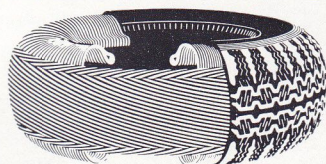




AUTODROMO NA



PIRELLI
CINTURATO
RADIAL PLY TYRE

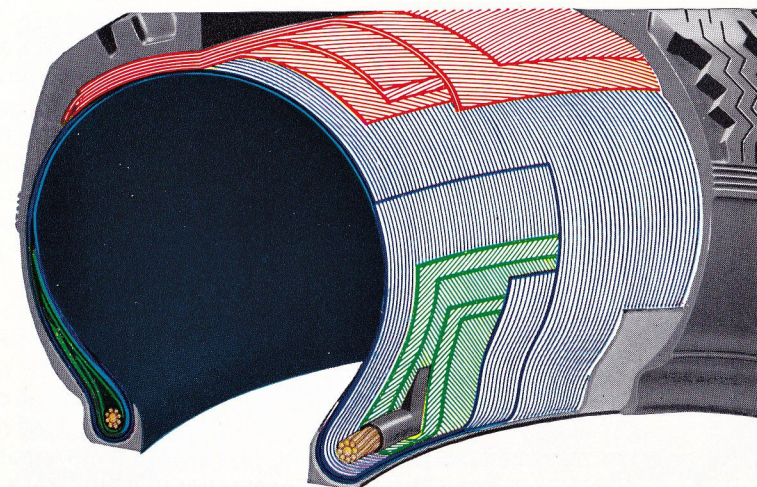
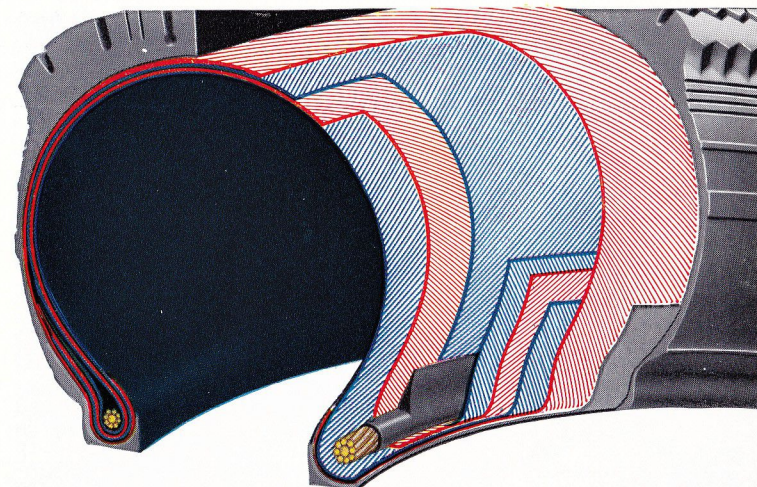


THE FABULOUS TYRE WITH
THE BUILT-IN SAFETY BELT

The Pirelli Cinturato* tyre was evolved to meet the problems of modern motoring and to enable today's drivers to enjoy the full capabilities of the modern car. It provides the driver with outstanding safety and performance whilst giving economies both in tyre life and fuel. For the motorist who travels far and fast, in all weather conditions and on all road surfaces, the Cinturato tyre has no equal and few rivals. Three versions of the Cinturato tyre are available: for cars capable of speeds up to 113 mph the Cinturato marked SR is suitable, for cars capable of speeds up to 130 mph the Cinturato marked HR should be used and for cars capable of speeds over 130 mph the Cinturato marked VR is necessary.

Structure

A conventional car tyre is usually constructed with plies of rayon or nylon cord fabric, laid at opposing angles to each other and at approximately 40 degrees to the tread circumference. The sectional height of the tyre is almost equal to the width, and when inflated is shaped like an inverted horseshoe. The Cinturato tyre, according to type, is composed of one or more carcass plies of textile cords laid at an angle of 90 degrees to the beads, and a belt of several plies laid circumferentially under the tread. Without the belt the 90-degree plies would produce a casing which would greatly increase its sectional height on inflation. The belt, being inextensible, prevents the casing increasing in height and the tyre retains its flatter profile even when inflated.



*Cinturato, for the curious is from the Latin—meaning belted.

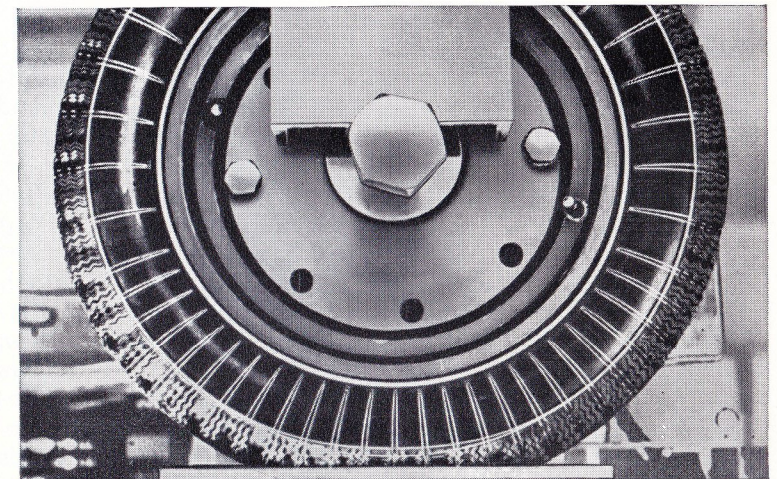
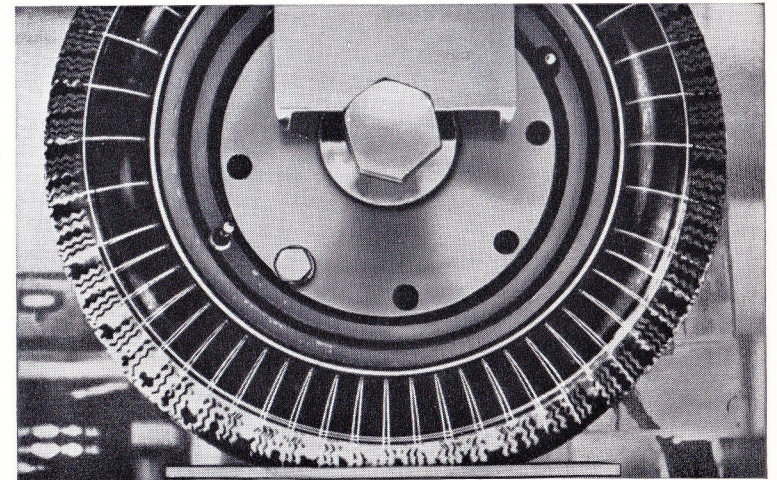
A conventional tyre is composed of several carcass plies of textile, set at opposing angles of approximately 100 degrees to each other and 40 degrees to the tyre centre line. (blue and red)
Cinturato tyres are constructed of carcass plies in textile, and a series of belt plies also in textile. The bead is reinforced with two flippers of cord fabric (green). The carcass plies (blue) are disposed radially at 90 degrees to the bead, and are surmounted by several belt plies (red) in the crown area at varying angles.

