840	+2.07%
5.60-15	823	165-15	829	+0.73%
6.00-15	832	165-15	829	-0.36%
6.00-15	832	175-15	811	-2.59%
6.40-15	772	175-15	811	+5.05%
6.40-15	772	185-15	799	+3.50%
6.50-15	781	165-15	829	+6.15%
6.50-15	781	175-15	811	+3.84%
6.50-15	781	185-15	799	+2.30%
6.70-15	764	185-15	799	+3.96%
6.70-15	764	205-15	773	+1.13%
7.10-15	735	205-15	773	+5.17%
6.00/6.40-16	745	175-16	791	+6.17%
6.00/6.40-16	745	185-16	774	+3.87%
6.70-16	734	185-16	774	+5.45%

CONVERSION CHART

13" AND LOW SECTION HEIGHT 14" AND 15"

Low Section Height Size	Rev. Per Mile	Cinturato Equivalent	Rev. Per Mile	Percentage Difference
6.00-13	884	165-13	901	+1.92%
6.50-13	856	175-13	879	+2.69%
6.95-14	817	175-14	849	+3.92%
6.95-14	817	185-14	827	+1.22%
7.35-14	798	185-14	827	+3.63%
7.35-14	798	205-14	787	-1.38%
7.75-14	776	205-14	787	+1.42%
8.25-14	760	205-14	787	+3.55%
6.85-15	790	175-15	817	+3.42%
7.35-15	775	185-15	787	+1.55%
7.75-15	760	185-15	787	+3.55%
7.75-15	760	205-15	758	-0.26%
8.15-15	750	205-15	758	+1.07%

**CINTURATO
FITMENT
CHART
FOR
182
AUTOMOBILE MODELS**

CINTURATO FITMENT CHART

MODELS	Original Equipment	Rim Size	Pirelli Cinturato	Inflations FR. RR.
<u>ABARTH (Italy)</u>				
850	5.20-12	3½ Sp.	135-12	18 23
Monomille	145-13	4 J	145-13	18 23
<u>A.C. (Great Britain)</u>				
Cobra (Ford)	6.70-15	5K	185-15 HS	32 26
Greyhound	6.40-15	5K	175-15	26 28
<u>ALFA ROMEO (Italy)</u>				
Giulia Sprint & Spyder	155-15S	4½ J	155-15S	23 24
Giulietta	155-15	4½ J	155-15	20 21
Giulietta Sport, Sprint				
Veloce, Spyder, Spyder				
Veloce, T.l.	155-15	4½ J	155-15	21 23
1900 1° Serie, 2° Serie,				
Super	165-400	165-400	165-400	24 24
1900 T.l. Super and Super				
Sprint	165-400	165-400	165-400	26 26

2000	165-400	165-400	165-400	27	28
2600	165-400	165-400	165-400	30	31

ALVIS (Great Britain)

All models	6.00/ 6.40-15	4½ J	165-15	28	30
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ASTON MARTIN (Great Britain)

DB2, DB2/4	6.00-16	5 K	175-16	27	28
DB2/4 Mark III, DB4	6.00-16	5 K	185-16 HS	29	31
DB5	6.70-15	5½ K	185-15 HS	26	28
DB4 Saloon & Conv.	6.70-15	5½ K	185-15 HS	26	26

AUSTIN (Great Britain)

850 Mini	5.20-10	3.50 B	145-10	26	24
Mini Cooper	5.20-10	3.50B	145-10	28	26
1100	5.50-12	3½ J	145-12	28	24

AUSTIN HEALEY (Great Britain)

100, 100-6	5.90-15	4 J	165-15	23	24
3000	5.90-15	4 J	165-15	25	27
Sprite	5.20-13	3½ D	135-13 145-13	26 24	26 24

CINTURATO FITMENT CHART (CONT.)

MODELS

Original Equipment	Rim Size	Pirelli Cinturato	Inflations FR. RR.
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BENTLEY (Great Britain)

Continental

6.70-16	5 K	185-16	34 36
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B.M.W. (Germany)

1500

6.00-14	4½ J	165-14	26 26
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1800

6.00-14	4½ J	165-14	28 28
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700 (All Models)

5.20-12	4 J	145-12	22 26
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BUICK (U.S.A.)

