



# TIRES AVAILABLE FOR THE TROFEO LANCIA

## RANGE - SIZES

TROFEO LANCIA

### MICHELIN **NEW** PILOT SPORT PRO2 RALLY



19/63-17

M1 / H1

Thanks to its innovative new pattern, architecture <sup>(1)</sup> and compound <sup>(2)</sup>, the MICHELIN PILOT SPORT PRO2 RALLY offers good lateral grip, efficient braking, consistent performances and wear improvement <sup>(3)</sup>.

<sup>(1)</sup> M1/H1 benefits from the same casing  
<sup>(2)</sup> only on hard compound  
<sup>(3)</sup> compared to the MICHELIN Pilot Sport PRO Rally

### MICHELIN PILOT SPORT A MW1



19/63-17

MW1

## OPERATING

M1

Medium compound, best polyvalent tire. Perform on low and abrasive ground, also on drying zone. (20% damp max).

H1

Hard compound. Perform on dry conditions and on high abrasive ground. High grip and hot temperatures.

MW1

Designed for rain conditions. Can be used on muddy ground.



#### Reading a wear indicator

- If points 1, 2, 3 are visible, wear is estimated at < 25%.

- If points 2 and 3 are visible, wear is estimated between 25% and 50%.

- If only point 3 is visible, wear is estimated between 50% and 75%.

- If no point any longer visible, wear is estimated between 75% and 100%.

**ALLOCATION IS 10 TIRES EACH RALLY EXCEPTED FOR THE RALLY DI ROMA CAPITALE 12 TIRES, MW1 IS INCLUDED IN THE ALLOCATION.**

## PRESSURE

Conditions	Step	
	DRY/DAMP TARMAC	WET TARMAC
1 TYRE FITTING TENT	2,2 bar	2,2 bar
	▼	
2 SERVICE PARK	1,8 bar	2,0 bar
	▼	
3 STAGE START	1,65 bar	1,8 bar Slick 2 bar MW1
	▼	
4 STAGE END	MAX 2,3 bar	MAX 2,5 bar
	▼ ▲	
5 FOLLOWING STAGE START	MAX -200g drop	MAX -200g drop

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RANGE	COMPOUND	RECOMM ENDED RIM	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETE R (MM)	ROLLING CIRCUMFEREN CE (MM)	WEIGHT (KG)
PILOT SPORT PRO2 RALLY	M1 / H1	7	186	203	630	1963	9,9
PILOT SPORT A	MW1 (Wet)	7	182	202	629	1976	9,5

**A DISTINCTION IS MADE BETWEEN COLD PRESSURE AND HOT PRESSURE.**

#### COLD PRESSURE

Varies according to the air / ground temperature and the lenght of the stage.

#### HOT PRESSURE

Corresponds to the value measured at the end of the stage.

If the pressure is too low, it allows too much movement in the casing, this reduces the precision of the tire.

Too much pressure at the end of a stage generates understeer and accelerates degradation.

In rainy conditions, increasing the pressure allows a better evacuation of water without risk of overheating the tire.