Cinturato tyres—last longer: In the Cinturato tyre the action of the tensioned belt coupled with the radial carcass prevents circumferential contraction in, and adjacent to, the contact area, thus largely eliminating two causes of abrasion; longitudinal slip between tread and road and lateral shuffle caused by distortion.

Tread movement

In conventional tyres where the area of tread in contact with the ground is flattened under load, the tyre's circumference is reduced. In consequence as the tread segments come into contact with and leave the road, they are compressed, and then released, producing a wiping action or longitudinal slip between tread and road surface. This is one of the main sources of tread wear, commonly known as tread shuffle. The Cinturato tyre, because of the tension of the belt, does not permit circumferential contraction under load. When the tread is flattened at the point of road contact, the radial cords of the casing plies move slightly from their 90-degree angle around the whole circumference of the tyre. The reduction in sectional height in the area under load is compensated by an increase in the radius of the whole of the remainder of the tyre. The tyre circumference is not compressed and rolls over the road surface in the manner of a tank track. Longitudinal slip or tread shuffle, which causes abrasive wear, is greatly reduced.

The illustrations show the deformation of each type of tyre when subjected to load. In each picture two photographs are superimposed on one another, one exposure is of the tyre unloaded and one with the tyre loaded. The deformation with the load applied is depicted by the movement of the white lines which were first drawn on the tyres.



A conventional tyre undergoes a circumferential contraction from 10 to 15mm in the area of contact with the ground and in the regions immediately adjacent to it. As shown by the movement of the white lines, the deformation is evident only in the contact area. Pressure: 21 lbs per square inch, Loads: 772 lb

A Cinturato tyre does not undergo any circumferential change. The whole circumference of the tyre is affected by deformation, as is shown by the movement of the white lines, evenly distributed over the whole tyre. Pressure: 21 lb per square inch, Loads: 772 lb

Cinturato tyres—run cooler: The parallel cords of the Cinturato casing stress the interposed rubber compound to a much lesser degree than the crossed cord of a conventional tyre and this, together with the virtual elimination of the dynamic wave at high speeds, greatly reduces heat build-up due to hysteresis. Less heat is generated in the carcass and the thinner walls allow easier dispersion.

Cinturato tyres—maintain prolonged high speeds with safety: Cinturato tyres run cooler and, therefore, the excessive heat that promotes breakdown of a normal tyre is eliminated.

Cinturato tyres—absorb less power: Cinturato tyres have a lower rolling resistance than conventional tyres and, therefore, attain economies in fuel consumption.

Dynamic wave

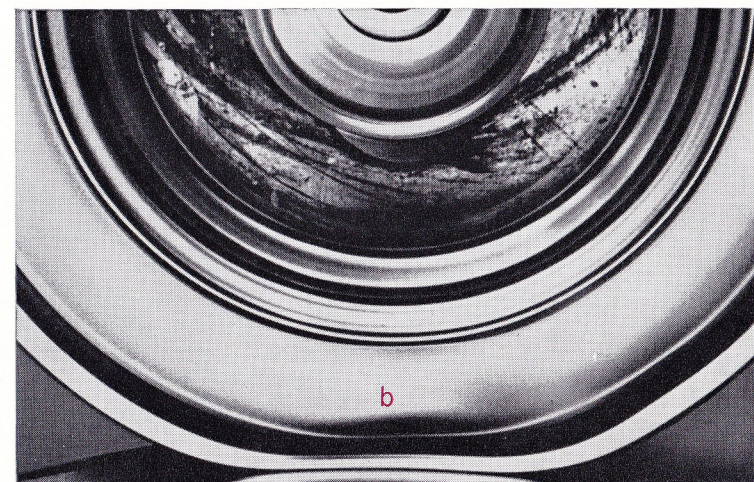
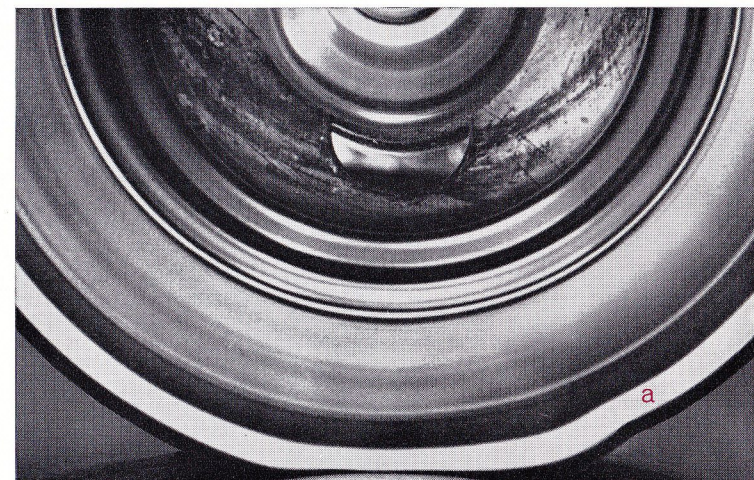
A normal tyre at high speeds develops a dynamic wave on the crown of the tyre, just behind the point of contact with the ground. The alternating compression and extension of the crown takes place at such speed that it is hardly able to return to its static position before it is compressed again on the next revolution. This is a highly destructive phenomenon because as the tread oscillates round the casing, great heat is generated in an area where the thickness of the tread rubber prevents rapid heat dispersion. The formation of the dynamic wave limits the speed at which normal tyres can operate safely.

At the same high speeds the dynamic wave on the crown of a Cinturato tyre is negligible due to the tension of the belt. A wave is developed on the side wall where the casing is very flexible. This is not dangerous since little heat is generated by the simple flexing of the thin casing and is easily dispersed. Cinturato tyres therefore can be driven at prolonged high speeds, with safety.

Heat generation

Heat is generated within a conventional tyre by the movement of the crossed plies over each other during flexing, causing the rubber bond between the plies to be continually stretched and released. The distortion of the crown of the tyre as it is flattened against the ground and released also gives rise to heat. In Cinturato tyres the parallel plies flex in unison in the area above the point of road contact with little stress of the interspersed rubber. The heat generated by this simple flexion of a thin carcass is fairly low and is easily dispersed.

The power or energy absorbed by a tyre is dissipated in the form of heat. Cinturato tyres build up considerably less heat and therefore absorb less power than conventional tyres. This represents important economy in fuel consumption and increased mileage.