Special Sedans V6 '65

{ 6.95-14 7.35-14 8.45-15 6.95-14 8.15-15 6.50-13	5 J	175-14	26 26
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Riviera '65

5 J	185-14	26 26
-----	--------	-------

Special '64

6 L	205-15	28 28
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Riviera '64 & '63

5 J	175-14	26 26
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Special '63

6 L	205-15	26 26
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CHEVROLET (U.S.A.)

Corvaire '61 thru '65

6.50-13	5½ J	175-13	20 24
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Chevy II and Nova thru
'65

Chevy II and Nova thru
'65 14 in. opt.

Corvette '65

Corvette '63 & '64

Corvette thru 62

1 15 1

CITROËN (France)

DS 19, ID 19

Ami 6, 2CV

165-400
125-15/

380

165-400
125-15

24
18
20
21

COMET (U.S.A.)

See Mercury

DATSUN (Japan)

Bluebird Saloon, 1500 Sp.

5.60-13

4 J

165-13

24

24

† H.S. optional

CINTURATO FITMENT CHART (CONT.)

MODELS	Original Equipment	Rim Size	Pirelli Cinturato	Inflations FR. RR.
<u>DAF (Holland)</u>				
750 & Daffodil	145-13	4 J	145-13	17 22
<u>DAIMLER (Great Britain)</u>				
SP 250	5.50/ 5.90-15	4 J	165-15	26 28
<u>D.K.W. (Germany)</u>				
All models thru 1961	5.60-15	4 J	155-15	20 23
F12	5.50-13	4 J	145-13	21 21
1000 Sp.	155-15	4 J	155-15	20 20
<u>DODGE (U.S.A.)</u>				
Dart 8 cyl. 65 14 in. opt.	6.95-14	4½ J	175-14	24 26
<u>ELVA (Great Britain)</u>				
Courier Mark IVT	5.60-13	4½ J	155-13	24 26

FERRARI (Italy)

500 Superveloce	205-15 HS 6.5	205-15 HS	31	34
330 G.T.	205-15 HS 6.5	205-15 HS	31	34
275 GTB	205-14 HS 6.5	205-14 HS	34	40
275 GTS	185-14 HS 6.5	185-14 HS	34	40
250 2+2 (62-64)	185-15 5.5	185-15 HS	24	28
250 GT (62-64)	175-400 5.50	175-400 HS	24	27

FIAT (Italy)

2300S Coupé	165-15 HS 4½ J	165-15 HS	30	31
1500 Spyder	155-15 4½ J	155-15	24	24
1500 Roadster	145-14 3½ J	145-14	23	24
600-600 D	5.20-12 3½ Sp.	135-12	16	23
850	5.50-12 4 J	145-12	18	26

FORD (U.S.A.)

Falcon all models thru '65	6.00-13 4 J	175-13	24	24
Falcon 14 in. opt. 64/65	6.45-14 4½ J	{ 175-14 185-14	24 22	24 22
Mustang 6 cyl. 13 inch	6.50-13 4½ J	175-13	26	26
Mustang 6 cyl. 14 inch	6.95-14 5 J	185-14	26	26
Mustang 8 cyl. thru '65	6.95-14 5 J	185-14	26	26
Thunderbird '65	8.15-15 5½ JK	205-15	28	28

CINTURATO FITMENT CHART (CONT.)

MODELS

Original Equipment Rim Size Pirelli Cinturato FR. Inflatons RR.

FORD (U.S.A.) - Cont.

Thunderbird '64

Thunderbird '63

8.15-15

8.00-14

5½ JK

5½ J

205-15

205-14

26

26

FORD (Great Britain)

Anglia

Cobra (A.C.)

