

# 2019 Hankook Tire Motorsports Catalog





CIRCUIT DE SPA

Telespota

SPARCS.com  
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115  
1281 SPA

BOCK

HAKRO  
HÄLT. SEIT 1969

Bonk Motorsport

RAVEFID

BBS

PAGID

RSR



TONE HERE

Hankook  
HANKOOK



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Hankook Tire and Motorsports

Tire performance is an essential component for earning excellent results in motorsports races. Hankook Tire has been using motorsports events as meaningful opportunities to demonstrate its R&D capabilities and advanced technologies by proving its quality with high performance.

Continually cumulated performance data from various driving conditions in motorsports have been extremely important in further improving the quality of Hankook Tire products. Hankook Tire has actively taken part in top-class motorsports events around the world and has been increasingly recognized by field specialists. It continues to move forward as a leading global tire company with a growing reputation and increased brand value.

Since 1992, Hankook Tire entered the motorsports arena and engaged in activities in various ways, whether it was sponsoring professional racing teams or participating in world renowned motorsports competitions such as Germany's VLN series, 24 hours Nurburgring, and Le Mans Series.

Hankook Tire produced excellent results in these competitions against other global tire companies and has been chosen as the official tire supplier for F3 since 2003.

In 2010, the Hankook-KTR Team accomplished the pole to-win with the Porsche GT3 RSR model (997 Version) at Japan's Super GT in 2009.

In March 2010, the Hankook Tire sponsored racing team, Sierra Sierra, which set the new track record at the first Redline Time Attack in the U.S. Also, in May the Hankook-Farnbacher Team took second place in overall rankings in the Nurburgring 24-hour race, in the famous "Green Hell."



A month later in June, the Hankook-Farnbacher Racing Team achieved phenomenal success, winning second place in the GT2 class at the 24-Hour Race at Le Mans, one of the world's finest and most prestigious 24 hour races.

Such a series of success records is a clear manifestation of Hankook Tire's R&D capabilities and advanced technologies, as well as Hankook Tire's firm commitment to motorsports.

Based on 20 years of accumulated motorsports experience, Hankook Tire in 2011 announced its exclusive tire supplier deal to DTM, one of the most popular high-class motorsports events in Europe and one of the largest touring car championships in the world.

Meeting the challenge of supplying top-class performance tires for the largest motorsports events that the company has ever participated in, Hankook Tire recorded an extremely successful first season; it received much approval from Audi, Mercedes-Benz and BMW drivers and specialists for the products' superior quality and for the performance of racing tires that were exclusively designed and manufactured for DTM. In 2016, Hankook Tire has announced that it will be the exclusive tire partner for the Touring Car Racing Series ADAC TCR Germany until 2018, and the Italian Touring Car Championship (under TCR International Series), respectively. Meanwhile, the company has been participating in leading motorsport events at home and abroad, including Germany's Touring Car Masters (DTM), FIA Formula 3, CJ Super Race and Radical as the racing tire supplier and sponsor, leading the driving culture.

Based on the proven superiority of Hankook Tire's product performance in the past decade of motorsports events, Hankook Tire will continue its ceaseless efforts to develop racing tires that provide optimum performance on racing tracks.





# Hankook Tire's History on Motorsports Sponsorships and its Accomplishment



**2005** **Fiesta ST Cup**  
Ford Fiesta  
Team Floral



**2007** **Nurburgring 24h**  
Porsche Caymen  
Jurgen Alzen Motorsports

- 
- 1992** • Entered into motorsports arena with its first racing tire Z2000 in Korea
- 
- 2000** • Began to actively participate in international motorsports participating Spain/UK's Rally and Germany's F3
- 
- 2002** • Became the official tire supplier for Italy's F3
- 
- 2003** • Became the official tire supplier for Ford Focus Rally Cup
- 
- 2005** • Began to take an active part in world-famous motorsport events including the VLN series, 24h Nurburgring in Germany (2005 - 2009)  
• Began to actively participate in SUPER-GT in Japan (2005 - 2009)
- 
- 2007** • Became the sponsor of the Lufang Racing Team at the China Touring Car Championship (CTCC) 2000cc category race and winning 2 years in a row  
• Won the championship at the China's CRC (China Rally Championship)  
• Participated in North America's Formula Drift
- 