In conventional tyres the formation of the dynamic wave at speed is an indication of the approach of collapse from excessive heating. This heat is far greater in conventional tyres because of their crossed plies. As shown, the dynamic wave forms immediately behind the contact area (a).

Pressure: 21 lb per square inch, Loads: 772 lb, 112 mph

In Cinturato tyres the dynamic wave is smaller at the same speed than that of a conventional tyre. A wave is created on the side wall (b) and there being only radial plies (at 90 degrees to the bead) it is much more flexible. The wave is not dangerous because the heat generated by the simple flexing of the thin side wall is low and is easily dispersed.

Pressure: 21 lb per square inch, Loads: 772 lb, 112 mph

Cinturato tyres—give exceptional road holding: In both dry and wet conditions Cinturato tyres give superb grip. The uniform and more square contact area provided by the breaker belt and the lack of distortion in the contact area keeps the tread pattern open at all times and, therefore, at peak performance. Furthermore, as the Cinturato tyre has a lower slip angle than conventional tyres it follows that there is less slipping under the contact area when the tyre is subjected to side forces. Breakaway point occurs much later than with conventional tyres, but is equally progressive and controllable—Cinturato tyres can be drifted and do not lose adhesion suddenly and without warning.

Cornering and centrifugal forces

Slip angle as applied to tyres is the angle between the plane of the wheel and the direction of its motion. Tread distortion due to cornering forces and the effects of centrifugal force cause tyres to creep or slip away from the direction in which they are pointed. The greater the force, the greater becomes the slip angle—the more slip the faster the wear. In the Cinturato tyre the belt stiffens the tread against these forces. The slip angle is therefore reduced and the rate of wear lower making steering lighter and more precise during cornering which gives a feeling of running on rails, even on wet surfaces. The stresses caused by centrifugal force at speed make a conventional tyre grow radially. This creates tension in the tread area which increases wear and could result in cracking of the tread channels. The tread profile takes on a greater curvature, narrowing the area of contact with the ground and concentrating contact pressures towards the centre. Road grip is much reduced, and wear is greater in the centre of the tread. In the Cinturato tyre the belt reduces radial growth to a minimum. The tyre profile remains virtually unchanged at high speeds, thus the contact area is more square. The tread pattern is kept open at all times so that the grip is unimpaired whether braking, accelerating or cornering. The illustrations opposite were taken through a thick glass plate representing the ground to show the deformation of the tread.



The displacement of contact area in a conventional tyre (top) caused by a sideways force either when cornering or by wind is shown by the white lines. In addition the tread channels close up in the contact area. Pressure: 21 lb Tyre Load: 772 lb, Sideways force: 309 lb.

The stresses caused by centrifugal force make a tyre grow radially at speed. In a conventional tyre (red) the crossed cords allow a considerable growth, which causes an increase in the circumference and therefore a reduction in the contact area.

In a Cinturato tyre (above) the inextensible fabric belt maintains a stable contact of the tyre with the ground even when there is considerable lateral force. The tread pattern remains open and exceptional grip is maintained under these conditions. Pressure: 21 lb, Tyre Load: 772 lb, Sideways force: 309 lb.

In a Cinturato tyre (blue) the profile of the tyre remains virtually unchanged due to the inextensible fabric belt, thus maintaining a constant contact patch even at high speed.

On the road

Cinturato tyres are produced principally, therefore, for the type of car (and driver) that can wear conventional tyres bald in a matter of months. On cars of this calibre, Cinturato tyres outlast normal tyres, while at the same time enabling the owner to indulge in cornering at speed and in safety. Breakaway point occurs much later than with conventional tyres, but is equally progressive and controllable—Cinturato tyres can be drifted and do not lose adhesion suddenly and without warning. It is only fair to point out that on some cars the Cinturato tyre may give a slightly harsher ride at low speeds though this is accepted by most motorists as small forfeit for the overwhelming advantages. In certain instances Cinturato tyres have a rolling radius slightly less than that of conventional tyres, which may have some small effect on the speedometer reading. In many areas where snow tyres or chains are required by law in winter, Cinturato tyres are recognised as a snow tyre. Where the local regulations demand chains they may have to be used but it must be realised that the fitment of chains can result in damage to the tyre side walls.

Fitting Cinturato tyres

SR Cinturato tyres are suitable for speeds up to 113 mph. For cars capable of speeds up to 130 mph HR Cinturato tyres should be used. For very fast cars with speed capabilities of more than 130 mph the VR Cinturato is necessary. Cinturato tyres must ideally be fitted with wide rims, because narrow rims constrict the shape of the tyre, so limiting the virtues of the belted construction. The correct location of Cinturato covers on the wheel is of prime importance. 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 tyre on the wheel. This will be aided also by inflating the tyre to approximately 40 lb. initially before setting to the correct operating pressures.

Correct pressures for Cinturato tyres

If your car is not included in the list of recommended fitments then the best way to ascertain the most suitable pressures for the Cinturato tyres on your car is to carry out a few simple road tests. You can do this in the ordinary course of using the car and adjustments can be made to suit your own individual preference. We do suggest, however, that you start by increasing pressures in all your Cinturato tyres 3 lb above that specified for normal tyres for your car. If this does not produce satisfactory results, increase the tyre pressures on all wheels by another 2 lb. For rallies and prolonged high speeds increase the pressures of Cinturato tyres by a further 2 lb. above those used for normal motoring. The different geometric arrangement of the Cinturato carcass results in greater deformation

(bulging) in the area of the tyre section which is under load. This causes no disadvantage, nor does it result in greater casing fatigue, for the tyre is designed to function at these increased flexions. It is particularly important not to judge the need for inflation by the tyre's appearance. Only the evidence of a reliable pressure gauge should be accepted; otherwise over-inflation may result.

Fitment of tubes

Cinturato covers should be fitted with tubes which are suitable for radial tyres and we strongly recommend the fitment of Cinturato inner tubes. In certain sizes tubeless Cinturatos are manufactured but on certain rims the fitment of inner tubes is essential. Reference should be made to the Cinturato fitment chart to ensure your model is suitable for tubeless radials.

Balance and alignment of wheels

Wheels fitted with Cinturato tyres should be properly balanced statically and dynamically. This is especially important with cars which may be driven at high speed. Front wheel alignment should preferably be set between parallel and 1/16 in. toe-in or toe-out according to which is recommended by the car manufacturer. In the unlikely event of uneven tread wear, check the wheels concerned for balance and alignment at once. Your local garage or service station will arrange to do this for you.

Four or two Cinturato tyres?