Cortina 1200

Cortina 1500

5.20-13

6.70-15

5.20-13

5.60-13

3½ J

5 K

3.50 J

3.50 J

22

24

24

24

22

26

24

24

HILLMAN (Great Britain)

Minx

Imp

Minx V

5.60-15

5.50-12

6.00-13

4 J

4 J

4½ J

155-15

145-12

165-13

24

18

26

26

32

26

HONDA (Japan)

600

5.20-13

4 J

145-13

26

26

INNOCENTI (Italy)

"S" Spyder 145-13 4 J 145-13 24 24

ISO (Italy)

GT 185-15* 5½ K 185-15HS 30 34

JAGUAR (Great Britain)

2.4 (57-58) 6.40-15 4½ J 165-15 27 25
2.4 (59 on) 6.40-15 5 K 175-15 26 24
3.4, 3.8 (60 on) 6.40-15 5 K 185-15 28 26
MARK VII, VIII, IX 6.70-16 5½ K 185-16 30 32
XK 120 6.00-16 5 K 175-16 28 34
XK 140 6.00-16 5½ K 185-16 26 30
XK 150 6.00-16 5½ K 185-16 28 32
XKE 6.40-15 5 K 185-15HS 30 32
MARK X 205-14 5½ J 205-14 28 26

LANCIA (Italy)

Appia 1° & 2° serie 155-15/ 4½ J 155-15 19 21
380
Appia 3° serie 155-14/ 4½ J 155-14 19 21
355
Aurelia 2500 G.T. 165-400 165-400 25 25

CINTURATO FITMENT CHART (CONT.)

MODELS

LANCIA (Italy) - Cont.

Flaminia	165-400	165-400	165-400	28	31
Flaminia Sport	175-400	175-400	175-400	26	28
Flavia	165-15/ 380	4½ J	165-15	23	23
Fulvia	155-14	4½ J	155-14	24	24

LOTUS (Great Britain)

Elite	135-15/ 380	4 J	135-15	26	28
Seven America	5.20-13	4 J	145-13	24	24
Elan	5.20-13	4 J	145-13	24	24

MASERATI (Italy)

3500 GT	185-16 HS 5½ K	185-16 HS	28	31
5000	205-15 HS 6 L	205-15 HS	30	34

MERCEDES-BENZ (Germany)

300 SL	6.70-15	5½ K	185-15 HS	28	35
230 SL	185-14	5½ J	185-14	26	31
180-190-219	6.40-13	4½ K	175-13	26	30
190 SL	6.40-13	5 K	175-13	28	30

MERCURY (U.S.A.)

Comet 6 cyl., 64/65	6.95-14	4½ J	175-14	26	26
Comet 8 cyl., 64/65	6.95-14	5 J	185-14	26	26
Comet '63	6.50-13	4½ J	175-13	26	26

M.G. (Great Britain)

MG A 1600	5.60-15	4 J	155-15	23	25
MG A Twin Cam	5.90-15	4 J	165-15	23	25
TD, TF	5.50-15	4 J	155-15	22	24
Magnette	5.90-15	4 J	155-15	25	27
Magnette Mark IV	5.90-14	4 J	165-14	26	28
Midget	5.20-13	4 J	145-13	20	22
1100 Sportsedan	5.50-12	4.00	145-12	30	26
MGB	5.60-14	4/4½ J	155-14	24	26
			165-14	24	26

CINTURATO FITMENT CHART (CONT.)

MODELS

MORGAN (Great Britain)

Plus 4	5.60-15	4 J	155-15	22	24
4/4 Series 2	5.60-15	4 J	155-15	21	23

MORRIS (Great Britain)

Oxford III	5.60-15	4 J	155-15	26	26
Morris 6	6.00-15	4½ J	165-15	28	30
Minor 1000	5.20-14	3.00	145-14	24	25
Mini	5.20-10	3.50 B	145-10	26	24

N.S.U. (Germany)

Prinz	4.80-12	3½ Sp.	145-12	19	24
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OLDSMOBILE (U.S.A.)

F85 64/65	6.95-14	5 J	185-14	24	24
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OPEL (Germany)

Kadett	5.50-12	4.00	145-12	20	26
Rekord	5.90-13	4½ J	165-13	21	25

PEUGEOT (France)

203	155-15/ 380	4½ J	155-15	20	23
403	165-15/ 380	4½ J	165-15	20	23
404	165-15/ 380	4½ J	165-15	21	24
Station Wagon 404	165-15	4½ J	{ 165-15 175-15 }	24 22	34 32

I 23

PLYMOUTH (U.S.A.)

Valiant 6 cyl. thru 65
Valiant 14 in. opt. 65
Barracuda 6 cyl. 65
Barracuda 6 cyl. 14 in. opt.
Barracuda S 8 cyl.