**2010** **Neuburgring 24h**  
FERRARI F430  
Hankook Farnbacher Racing Team

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**2008** • Won the 2nd place at the CRC (China Rally Championship)

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**2009** • Chosen as the official tire supplier for Japan's F3  
• Hankook-KTR Team won the pole-to-win with the Porsche GT3 RSR model (997 Version) at Round 2 of Japan's Super GT and Suzuka Rally  
• Hankook-Farnbacher Team won 3rd place at Round 1 of the Le Mans Series in Spain  
• Participated in Le Mans 24h  
• Toyota Teams, sponsored by Hankook Tire, won 1st and 2nd places at Super Car Thailand

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**2010** • Hankook-Farnbacher Team finished overall 2nd and class winner in 24h Nurburgring  
• Hankook finished overall 2nd place at the IRC (Intercontinental Rally Challenge) in Scotland

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**2011** Super GT 300  
PORSCHE 911 GT3R  
Hankook KTR Team



**2012** VLN/Nurburgring 24h  
Mercedes Benz SLS AMG  
Hankook Team HEICO



**2012** Deutsche Tourenwagen Masters(DTM)  
BMW M3 DTM  
BMW Team Schnitzer

- 
- Announced as the official exclusive tire supplier for the international touring car racing series, Deutsche Tourenwagen Masters (DTM)
  - Hankook-Farnbacher Team achieved 3rd place at the 24h Race Le Mans Series in Belgium
- 2011**
- Hankook-Farnbacher Team won 1st place of class at the 24h Nurburgring
  - Hankook-KTR Team achieved 1st place at Round 1 of the Super GT in Shizuoka
  - Hankook-Chevy Camaro Team achieved 1st place at Round 4 of the Formula Drift
- 

- 2012**
- Selected as the official and exclusive tire supplier for Italy Superstars Series and FIA F3 Euro Series
  - Won 2nd place of the GT300 Class in Japan's Super GT
  - Began to supply tires for Swedish TTA
  - Hankook Team Heico achieved at 3rd place at the 24h Nurburgring
- 





**2013** Deutsche Tourenwagen Masters(DTM)  
Audi RS5 DTM  
Audi Sports team Abt



**2013** Deutsche Tourenwagen Masters(DTM)  
DTM Mercedes AMG C-Coupe  
DTM Mercedes AMG DTM Team



**2013** Super GT  
PORSCHE 997  
Hankook KTR Team



**2014** Formula Drift  
Nissan 370Z  
Chris Forsberg racing team



**2014** Formula Drift  
Scion tC  
Papadakis racing



**2014** Formula Drift  
Chevrolet Camaro  
Conrad Grunewald racing team

- 
- 2013**
- Extension of partnership as the official tire supplier to DTM
  - Began to supply tire to Junior World Rally Championship (JWRC)

- 
- 2014**
- Chosen as an official tire supplier for the World Rally Championship (WRC)
  - Hankook- Chris Forsberg Racing Team achieved 1st place, Papadakis Racing Team won 2nd place at 2014 Formula Drift Pro Series Championship
  - Launched Hankook Tire Track Day
- 



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**2015**

- Selected as the official and exclusive tire supplier to Audi Sport TT Cup
- Selected as the official and exclusive tire supplier to FIA Formula 4 UK & Australia
- Selected as the official and exclusive tire supplier to 24H Series

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**2016**

- Selected as the official and exclusive tire supplier to Touring Car Endurance Series
- Selected as the official and exclusive tire supplier to TCR Germany, Italy, Portugal Series
- Hankook- Rhys Millen Racing Team won 2nd place at 2016 Pikes Peak International Hill Climb

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**2017**

- Selected as the sole official tire supplier to FIA Formula 4 UAE Championship
- Selected as the sole official tire supplier to Supercar Challenge & GT Prototype
- Selected as the sole official tire supplier to SRO GT4 Nurburgring
- Selected as the sole official tire supplier to TCR Nurburgring & TCR Spin
- Atlas BX Racing Team finishes overall 1st place at CJ Super Race Championship (Super 6000 Class), individually wins 1st, 3rd, and 4th place
- Introduces Korea's first motorsports trailer