We strongly recommend fitting Cinturato tyres and tubes on all four wheels of your car. On certain, special, fast sports cars four Cinturato tyres and tubes are essential. On most other cars it is permissible to fit two Cinturato tyres on the rear wheels and two conventional tyres on the front wheels. In all such cases, Cinturato tyres must be fitted on the rear wheels. This is essential because of their slip-angle characteristics, Cinturato tyres having a lower slip angle than normal tyres. In the interests of safety, tyres must not be fitted to the rear axle of a car which have a higher slip angle than those on the front, as the consequent degree of oversteer can result in vicious rear wheel breakaway. A greater slip angle on the front wheels preserves an under-steer characteristic which is not dangerous as any breakaway is progressive and easily controlled (usually subconsciously) by applying more 'wheel'. Cinturato tyres on all four wheels are recommended for cars having independent rear suspension.

Mixing radial ply tyres

It is permissible to operate two Cinturatos with another make of textile radial providing the two Cinturatos operate on the same axle, and the other radial ply tyres on the other axle. Two Cinturatos can be operated with two steel braced radials but the Cinturatos should be on the front wheels.

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Fitment and pressure chart
SR standard radial ply
HR high speed radial ply
This cancels all previous
editions

March 1969

SR
HR

Cinturato SR/HR Fitment Chart

Speed

- 1 Cinturato SR and HR tyres are suitable for cars capable of speeds given below.

SR standard radial ply

maximum sustained speed 113 mph

short bursts of speed up to a maximum of 125 mph

HR high speed radial ply

maximum sustained speed 130 mph

Pressure

- 2 For sustained speeds in excess of 85 mph pressures should be increased by 2 lbs all round above recommended.

Additional pressures, for fully laden estate cars are shown alongside the model concerned.

Fitment

- 3 We strongly recommend fitting Cinturato tyres on all four wheels of a car.
- 4 On certain special fast sports cars, four Cinturato tyres are essential
- 5 Cinturato covers should be fitted on all four wheels of cars having independent rear suspension or front wheel drive.
- 6 On most cars it is permissible to have two Cinturato tyres on the rear wheels and two conventional tyres on the front. Cinturato tyres must not be fitted to the front wheels with conventional tyres on the rear because of the resulting high degree of oversteer.
- 7 It is permissible to operate two Cinturatos with another make of textile radial providing the two Cinturatos operate on the same axle, and the other radial ply tyres on the other axle.
- 8 Two Cinturatos can be operated with two steel braced radials, but the Cinturatos should preferably be on the front wheels.
- 9 Cinturato tyres are available, in certain sizes, in both tubed type and tubeless form. If the tubed type is fitted the Cinturato inner tubes should also be used.
- 10 On certain cars it is essential that only tubed type Cinturatos are fitted. These models are accordingly indicated.
- 11 In the interests of comfort and smooth running wheels should be balanced statically and dynamically. This is especially important with cars which may be driven at high speed.

Front wheel alignment should preferably be set between parallel and $\frac{1}{16}$ " toe-in or toe-out according to which is recommended by the car manufacturer.

- 12 Always use a bead lubricant when fitting to assist in the correct seating of the tyre on the wheel. This is essential when fitting to hump or safety ledge rims.
- 13 In certain instances Cinturato tyres have a rolling radius slightly less than that of a conventional tyre which might have a slight effect on the speedometer reading.

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Daimler	3½ Litre Regency 104 Sovereign† SP 250 Sports	6-70-16	5½K-16	185 SR 16	32	34
		185-15	5½J-15	185 HR 15	30	30
		5-90-15	4J-15 Disc	165 HR 15	26	28
			4½J-15 Wire	165 HR 15	26	28
	2½ Litre V8	6-40-15	5J-15	185 SR 15	30	28
DKW	Junior and 40s 800s and F12 F11 F102 Three Six	5-20-12	3-50D-12	145 SR 12	24	26
		5-50-13	4J-13	145 SR 13	24	26
		5-50-13	4J-13	145 SR 13	22	22
		6-00-13	4½J-13	165 SR 13	24	26
		5-60-15	4J-15	155 SR 15	20	23
Elva	Courier Mk IV Courier Mk IV 'T'	5-60-13	4J-13	155 SR 13	24	26
		5-60-14	4½J-14	155 SR 14	24	26
Fairthorpe	Electron	155-15	4J-15	155 SR 15	26	26
		where 5-60-15	4J-15	155 SR 15	26	26
Facel Vega	Facellia F2 Facel III Facel 6	185-14	5J-14	185 HR 14	30	30
		185-14	5J-14	185 HR 14	30	30
		185-14	5J-14	185 HR 14	30	30
Fiat	600	5-20-12	3½J-12	145 SR 12	24	31
	600 Multipla	5-20-12	3½J-12	145 SR 12	28	34
	850	5-50-12	4J-12	145 SR 12*	20	28
	850 Coupe and Spider	5-50-13	4½J-13	155 SR 13*	17	26
	850 Berlina Special	145-13	4½J-13	145 SR 13	16	26
	1100 and 1200 Saloons	5-20-14	3½J-14	155 SR 14	24	26
	1100 Estate	5-60-14	3½J-14	155 SR 14	22	30+4
	1100 R	6-15-13	4½J-13	155 SR 13	22	26
	1100 R Estate	5-60S13	4½J-13	155 SR 13	22	26+4
	1200 Spider and Cabriolet	5-20-14	3½J-14	155 SR 14	23	24
	1400	5-90-14	4J-14	165 SR 14	24	26
	1300 and 1500	5-60S13	4J-13	155 SR 13	26	28
	1500L	5-90S14	4½J-14	165 SR 14	26	28
	1500 Estate	5-60-13	4½J-13	155 SR 13	26	28+6
	1500S and 1600S Cabriolet	155-15	4½J-15	155 SR 15	26	26
	1800, 1800B & 2100 Saloons	5-90-14	4½J-14	165 SR 14	26	28
	2300	6-40S14	4½J-14	185 SR 14	26	28
	2300 Estate	6-40S14	4½J-14	185 SR 14	26	28+4
	2300S Coupe	165-15	5K-15	165 HR 15	30	31
	124	6-15S13	4½J-13	155 SR 13	21	24
	124 Spider	165-13	5J-13	165 SR 13	23	23
	124 Coupe	165-13	5K-13	165 SR 13	23	30
	125	6-95/175-13	5K-13	175 SR 13	23	26
	Dino Coupe	185-14	6½J-14	185 HR 14	28	31
	Dino Spider	185-14	6½K-14	185 HR 14	28	31
Ford	New Anglia, Popular and Prefect Anglia 105E, 123E Anglia Estate Capri and GT Capri (1969) 1300 & 1600 Capri (1969) 1300GT, 1600GT & 2000GT Classic	5-20-13	3-50D-13	145 SR 13	24	28
		5-20-13	3-50D-13	145 SR 13	24	28
		5-60-13	3½J-13	155 SR 13	24	26+6
		5-60-13	4J-13	155 SR 13	26	28
		6-00-13	4½J-13	165 SR 13	24	27
		165-13	4½J-13	165 SR 13	24	27
		where 5J-13	4J-13	165 SR 13	24	27
		5-60-13	4J-13	155 SR 13	26	28