6.50-13	4½ J	175-13	26	26
6.95-14	4½ J	175-14	28	28
6.50-13	4½ J	175-13	26	28
6.95-14	4½ J	175-14	28	30
6.95-14	5½ J	185-14	26	26

PONTIAC (U.S.A.)

Tempest 6 cyl. 64/65
Tempest 8 cyl. 64/65
Tempest 6 cyl. thru 63
Tempest 6 cyl. thru 63
G.T.O. 64/65

6.95-14	5 J	185-14	26	24
7.35-14	5 J	185-14	24	24
6.00-15	5 K	175-15	24	24
6.50-15	5 K	185-15	26	24
7.75-14	6 K	205-14	24	24

CINTURATO FITMENT CHART (CONT.)

MODELS

PORSCHE (Germany)

356A/B 1600	5.60-15	4½ J	155-15†	24	28
356A/B 1600S	5.60-15	4½ J	155-15†	24	28
356/A 1600 GS (Carrera GT)	5.90-15	4½ J	165-15HS	31	34
365/A 1500 GS	5.90-15	4½ S	165-15†	24	28
356/B 1600, S 90	165-15	4½ J	165-15†	26	28
356/B 2000 GS	165-15	4½ J	165-15†	26	28

RAMBLER (U.S.A.)

American 64/65	6.45-14	4½ J	175-14	24	24
American 64/65 15 in. opt.	6.85-15	5 K	175-15	24	24
Classic 64/65	6.95-14	5 K	185-14	24	24
Classic 64/65 15 in. opt.	7.35-15	5 K	185-15	24	24

RENAULT (France)

Dauphine, Gordini, Caravelle	145-15/380	4 J	145-15	16	24
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	380	4 J	145-15	16	25
<u>ROVER (Great Britain)</u>					
3-Liter	6.70-15	5 K	185-15	30	30
2000	165-14	5 K	165-14	26	28
<u>SAAB (Sweden)</u>					
GT 750	155-15	4½ J	155-15	25	23
93, 96	5.00-15	4 J	155-15	23	21
<u>SABRA (Israel)</u>					
GT 4/1	155-15	4½ J	155-15	21	21
<u>SIMCA (France)</u>					
1000 Coupé	145-13	4 J	145-13	16	24
Aronde	5.60-14	4½ J	155-14	20	24
1000	5.60-12	4 J	145-12	18	24

SPRITE (Great Britain)

See Austin-Healey

STUDEBAKER (U.S.A.)

Avanti

6.70-15	5 K	185-15†	26	22
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† H.S. optional

CINTURATO FITMENT CHART (CONT.)

MODELS

Original Equipment	Rim Size	Pirelli Cinturato	Inflations FR. RR.
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SUNBEAM (Great Britain)

Imp	5.50-12	4 J	145-12	18	32
Alpine I	5.60-13	4½ J	{ 165-13 155-13 }	26 28	26 30
Alpine II	6.00-13	4½ J	165-13	26	26
Alpine Tiger	5.90-13	4½ J	175-13	28	28

TRIUMPH (Great Britain)

TR2, TR3, TR4	5.90-15	4½ J	165-15	25	27
TR2/TR3	5.50-15	4 J	155-15	23	26
TR4	5.50-15	4 J	155-15	24	27
Spitfire	5.20-13	3½ J	145-13	21	26
Herald 1200	5.20-13	3½ J	145-13	24	26

VALIANT (U.S.A.)

To 1963	6.50-13	4½ J	175-13	25	27
1964	7.00-13	4½ J	175-13	26	28
1965	{ 7.00-13 6.95-14 }	4½ J	175-13	26	28
		4½ J	185-14	24	24

VOLKSWAGEN (Germany)

All models 1200	5.60-15	4 J	155-15	19	21
Karmen Ghia 1200	5.60-15	4 J	155-15	19	22
1500	6.00-15	4½ J	165-15	19	23

VOLVO (Sweden)

P 1800, P 1800S	165-15	4½ J	165-15	26	28
PV444/544, thru 63	5.90-15	4 J	165-15	21	23
122S thru 63	5.90-15	4 J	165-15	22	24
PV 544, from 64	6.00-15	4 J	165-15	24	26
		{ 4 J	165-15	26	31
122S, from 64	6.00-15	{ 4½ J	165-15	23	26

CINTURATO
GENERAL DATA
AND
OVERALL DIMENSIONS

GENERAL DATA AND OVERALL DIMENSIONS

The following dimensions, pertaining to the Cinturato, are subject to a tolerance of + or - 2% for cross-sections and + or - 1% for diameter and loaded radius.