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**2018**

- Global MOU with Radical Motorsports and started supplying tires to Europe, North America, Middle East, Korea, etc. races.
  - Selected as the official tire supplier to Europe's Audi Sport Seyffarth R8 LMS Cup
  - Received technical approval for FIA Formula One Grand Prix Season 2020-2023
- 





# Racing Tire Digest

# RALLY USE

Tarmac



Gravel(Off Road)



Winter(Ice/Snow)





Rally\_Tarmac





Rally **Tarmac**

## **ventus Z205**

*Asymmetric tarmac rally tire for well balanced maximum grip on both dry and wet surface.*



# ventus Z205

Rally **Tarmac**

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	T3	T5	T7	T9												
160/530R13	1022404	1022405	1022406	1024637	5.5 ~ 7.0	6	528	20.8	170	6.5	164	6.5	5.7	7.2	625	999
195/530R13	1022407	1022408	1022409	1024638	6.5 ~ 8.0	7	536	21.1	214	8.1	190	7.5	5.7	7.2	616	985
195/570R13	1025278	1025279	1025280	1025281	6.5 ~ 8.0	7	570	22.4	216	8.5	190	7.5	5.7	7.2	559	894
210/530R13	1022410	1022411	1022412	1024778	7.0 ~ 8.5	7.5	532	20.9	225	8.9	210	8.3	5.7	7.2	621	994
170/560R14	1022413	1022414	1022415	1024780	5.5 ~ 7.0	6	566	22.3	177	6.9	170	6.7	5.7	7.2	583	932
190/580R15	1020015	1020017	1020018	1024790	6.0 ~ 7.0	6.5	582	22.9	199	7.8	185	7.3	5.7	7.2	547	874
200/580R15	1020864	1020865	1020866	1024791	6.5 ~ 7.5	7	578	22.8	213	8.4	200	7.9	5.7	7.2	551	880
180/600R16	1016013	1016014	1016015	1024793	6.0 ~ 7.0	6.5	598	23.5	200	7.9	185	7.3	5.7	7.2	552	882
180/625R17	1016016	1016017	1016018	1024794	6.5 ~ 7.5	7	625	24.6	203	8	185	7.3	5.7	7.2	528	844
210/625R17	1020867	1020868	1020869	1024795	7.0 ~ 8.0	7.5	625	24.6	222	8.7	210	8.3	5.7	7.2	509	812
210/650R18	1016396	1016397	1016398	1024781	7.5 ~ 8.5	8	648	25.5	228	9	215	8.5	5.7	7.2	510	814

\* All technical data can be changed without notice.





Rally Tarmac

## **ventus Z209**

*For superior traction on dry or damp road surfaces.*



# ventus Z209

Rally **Tarmac**

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	T3	T5	T7	T9												
160/530R13		1008752	1008753	1017113	5.5 ~ 7.0	6	531	20.9	178	7	164	6.5	5.7	7.2	622	994
195/530R13		1008755	1008756	1008757	6.5 ~ 8.0	7	531	20.9	208	8.2	190	7.5	5.7	7.2	622	994
210/530R13		1008759	1008760	1008761	7.0 ~ 8.5	7.5	531	20.9	225	8.9	210	8.3	5.7	7.2	622	994
170/560R14		1008737	1008764	1017127	5.5 ~ 7.0	6	557	21.9	188	7.4	170	6.7	5.7	7.2	593	947
180/560R15		1008766	1008767		6.0 ~ 7.5	6.5	558	22	197	7.8	180	7.1	5.7	7.2	592	946
190/580R15		1008738	1008739	1008740	6.0 ~ 7.0	6.5	577	22.7	195	7.7	184	7.2	5.7	7.2	572	914
200/580R15		1008770	1008771	1017131	6.5 ~ 8.0	7	579	22.8	220	8.7	205	8.1	5.7	7.2	570	911
180/600R16		1015074	1015075		6.0 ~ 7.0	6.5	597	23.5	201	7.9	180	7.1	5.7	7.2	553	884
200/600R16		1008773	1008774		6.5 ~ 8.0	7	598	23.5	212	8.3	200	7.9	5.7	7.2	552	882
200/610R16		1008776	1008777		6.5 ~ 8.0	7	607	23.9	212	8.3	200	7.9	5.7	7.2	544	869
180/625R17	1016399	1016400	1016401	1016402	6.5 ~ 7.5	7	627	24.7	201	7.9	180	7.1	5.7	7.2	527	842

\* All technical data can be changed without notice.