*Inner tubes MUST be fitted

†For two up motoring rear pressures may be reduced by 3lbs

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Ford	Consul I, II and 375 Consul Estate Corsair and GT Corsair 2000 E Corsair Estate	5-90-13	4J-13	165 SR 13	26	26
		6-40-13	4½J-13	175 SR 13	26	26+6
		5-60-13	4J-13	155 SR 13	24	30
		165-13	4½J-13	165 SR 13	24	30
		5-60-13	4½J-13	165 SR 13	26	28+6
		6-00-13				
		5-20-13	3½J-13	145 SR 13	24	30
		5-20-13	4J-13	155 SR 13	24	30
		5-60-13	4J-13	155 SR 13	24	30
		where 4½J-13	4J-13	165 SR 13	24	30
	Cortina 1200 1300 New Cortina Cortina 1500, 1600 and GT	5-60-13	4J-13	155 SR 13	26	28+6
		where 6-00-13	4J-13	155 SR 13	26	28+6
		6-00-13	4½J-13	165 SR 13	26	28+6
		165-13	5½J-13	165 SR 13	26	28
		6-00-13	5½J-13	165 SR 13	26	28
		5-50-12	3-50C-12	155 SR 12	24	28
		where 155-12	4-50C-12	155 SR 12	24	28
		155-12	4-50C-12	155 SR 12	24	28
		6-00-12	4-50C-12	155 SR 12	24	28+4
		6-95-14	5J-14	185 HR 14	26	26
(Germany) Ford Taunus	12 M 15 M 15 M Estate 15 M TS 17 M 17 M Estate 20 M and 20 M TS 20 M Estate	5-60-13	4J-13	155 SR 13	26	26
		5-60-13	4J-13	155 SR 13	25	25
		5-90-13	4J-13	165 SR 13	25	28+6
		5-60-14	4J-14	155 SR 14	25	25
		5-90-13	4J-13	165 SR 13	26	26
		6-40-13	4½J-13	175 SR 13	24	27+4
		6-40S13	4½J-13	175 SR 13	25	28
		6-40S13	4½J-13	175 SR 13	25	28+6
Gilbern	GT Genie 3 Litre	5-90-14	4½J-14	165 SR 14	22	24
		165-15	4½J-15	165 HR 15	22	24
Ginetta	G 4 G 15	5-20-13	4J-13	155 SR 13	20	20
		5-20-13	4J-13	155 SR 13	22	22
Hillman	Imp Imp and Californian Hunter Husky Minx after June 1958 Minx V Minx 1500 Minx Estate Minx Estate 1967 Super Minx Super Minx Estate	5-50-12	4J-12	145 SR 12*	18	32
		where 4½J-12	4½J-12	155 SR 12	18	32
		5-60-13	4½J-13	155 SR 13	26	26
		5-60-15	4J-15	155 SR 15	26	28+4
		5-60-15	4J-15	155 SR 15	26	28
		6-00-13	4½J-13	165 SR 13	26	26
		5-60-13	4½J-13	155 SR 13	26	26
		5-60-15	4J-15	155 SR 15	26	28+6
		6-00-13	4½J-13	165 SR 13	26	28+6
		6-00-13	4½J-13	165 SR 13	26	26
Honda	S 800	145-13	4½J-13	145 SR 13	24	24
Humber	Hawk VI and New Hawk I Hawk Estate Imperial Super Snipe	6-40-15	4½J-15	175 SR 15	28	28
		6-40-15	4½J-15	175 SR 15	28	30+4
		6-70-15	4½J-15	185 SR 15	28	28
		6-70-15	4½J-15	185 SR 15	28	28

*Inner tubes MUST be fitted

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Humber	Super Snipe Estate Sceptre Sceptre 1968	6-70-15	4½J-15	185 SR 15	28	30+4
		6-00-13	4½J-13	165 SR 13	26	26
		6-00-13	4½J-13	165 SR 13	26	26
Jaguar	2.4	6-40-15	4½J-15	185 SR 15*	30	28
			where 5J-15	185 SR 15*	30	28
	3.4 Mk I, II	6-40-15	5J-15	185 HR 15*	30	28
		6-40-15	5J-15	185 HR 15*	30	30
	3.8 Mk I, II	6-40-15	5J-15	185 HR 15*	30	28
		6-40-15	5J-15	185 HR 15*	30	30
	3.8 'S'††	6-40-15	5J-15	185 HR 15*	30	30
		185-15	5½J-15	185 HR 15*	30	30
	420	205-14	5½J-14	205 HR 14	30	30
	420 G	7-50-14	5½J-14	205 HR 14	30	28
	3.8 Mk X	7-50-14	5½J-14	205 HR 14	30	28
	4.2 Mk X	6-70-16	5½K-16	185 SR-16*	30	32
	Mk VII, VIII, IX					
Jensen	541 RS and De Luxe	6-40-15	5½J-15	175 SR 15	26	28
Lancia	Appia 1a	155-15	4½J-15	155 SR 15	19	19
	Appia 2a	155-15	4½J-15	155 SR 15	19	21
	Appia 3a	155-14	4½J-14	155 SR 14	19	21
	Flavia	165-15	4½J-15	165 SR 15	24	24
	Flavia 1-8 Coupe	165-15	4½J-15	165 SR 15	29	29
	Fulvia	155-14	4½J-14	155 SR 14	24	24
	Fulvia Coupe	145-14	4½J-14	145 SR 14	26	26
	Fulvia GT	155-14	4½J-14	155 SR 14	24	24
	Aurelia B10, B12, B20 GT, B21/22	165-400	165-400	165 SR 400	25	25
	Flaminia Berlina and 3B Coupe 2.5	175-400	185-400	175 HR 400	26	31
	Flaminia Berlina and 3B Coupe 2.8	175-400	185-400	175 HR 400	27	34
	Flaminia 3C Convert., GT and Sport 2.5	165-400	185-400	165 HR 400	26	31
	Flaminia 3C Convert., GT and Sport 2.8	165-400	185-400	165 HR 400	27	30
	Flaminia 3C GTL and GT Coupe	165-400	185-400	165 HR 400	27	37
Lotus	Seven Series II, Super Seven	5-20-13	3-50D-13	145 SR 13	24	24
	Elan 1500	5-20-13	4½J-13	145 SR 13	24	24
	Elan + 2	165-13	5½J-13	165 SR 13	22	22
	Elan	145-13	4½J-13	145 SR 13	18	22
	Elite	4-80-15	4J-15	155 HR 15	24	28
Marcos	Mini GT	145-10	3½J-10	145 SR 10	28	26
			where 4½J-10	145 SR 10*	28	26
	1500	165-13	4½J-13	165 SR 13	26	26
	1600 GT	165-13	4½J-13	165 SR 13	26	26
Mazda	110S Coupe	165-14	4½J-14	165 HR 14	20	26
	1500	165-14	4½J-14	165 SR 14	20	24
	1500 Estate	165-14	4½J-14	165 SR 14	22	24+4
Mercedes	180 & 190 Saloons	where 6-40-13	4½K-13	175 SR 13	26	28
	190 C	7-00-13	5K-13	175 SR 13	26	30