Overall dimensions refer to new tires inflated at maximum service pressure and mounted on the recommended rim (underlined). When a tire is fitted on a rim narrower (or wider) than specified, the cross-section figure shown in the chart must be reduced (or increased) by approximately 40% of the difference in rim width.

CINTURATO®

SIZE	Cross Section	Over- all Diam.	Static Loaded Radius	(at 62 mph)		Rev. (mile)	RIMS	Tube Group
				Roll. Rad.	Roll. Circ.			
145-10	5.39	19.37	8.66	9.05	56.88	1114	3.50	27A10
125-12	4.61	19.92	9.09	9.53	59.84	1059	3½SP	20K12
135-12	5.20	21.02	9.57	10.00	62.79	1009	3½SP	23A12
145-12	5.59	21.38	9.64	10.12	63.58	996	4J	23A12
135-13	5.39	22.01	10.08	10.55	66.33	955	4J-3½J	23A13 23S13

GENERAL DATA - CINTURATO® (CONT'D.)

SIZE	Cross Section	Over- all Diam.	Static Loaded Radius	Roll. Rad.	(at 62 mph) Roll. Circ.	Rev. (mile)	RIMS	Tube Group
145-13	5.59	22.36	10.16	10.67	66.92	947	4J	{23A13 23S13
155-13	6.06	22.75	10.35	10.83	67.91	933	4½J	29A13
165-13	6.42	23.46	10.71	11.14	70.07	904	4½J	29A13
175-13	6.77	24.09	10.87	11.46	71.85	882	5K	37A13
145-14	5.59	23.38	10.67	11.18	70.27	901	4J	{29A14 29S14
155-14	6.06	23.74	10.90	11.34	71.25	889	4½J	{29A14 29S14
165-14	6.42	24.49	11.22	11.65	73.22	865	4½J	34S14
175-14	6.77	25.08	11.46	11.89	74.60	849	5K	37A14
185-14	7.28	25.79	11.69	12.20	76.57	827	5½J	41A14
125-15	4.80	22.91	10.59	11.10	69.68	909	4J	20A15

135-15	5.39	24.01	11.06	11.57	72.63	872	4J	{ 23A15 23S15
145-15	5.59	24.37	11.18	11.53	73.62	861	4J	{ 27A15 27S15
155-15	6.06	24.72	11.29	11.88	74.60	849	4½J	{ 29A15 29S15
155-15S	6.06	24.72	11.29	11.88	74.60	849	4½J	29A15 29S15
165-15	6.42	25.47	11.69	12.16	76.37	829	4½J	{ 34B15 34S15
175-15	6.77	26.10	11.85	12.36	77.55	817	5K	{ 34B15 34S15
185-15	7.28	26.81	12.24	12.83	80.51	787	5½K	{ 41A15 41S15
205-15	8.34	27.20	12.28	13.03	81.88	774	6½L-6L	47S15
175-16	6.69	27.00	12.17	12.78	80.30	791	5K-5½K	-
185-16	7.32	27.60	12.64	13.07	82.12	774	5½K-5K	-

GENERAL DATA - CINTURATO® (CONT'D.)

SIZE	Cross Section	Over- all Diam.	Static Loaded Radius	Roll. Rad.	(at 62 mph) Roll. Circ.	Rev. (mile)	RIMS	Tube Group
165-400	6.45	26.25	12.08	12.56	78.94	802	165x400	34A16 34S16
175-400	6.81	26.88	12.28	12.75	80.11	791	185x400	37A16
185-400	7.12	27.59	12.63	13.07	82.08	772	185x400	41A16

CINTURATO H.S. (SS - Supersport)

135-13	5.27	21.69	9.92	10.39	65.35	969	4J	23S13 SS
145-13	5.67	22.32	10.12	10.63	66.73	949	4J	23S13 SS
155-14	6.14	23.70	10.87	11.30	70.86	894	4½J	29S14 SS

