

Pilot® Sport Cup 2 R

RECOMMENDATIONS FOR USE:

The MICHELIN Pilot® Sport Cup 2 R is a DOT legal track tire optimized for DRY track use. On wet tracks or roads, track tires, especially in a worn state, can be highly impacted by hydroplaning. Drive carefully and with reduced speeds on wet roads. Make sure as well that the vehicle assistance systems are switched on.

As a special tire for extreme dry conditions, the MICHELIN Pilot® Sport Cup 2 R requires a warm-up phase to reach optimal performance.

TIRE PRESSURE:

ROAD USE - Adhere to the inflation pressures recommended by the car manufacturer.

TRACK USE - For a track day, begin with inflation pressures recommended for ROAD USE, then gradually bring MICHELIN Pilot® Sport Cup 2 R tires up to temperature. After a steady run of laps, check and only then adjust the inflation pressure to reach the best operating level:

HOT TIRES: The best operating pressure for MICHELIN Pilot® Sport Cup 2 R tires is between 2.3 bar (33 psi) and 2.7 bar (39 psi) when hot, depending on the vehicle model and track. However, some vehicle models will need a higher inflation pressure than 2.7 bar (39 psi when hot).

COLD TIRES: It is not recommended to run inflation pressure below 1.9 bar (28 psi) when cold. To optimize the track longevity, Michelin strongly recommends to use a minimum inflation pressure that falls between 2.0 (29 psi) and 2.4 bar (35 psi)

CAUTION

Regularly check the external sidewalls: if you notice any level of wear, such as disappearance of the sidewalls markings, this can be a sign that inflation/operating pressures are too low. In this case, re-set the pressure to at least a minimum of +0.2 bar (+ 3 psi) to increase grip and maximize track longevity. The best performance is obtained with the grip of the tread pattern and not by running on the sidewalls.

ALIGNMENT SETTINGS

On the track, geometry settings (camber primarily) can be modified to improve cornering speeds and grip through maximizing the tire footprint and also to prevent excessive wear/fatigue to the outer shoulder.

Camber : for optimal results on a circuit , the negative camber settings should be between -1.5° & -3° dependent upon the circuit layout and the type of vehicle. Do not exceed -4° of negative camber. Camber values for road use must be based upon the recommended road settings to ensure the correct handling and behavior for both the vehicle and the tires.

AFTER A TRACK DAY

Always check the wear of your MICHELIN Pilot® Sport Cup 2 R tires and remaining tread depths, which should be at least at 1.6 mm.

When used for long periods in an intensive manner on circuits, please be aware that damage can occur to the tire and its carcass from regularly running over the curbing at the edges of the circuit. It is advisable to visually check the tires after each run. In case of prolonged running over the curbing (or also running heavily off the track) it is advisable to verify the internal condition of the tire by demounting it from the wheel and having it professionally inspected for any damage, both on the interior and the exterior of the tire.

Before leaving the track to drive on the road again: make sure tires have cooled, and re-set pressure to car manufacturer's recommended level .

Do not forget to switch on any electronic safety and assistance systems in your car, as well as resetting the tire pressure monitoring system.

HANDLING AND STORAGE

If not used for a prolonged period of time, remove the MICHELIN Pilot® Sport Cup 2 R tires (mounted on their wheels) and reduce the inflation pressure to half of the normal value to store.

Store tires in a clean, dry area, away from direct sunlight and ozone sources (electrical devices and materials/chemicals).

Do not use, store, handle or ship MICHELIN Pilot® Sport Cup 2 R tires at ambient temperatures below -7°C (20°F). Under these conditions the tire components can crack. Never use a tire with cracks, breaks or damage to the sidewall or tread. In case of doubt please consult your local Michelin technical department.