*Inner tubes MUST be fitted

††For two up motoring rear pressures may be reduced by 3lbs

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Mercedes	190 DC Diesel	7-00-13	5K-13	175 SR 13	28	30
	190 SL	6-40-13	5K-13	175 SR 13	28	30
	219	6-40-13	5K-13	175 SR 13	28	30
	230 SL	185-14	6J-14	185 HR 14	26	31
		where 5½J-14		185 HR 14	26	31
	250 S, SE Coupe and Cabriolet	7-35-14	6J-14	185 HR 14	31	37
	300 SEB/SEL/SE Coupe and Cabriolet	7-35-14	6J-14	185 HR 14	31	37
	MG 1100	5-50-12	4J-12	145 SR 12	28	24
	1300	5-50-12	4J-12	145 SR 12	28	24
	Midget	5-20-13	3-50D-13	145 SR 13	25	25
	MGA and 1600	5-60-15	4J-15	155 SR 15	26	28
	MG	5-60-14	4J-14	155 SR 14	24	30
		where 4½J-14		165 SR 14	26	28
	MGB GT	5-60-14	5J-14	165 SR 14	26	28
	MGC and GT	165-15	5J-15	165 HR 15	26	22
	ZA and ZB Magnette	5-90-15	4J-15	165 SR 15	26	28
	Magnette III	5-90-14	4½J-14	165 SR 14	26	28
	Magnette IV	5-90-14	4J-14	165 SR 14	26	28
	TD and TF	5-90-15	4J-15	155 SR 15	26	28
Morgan	4/4 Series II	5-20-15	4J-15	155 SR 15	21	23
	4/4 Series V	5-60-15	4J-15	155 SR 15	22	24
	Plus 4	5-60-15	4J-15	155 SR 15	22	24
	Plus 4 Plus	5-90-15	4½J-15	165 SR 15	22	24
	Morris Mini-Minor	5-20-10	3-50B-10	145 SR 10	28	26
	Mini-Traveller	5-20-10	3-50B-10	145 SR 10	28	26+2
	Mini-Cooper	5-20-10	3-50B-10	145 SR 10	28	26
	Mini-Cooper S	145-10	3-50B-10	145 SR 10	28	26
		where 4½J-10		145 SR 10*	28	26
	1100 and 1300	5-50-12	4J-12	145 SR 12	28	24
	1100 Estate	5-50-12	4J-12	155 SR 12	28	24+4
	Minor 1000	5-20-14	3-00D-14	155 SR 14	24	24
	1000 Traveller	5-20-14	3-00D-14	155 SR 14	24	26+4
	Cowley 1500	5-60-15	4J-15	155 SR 15	27	29
	Oxford Series III	5-60-15	4J-15	155 SR 15	28	30
	Oxford Series V	5-90-14	4½J-1	165 SR 14	26	28
	Oxford Series VI	5-90-14	4J-144	165 SR 14	26	28
	Oxford Traveller I, II, III, IV	6-40-15	4J-15	165 SR 15	28	30+4
		5-90-14	4J-14	165 SR 14	26	30+4
	Oxford Traveller V, VI	where 4½J-14		165 SR 14	26	30+4
		6-00-15	4½J-15	165 SR 15	28	30
	Six	6-40-15	5K-15	175 SR 15	28	30
	Isis Series II					
Moskvich	Saloon	6-00-13	4J-13	165 SR 13	26	26
	Estate	6-00-13	4J-13	165 SR 13	26	26+6
NSU	Prinz 4 and Sport Prinz 4	4-80-12	3½-12	145 SR 12	19	24
	Prinz 1000 LS	5-50-12	4½J-12	145 SR 12	26	28
	Prinz 1000 TYP 110	6-15-13	4½J-13	155 SR 13	20	22
	1000 C	5-50-12	4½J-12	145 SR 12	18	25
	1200 C	6-15-13	4½J-13	155 SR 13	18	22
	1200 TT	135-13	4½J-13	145 SR 13	21	29
	R 80	175-14	5J-14	175 SR 14	29	25

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Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures	
					F	R
Opel	Diplomat and Coupe Kapitan	7-00-15	5½J-15	185 HR 15	26	28
		7-00-14	5JK-14	185 SR 14	26	28
	Kadette	where 185-15	5½J-15	185 HR 15	26	28
		5-50-12	4J-12	155 SR 12	20	26
	Kadette Saloon 1.1 Litre	6-00-12	4J-12	155 SR 12	20	26
	Kadette Saloon 1.1 Litre S and SR	6-15-13	4½J-13	155 SR 13	20	26
	Kadette Estate 1.1 Litre	6-00-12	4J-12	155 SR 12	20	26+6
	Kadette Estate 1.1 Litre S and SR	6-15S13	4½J-13	155 SR 13	20	26+6
	Kadette 1.5, 1.7, 1.9 Litre S	6-15S13	4½J-13	155 SR 13	26	32
	Kadette Estate 1.5, 1.7, 1.9 Litre S	6-15S13	4½J-13	155 SR 13	26	30+6
	Kadette Rallye Coupe					
	1.1 Litre S and 1.9 Litre SR	155-13	5J-13	155 SR 13	24	24
	Olympia	5-60-13	4J-13	155 SR 13	22	26
	Olympia Saloon 1.1 Litre SR	6-15-13	4½J-13	155 SR 13	20	26
	Olympia Saloon and Coupe 1.5, 1.7, 1.9 Litre S	6-15S13	4½J-13	155 SR 13	26	30
	Rekord	5-90-13	4½J-13	165 SR 13	24	26
	Rekord Saloon 1.5, 1.7 Litre	6-40-13	4½J-13	175 SR 13	22	26
	Rekord Saloon and Coupe 1.7, 1.9, 2.2 Litre S	6-40S13	4½J-13	175 SR 13	22	26
	Commodore Saloon & Coupe	6-45S14	4½J-14	165 SR 14	26	26
Panhard	Dyna & Conv., 1959 and PL 17	145-380	4½J-15	155 SR 15	22	24
Peerless	GT 2 Litre	5-90-15	4½J-15	165 SR 15	24	26
Peugeot	203	155-15	4½J-15	155 SR 15	20	23
	204 Estate	145-14	4½J-14	145 SR 14	27	30+4
	403, 404	165-15	4½J-15	165 SR 15	20	23
	403 Station Wagon	where 185-15	5K-15	165 SR 15	20	23
	404 Station Wagon and 404L Saloon	185-15	5K-15	185 SR 15	20	26+6
Plymouth	Barracuda S	6-95-14	5½J-14	185 HR 14	22	22
Pontiac	Parisienne	8-25-14	6JK-14	205 HR 14	28	26
	Firebird Coupe	185-14	6JK-14	185 HR 14	28	26
	GTO	F70-14	6JK-14	205 HR 14	28	26
Porsche	356A/1300	5-60-15	4J-15	155 SR 15	20	24
	356A/1300S	5-90-15	4J-15	155 SR 15	21	26
	356A/1600	5-60-15	4½J-15	165 SR 15	23	27
	356A/1600S	5-90-15	4½J-15	165 SR 15	24	29
	356B/1600	5-60-15	4½J-15	165 SR 15	26	29
	356B/1600S	5-90-15	4½J-15	165 SR 15	26	29
	356B/1600 S90	165-15	4½J-15	165 HR 15	23	26
	356C/1600SC	165-15	4½J-15	165 HR 15	23	26
	356 B and C/2000					
	Carrera 2	165-15	4½J-15	165 HR 15	23	26
	911 and S	165-15	4½J-15	165 HR 15	26	29