175-14	7.09	25.04	11.42	11.85	74.40	851	5½K	37A14 SS
205-14	8.03	26.96	12.16	12.83	80.51	787	5½K-6K	47S14 SS
155-15	6.14	24.49	11.18	11.77	74.01	856	4½J	29S15 SS
165-15	6.73	25.43	11.65	12.12	76.18	832	5K	34S15 SS
185-15	7.40	26.77	12.20	12.72	79.92	793	5½K 5K	41S15 SS
205-15	8.34	27.20	12.28	13.03	81.88	774	6½L-6L	47S15 SS
185-16	7.40	27.52	12.60	13.03	81.88	774	5½K	41S16 SS
165-400	6.77	26.18	12.05	12.52	78.54	807	{ 185x400 165x400	34S16 SS

LOAD AND INFLATION DATA

Loads: per axle (two tires), lbs. — Inflation: lbs. per sq. inch (p.s.i.)
 Loads shown between brackets may not be used for speeds over 130 mph.

CINTURATO®

Tire Loads at Various Inflation Pressures

Size of Tire	14	16	18	20	22	24	26	27	28	30	32
145-10	730	840	950	1060	1165	1270	1370	1415	—	—	—
125-12	650	730	810	885	945	1000	1040	—	—	—	—
135-12	700	795	890	985	1080	1175	1270	1300	—	—	—
145-12	820	930	1040	1150	1255	1360	1460	1505	—	—	—
135-13	755	850	945	1040	1135	1230	1325	1370	—	—	—
145-13	850	960	1070	1180	1285	1410	1510	1555	—	—	—
155-13	—	—	1200	1315	1415	1505	1595	1630	1665	1725	—
165-13	—	—	—	1435	1560	1685	1810	1870	1935	2055	—
175-13	—	—	—	1510	1670	1830	1990	2068	2150	2305	—
145-14	905	1015	1125	1235	1340	1445	1545	1590	—	—	—

155-14	-	-	1265	1380	1480	1570	1660	1695	1730	1790	-
165-14	-	-	-	1505	1630	1755	1880	1936	2005	2125	-
175-14	-	-	-	1580	1740	1900	2060	2134	2220	2375	-
185-14	-	-	-	1730	1890	2050	2210	2288	2370	2525	2680
125-15	790	870	950	1025	1085	1140	1180	-	-	-	-
135-15	840	935	1030	1125	1220	1315	1410	1455	-	-	-
145-15	950	1060	1170	1280	1385	1490	1590	1635	-	-	-
155-15	-	-	1340	1455	1555	1645	1735	1760	1805	1865	-
155-15S	-	-	1340	1455	1555	1645	1735	1760	1805	1865	-
165-15	-	-	-	1570	1695	1820	1945	2002	2070	2190	-
175-15	-	-	-	1640	1800	1960	2120	2200	2280	2435	-
185-15	-	-	-	1795	1955	2115	2275	2354	2435	2590	2745
205-15	-	-	-	2060	2230	2400	2565	2645	2750	2880	3035
175-16	-	-	-	-	-	-	-	-	-	-	-
185-16	-	-	-	1870	2030	2190	2350	2430	2530	2665	2820
165-400	-	-	-	1635	1760	1885	2010	2075	2255	-	-
175-400	-	-	-	1710	1870	2030	2190	2270	2505	-	-

LOAD AND INFLATION DATA (CONT'D)