# ventus Z209

Rally **Tarmac**

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	T3	T5	T7	T9												
190/625R17	1016403	1016404	1016405	1016406	6.5 ~ 7.5	7	626	24.6	207	8.1	190	7.5	5.7	7.2	527	843
200/625R17	1016407	1016408	1016409	1016410	6.5 ~ 8.0	7.5	628	24.7	219	8.6	200	7.9	5.7	7.2	526	840
210/650R17	1016411	1016412	1016413		7.0 ~ 8.5	8	645	25.4	228	9.1	210	8.3	5.7	7.2	512	818
210/650R18	1016414			1016417	7.0 ~ 8.5	8	647	25.5	226	8.9	210	8.3	5.7	7.2	510	816

\* All technical data can be changed without notice.





Rally **Wet**

## **ventus Z210**

*With a special tread pattern for optimal performance in damp or wet conditions.*



# ventus Z210

Rally **Wet**

Size	Compound / M. Code		Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	W5													
170/560R14	1008793		5.5 ~ 7.0	6	560	22	184	7.2	170	6.7	6.5	8.2	590	944
190/580R15	1008794		5.5 ~ 7.0	6.5	580	22.8	195	7.7	184	7.2	6.5	8.2	569	911
200/610R16	1008744		6.5 ~ 8.0	7	610	24	212	8.3	200	7.9	6.5	8.2	541	866
180/625R17	1016916		6.5 ~ 7.5	7	629	24.8	200	7.9	180	7.1	6.5	8.2	525	838
200/625R17	1016917		6.5 ~ 8.0	7.5	630	24.8	220	8.7	200	7.9	6.5	8.2	524	838
210/650R17	1016918		6.5 ~ 8.5	7.5	648	25.5	224	8.8	210	8.3	6.5	8.2	510	815
210/650R18	1016919		7.0 ~ 8.5	8	650	25.6	228	9	210	8.3	6.5	8.2	508	811

\* All technical data can be changed without notice.





Rally **Intermediate**

## **ventus Z213**

*For superior traction on dry or damp road surfaces.*



# ventus Z213

Rally Intermediate

Size	Compound / M. Code		Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	W5													
170/560R14	1008797		5.5 ~ 7.0	6	557	21.9	186	7.3	174	6.9	6.5	8.2	593	949
190/580R15	1008798		6.5 ~ 7.5	7	577	22.7	210	8.3	194	7.6	6.5	8.2	572	915
180/600R16	1015076		6.0 ~ 7.0	6.5	597	23.5	196	7.7	180	7.1	6.5	8.2	553	884
200/600R16	1008799		6.5 ~ 7.5	7	598	23.5	212	8.3	200	7.9	6.5	8.2	552	884
190/625R17	1016923		6.5 ~ 8.0	7	625	24.6	208	8.2	194	7.6	6.5	8.2	528	844
200/625R17	1016924		6.5 ~ 8.0	7.5	627	24.7	220	8.7	200	7.9	6.5	8.2	527	841
210/650R18	1016926		7.0 ~ 8.5	8	646	25.4	228	9.1	210	8.3	6.5	8.2	511	818

\* All technical data can be changed without notice.





Rally\_Gravel



Rally Gravel

## ***Dynapro R201***

*Excellent all-around performance  
on various road conditions.  
(loose, soft or gravel)*



# Dynapro R201

Rally **Gravel**

Size	Compound / M. Code			Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	G3	G5	G7												
165/80R13	1016418	1016419	1016420	4.0~5.0	4.5	594	23.4	180	7.2	140	6.3	11	13.9	556	888
185/70R13	1016421	1016422	1016423	5.0~6.0	5.5	594	23.4	195	6.6	160	5.5	11	13.9	556	888
175/65R14	1016424	1016425	1016426	5.0~6.0	5.5	588	23.1	182	7.2	140	5.5	11	13.9	562	899
185/60R15	1016427	1016428	1016429	5.0~6.5	6	606	23.9	196	7.3	160	6.3	11	13.9	545	869
195/65R15	1016430	1016431	1016432	5.0~6.5	6	631	24.8	196	7.7	156	6.1	11	13.9	523	838

\* All technical data can be changed without notice.