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures	
					F	R
Porsche	911L 1968	165-15	5½J-15	165 HR 15	26	29
	911 Targa 1968	165-15	5½J-15	165 HR 15	29	32
	912	165-15	4½J-15	165 HR 15	23	26
	912 1968	165-15	5½J-15	165 HR 15	31	34
Rambler	Ambassador 880	7-35-14	5½K-14	185 SR 14	26	28
	Rebel Estate	7-35-14	5½K-14	185 SR 14	26	28+6
	Rebel Convertible	7-35-14	5½K-14	185 SR 14	28	28
Reliant	Rebel	5-50-12	3½-12	145 SR 12	24	24
	Sabre 4	155-15	4J-15	155 SR 15	21	21
	Sabre 4 and GT	155-15	4J-15	155 SR 15	25	27
	Sabre 6 and GT	165-15	4J-15	165 HR 15	29	29
	Scimitar 2500	165-15	5J-15	165 SR 15	26	28
	Scimitar 3000	165-15	5J-15	165 HR 15	26	28
Renault	Fregate and Caravan	6-40-15	4½J-15	165 SR 15	23	26
		where 5K-15		165 SR 15	23	26
	R4 and R4L 747cc	135-330	4J-13	145 SR 13*	20	23
Riley	Elf	5-20-10	3-50B-10	145 SR 10	28	26
	Kestrel & 1300	5-50-12	4J-12	145 SR 12	28	24
	Pathfinder	where 6-70-16	5K-16	185 SR 16	28	30
	1.5	5-60-14	3-00D-14	155 SR 14	26	26
	2.6	6-70-15	5K-15	185 SR 15	28	30
	4/68	5-90-14	4½J-14	165 SR 14	26	28
	4/72	5-90-14	4J-14	165 SR 14	26	28
Rolls Royce	Silver Dawn	6-50-16	5K-16	185 SR 16	30	34
Rover	60	6-40-15	4½J-15	175 SR 15	28	30
	75 and 90	6-40-15	4½J-15	175 SR 15	30	32
	80 and 100	6-40-15	4½J-15	175 SR 15	32	32
	95 and 110	6-40-15	5K-15	175 SR 15	30	32
	105 S and R	6-40-15	4½J-15	175 SR 15	32	32
	3 Litre & Coupe	6-70-15	5K-15	185 SR 15	29	27
	3.5 V8	6-70-15	5½J-15	185 HR 15	29	27
	2000 SC and TC	165-14	5J-14	165 SR 14	26	28
Saab	3500 V8	185-14	5½J-14	185 HR 14	28	30
	93 GT 750	155-15	4J-15	155 SR 15	26	23
	95 Estate	5-60-15	4J-15	155 SR 15	28	26+6
	96	5-20-15	4J-15	155 SR 15	28	26
	Monte Carlo 850 V4 Estate	155-15	4J-15	155 SR 15	28	26
Simca	Aronde Series	5-60-14	4½J-14	165 SR 14	26	28
	900, 900C	5-60-12	4J-12	155 SR 12*	20	26
	1000	5-60-12	4J-12	155 SR 12*	20	26
	1100 LS & GLS	145-13	4½J-13	145 SR 13	24	26
	1100 Estate	155-13	4½J-13	155 SR 13	26	26+4
	1300 & 1500	5-90-13	4½J-13	165 SR 13	26	28
	1500 Estate	6-50-13	4½J-13	175 SR 13	24	26+6
	1301 LS & GL & 1501 GL	5-90-13	4½J-13	165 SR 13	26	28
Singer	1501 Estate	6-50-13	4½J-13	175 SR 13	24	26+6
	Chamois & Sport	155-12	4½J-12	155 SR 12	18	32
	Gazelle III, IV	where 5-50-12	4½J-12	155 SR 12	18	32
		5-60-15	4J-15	155 SR 15	26	28