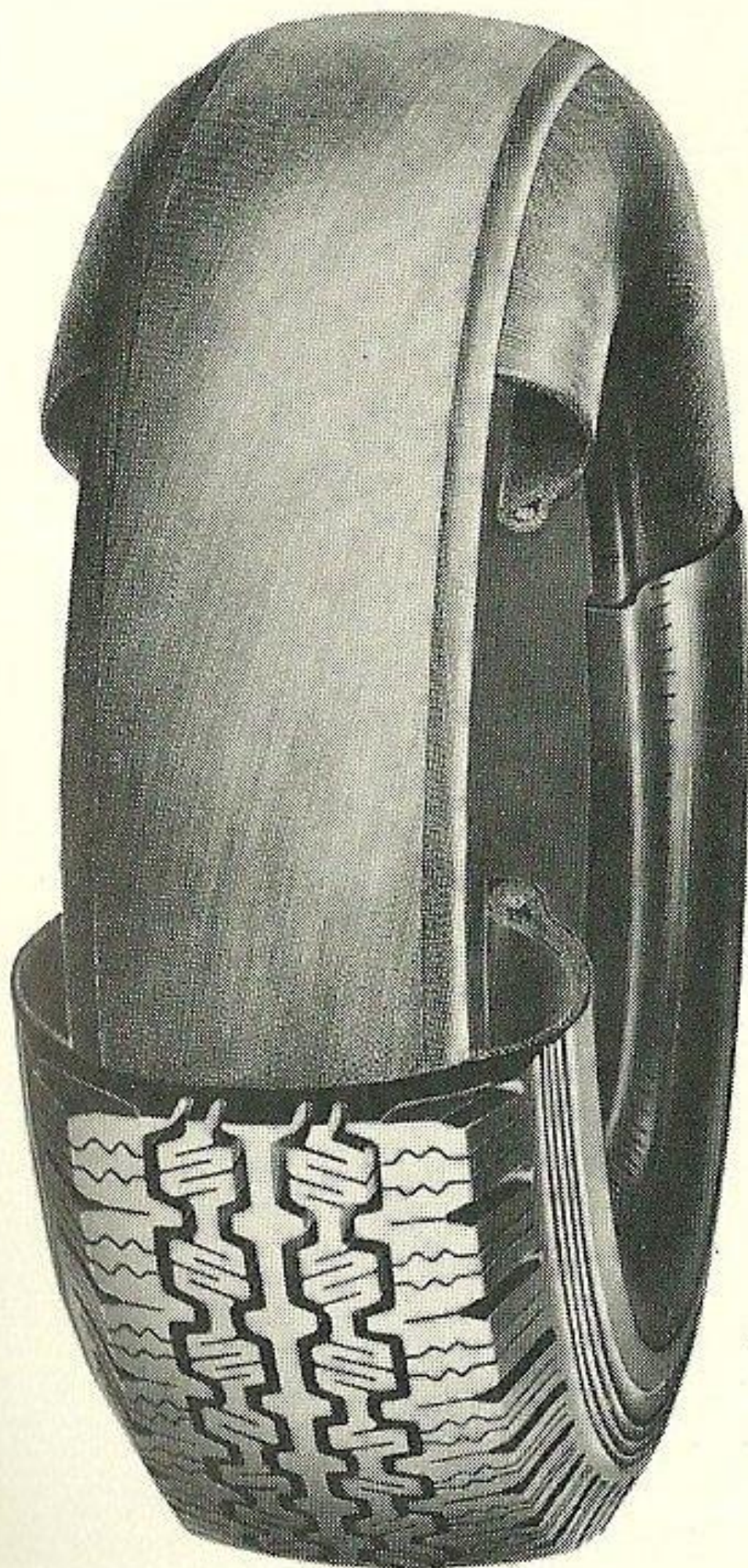
CINTURATO H.S.

Tire Loads at Various Inflation Pressures

Size of Tire	14	16	18	20	22	24	26	27	28	30	32
135-13	755	850	945	1040	1135	1230	(1325)	(1370)	-	-	-
145-13	850	960	1070	1180	1285	1410	(1510)	(1555)	-	-	-
155-14	-	-	1265	1380	1480	1570	(1660)	(1695)	(1738)	(1790)	-
175-14	-	-	-	1580	1740	1900	(2060)	(2140)	(2240)	(2375)	-
205-14	-	-	-	1995	2165	2335	(2500)	(2580)	(2684)	(2815)	(2970)
155-15	-	-	1340	1455	1555	1645	(1735)	(1770)	(1804)	(1865)	-
165-15	-	-	-	1570	1695	1820	(1945)	(2010)	(2090)	(2190)	-
185-15	-	-	-	1795	1955	2115	(2275)	(2355)	(2464)	(2590)	(2745)
205-15	-	-	-	2060	2230	2400	(2565)	(2645)	(2750)	(2880)	(3035)
185-16	-	-	-	1870	2030	2190	(2350)	(2430)	(2530)	(2665)	(2820)
165-400	-	-	-	1635	1760	1885	(2010)	(2075)	(2156)	(2255)	-
175-400	-	-	-	1710	1870	2030	(2190)	(2270)	(2376)	(2505)	-

NOTES

NOTES



PIRELLI

the company that sets the standards
for radial ply tires

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