Rally Gravel

**ventus R202**



Rally Gravel

# ventus R202

Rally **Gravel**

Size	Compound / M. Code			Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	G3	G5	G7												
160/640R15 HL	1016375	1016376	1016377	5.5 ~ 7.0	6	635	25	202	8	165	6.5	11.3	14.2	520	831
160/640R15 HR	1016378	1016379	1016380	5.5 ~ 7.0	6	635	25	202	8	165	6.5	11.3	14.2	520	831

\* All technical data can be changed without notice.

\* HL - Left, HR - Right





Rally Gravel

## ***Dynapro R213***

*Maximum performance on all round conditions with reinforced construction*



# Dynapro R213

Rally **Gravel**

Size	Compound / M. Code			Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	G3	G5	G7												
160/600R13 HL	1020413	1020414	1020415	5.5 ~ 6.5	6	598	23.5	197	7.8	158	6.2	11	13.9	552	884
160/600R13 HR	1020416	1020417	1020418	5.5 ~ 6.5	6	598	23.5	197	7.8	158	6.2	11	13.9	552	884
150/595R14 HL	1020419	1020420	1020421	5.0 ~ 6.0	5.5	595	23.4	184	7.2	148	5.8	11	13.9	555	811
150/595R14 HR	1020422	1020423	1020424	5.0 ~ 6.0	5.5	595	23.4	184	7.2	148	5.8	11	13.9	555	811
150/620R15 HL	1023059	1023061	1023063	5.0 ~ 6.5	6	623	24.5	190	7.5	158	6.2	11	13.9	512	818
150/620R15 HR	1023060	1023062	1023064	5.0 ~ 6.5	6	623	24.5	190	7.5	158	6.2	11	13.9	512	818
180/650R15 HL	1017763	1017765	1017767	6.5 ~ 7.5	7	647	25.5	225	8.9	184	7.2	11	13.9	510	815
180/650R15 HR	1017764	1017766	1017768	6.5 ~ 7.5	7	647	25.5	225	8.9	184	7.2	11	13.9	510	815

\* All technical data can be changed without notice.

\* HL - Left, HR - Right





Rally\_Ice/Snow





Rally Ice

## *Winter i\*Pike SR10W*

*Made exclusively for the worst  
off-road ice conditions.*



# Winter *i\*Pike* SR10W

Rally **Ice**

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
160/650R15 HL	1019216	6.5 ~ 7.5	7	648	25.5	207	8.1	156	6.1	11.5	14.5	510	814
160/650R15 HR	1019219	6.5 ~ 7.5	7	648	25.5	207	8.1	156	6.1	11.5	14.5	510	814

\* All technical data can be changed without notice.

\* HL - Left, HR - Right





Rally **Snow**

## **Winter i\*Pike SR20**

*Directional snow rally tire for well balanced maximum grip on snow, wet and dry surface, specially for Monte-Carlo rally use.*



# Winter *i\**Pike SR20

Rally **Snow**

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
200/650R18	1014847	7.5 ~ 8.5	8	648	25.5	224	8.8	200	7.9	10.2	12.9	510	814

\* All technical data can be changed without notice.





Tire Information

# 1. Safety Warning

## Tire Use

Hankook racing tires are specially designed and compounded solely for the purpose of motorsports competition. The use of Hankook racing tires on public roadways which is expressly prohibited, and may result in loss of traction, unexpected loss of vehicle control, or sudden loss of tire pressure, possibly resulting in serious injury or death. No warranty is given on Hankook racing tires due to the limited conditions under which they operate and Hankook shall not be liable for damage arising from false use.

## Tire Care

Tires should be stored in a controlled environment with cool temperature and in darkness. High temperature, direct sunlight, proximity to high voltage electric motors or welders should be avoided.

The use of chemical treatments such as tire “soaking” or tread “softener” to alter the tire carcass or tread compound of any Hankook racing tire may result in premature or catastrophic tire failure and serious injury or death.