*Inner tubes MUST be fitted

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Singer	Gazelle V, VI	6-00-13	4½J-13	165 SR 13	26	26
	Gazelle 1968	5-60-13	4½J-13	155 SR 13	26	26
	Gazelle Estate	5-90-15	4J-15	165 SR 15	28	30+4
	Vogue	5-60-13	4½J-13	155 SR 13	26	26
	Vogue Estate	where 6-00-13	4½J-13	165 SR 13	26	26
Skoda	Octavia	5-90-15	4J-15	165 SR 15	22	24
	1000 MB	155-14	4½J-14	155 SR 14	20	24
Standard	8	5-20-13	3-50D-13	145 SR 13	24	24
	10 & Pennant	5-60-13	3-50D-13	145 SR 13	26	26
	Companion Estate	5-60-13	3-50D-13	155 SR 13	26	30+4
	Ensign	5-90-15	4J-15	165 SR 15	26	28
	Vanguard 4 cyl.	5-90-15	4½J-15	165 SR 15	28	29
	Vanguard 6 cyl.	5-90-15	4½J-15	165 SR 15	29	30
	Sportsman	5-90-15	4½J-15	165 SR 15	30	30
Sunbeam	Alpine	5-60-13	4J-13	165 SR 13	28	28
		where 5-90-13	4½J-13	165 SR 13	28	28
		where 6-00-13	4½J-13	165 SR 13	28	28
	Rapier I, II, III	5-60-15	4J-15	155 SR 15	27	29
	Rapier IV	6-00-13	4½J-13	155 SR 13	28	28
	Rapier Sports Coupe	155-13	4½J-13	165 SR 13	26	26
	Stiletto	155-12	4½J-12	155 SR 12	18	32
Toyota	1500 1966	5-50-13	4J-13	155 SR 13	24	24
	1500DL 1966	5-60-13	4J-13	155 SR 13	24	24
	1500 Estate 1966	5-60-13	4J-13	155 SR 13	24	26+4
	1600S & Coupe 1966	6-15-14	4½J-14	165 SR 14	26	26
	Crown	6-95-14	5J-14	175 SR 14	26	28
Triumph	Herald Saloon	5-20-13	3-50D-13	145 SR 13	21	26
	Herald 12/50	5-20-13	3-50D-13	145 SR 13	23	28
	Herald 13/60	5-20-13	3-50D-13	145 SR 13	23	28
	Herald Estate	5-60-13	3-50D-13	155 SR 13	24	26+4
		where 4½J-13	155 SR 13	24	26+4	
	Vitesse	5-60-13	3-50D-13	155 SR 13	26	28
	1300	5-60-13	4J-13	155 SR 13	26	26
	2000	6-50-13	4½J-13	175 SR 13	26	28
	2000 Estate	175-13	4½J-13	175 SR 13	26	28+6
	Spitfire	5-20-13	3-50D-13	145 SR 13	21	26
		where 4½J-13	155 SR 13	21	26	
	TR2/TR3/TR4	5-90-15	4J-15	155 SR 15	28	30
		where 4½J-15	165 SR 15	25	27	
	TR4 A	6-95-15	4J-15	165 SR 15	25	27
	TR 5	165-15	4½J-15	165 HR 15	25	27
	*TR6. P.1.	185-15	5½J-15	185 HR 15	22	26
	GT 6	155-13	4½J-13	155 SR 13	20	24
Turner	1500 Competition	165-13	4½J-13	165 SR 13	20	22
T.V.R.	2 Seat Coupe	5-20-15	4J-15	155 SR 15	22	24
	Grantura & 1800	5-60-15	4J-15	155 SR 15	24	26
	Vixen	165-15	4½J-15	165 HR 15	22	24
	Tina	5-50-12	4½J-12	155 SR 12	18	30

*Please note amendment:

Triumph TR6 P.1 165-15 5J-15 165 HR 15 22 26

Car	Model	Original tyre size	Wheel size	Recommended Cinturato	Pressures F R	
Vauxhall	Viva	5-50-12	3-50D-12	145 SR 12	21	25
		where 6-2-12	4J-12	155 SR 12	21	25
	Viva Estate	6-2-12	4J-12	155 SR 12	21	25+4
	Wyvern 1956/7	5-60-15	4J-15	155 SR 15	27	27
	Velox 1956/7	5-90-15	4J-15	155 SR 15	29	29
	Cresta 1956/7	5-90-15	4J-15	155 SR 15	29	31
	Velox & Cresta 1958/60	6-40-13	4½J-13	175 SR 13	26	26
	Velox & Cresta	5-90-14	4½J-14	165 SR 14	28	28
	Velox & Cresta Estates	5-90-14	4½J-14	165 SR 14	28	30+4
	VX 4/90	5-60-14	4½J-14	155 SR 14	26	28
	VX 4/90 1965	5-60-13	4J-13	155 SR 13	26	28
	Ventora	165-13	4½J-13	165 SR 13	26	26
	Victor	5-60-13	4J-13	155 SR 13	26	26
		where 5-60-14	4½J-14	155 SR 14	26	26
	Victor Estate	5-90-13	4½J-13	165 SR 13	26	26+6
Volkswagen		where 5-60-14	4½J-14	155 SR 14	26	26+6
		where 6-50-13	4½J-13	175 SR 13	26	26+4
	Victor 1600	5-60-13	4½J-13	165 SR 13	26	26
	Victor 2000	6-2-13	4½J-13	165 SR 13	26	26
	Viscount	7-00-14	5J-14	185 SR 14	26	28
	Standard Beetle & De Luxe	5-60-15	4J-15	155 SR 15*	19	25
	Karmann Ghia Coupe	5-60-15	4J-15	155 SR 15*	19	25
	1300 Beetle	5-60-15	4J-15	155 SR 15*	22	28
	1500 Beetle	5-60-15	4J-15	155 SR 15*	22	28
	1500 & S	6-00-15	4½J-15	165 SR 15*	20	26
	1500 Variant	6-00-15	4½J-15	165 SR 15*	20	28+10
	1600 TL	6-00-15	4½J-15	165 SR 15*	22	28
	1600 Variant	6-00-15	4½J-15	165 SR 15*	22	28+10
	234 Kombi	6-40-15	4½J-15	175 SR 15*	30	30+4
Volvo	121, 131, 122S & B18, 132	6-00-15	4J-15	165 SR 15	26	28
		where 5-90-15	4J-15	165 SR 15	26	28
	123GT	165-15	4½J-15	165 SR 15	26	32
	142	6-45/165-15	4½J-15	165 SR 15	26	28
	144 & S	6-45/165-15	4½J-15	165 SR 15	26	28
	444 & 544	5-90-15	4J-15	165 SR 15	24	26
	P 1800 S	165-15	4½J-15	165 SR 15	26	28
Wartburg	Estate Car	6-40-15	4½J-15	175 SR 15	28	30+4
	221 & 223 Estate	6-40-15	4½J-15	175 SR 15	28	30+4
	312 & Knight	6-00-13	4½J-13	165 SR 13	26	24
Wolseley	312 Estate	6-00-13	4½J-13	165 SR 13	26	24+6
	Hornet	5-20-10	3-50B-10	145 SR 10	28	26
Wolseley	1100	5-50-12	4J-12	145 SR 12	28	24
	1300	5-50-12	4J-12	145 SR 12	28	24
	1500	5-60-14	3-00D-14	155 SR 14	26	26
	4/44	5-50-15	4J-15	165 SR 15	26	26
	15/50	5-60-15	4J-15	155 SR 15	26	28
	15/60	5-90-14	4½J-14	165 SR 14	26	28
	16/60	5-90-14	4J-14	165 SR 14	26	28
	6/90	6-40-15	5K-15	175 SR 15	32	32
	6/99 & 6/110 Mk I	7-00-14	5J-14	185 SR 14	30	30
	18/85	175-13	4½J-13	175 SR 13	28	22

*Inner tubes MUST be fitted

For further information on the Cinturato tyre please contact any of the following
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