## Tire Fitting

The fitting of Hankook racing tires should be always carried out with special care to avoid damage to the bead area which is of critical importance in tubeless tires. In order to assure of safety, you should always have your tires mounted at a certified dealership that knows how to handle tires made for competition. The use of tire fitting machine is strongly recommended to avoid damage to wheel or tire. Tires should not be inflated over 40psi(2.7bar).

The use of Hankook racing tires on wheels that do not meet industry standards can cause the tire and the wheel assembly to fail and explode with force sufficient to cause serious injury or death.

## Tire Pressure

The correct pressure varies according to driver, car and circuit conditions, it is often a matter of personal preference. But sufficient pressure must always be used to avoid structural damage to the tire.



## 2. Competition Tire Size Marking

### 300 / 680 R 18

<b>300</b>	Design Tread Arc Width, <b>B (mm)</b>
<b>680</b>	Design Overall Diameter, <b>A (mm)</b>
<b>R</b>	Radial
<b>18</b>	Rim Diameter (inch)



### 265 / 35 ZR 18

<b>265</b>	Section Width, <b>C (mm)</b>
<b>35</b>	Aspect Ratio
<b>ZR</b>	Radial and Speed Grade $\geq 240\text{km}$
<b>18</b>	Rim Diameter (inch)



### 3. Compound Information

#### Compound Marking



TREAD	HARD	Stiffness	SOFT
<b>CIRCUIT / TARMAC</b> (F200, Z205, Z209, Z214)	C(T)3	C(T)5	C(T)7 C(T)9
<b>GRAVEL</b> (R201, 202)	G3	G5	G7
<b>WET / INTERMEDIATE</b> (Z206, 207, 210, 213, 217)		W5	



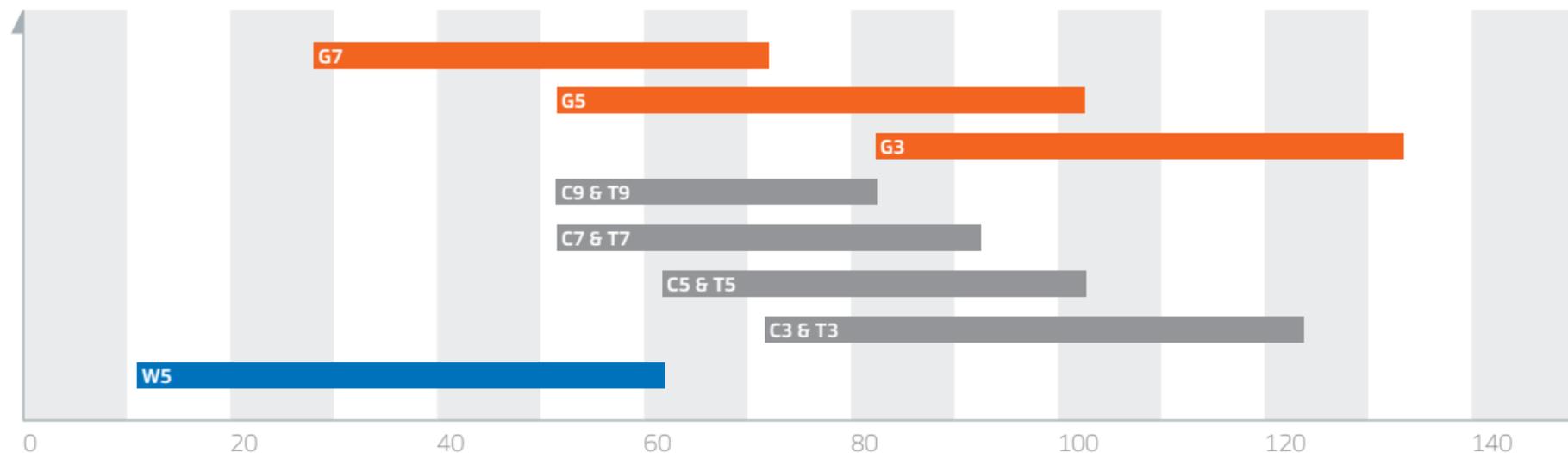
## Proper Compound Selection

If the values measured are out of the indicated limits, It may be necessary to change the tire size or compound type.

Category	Compound	Recommended Use	Ground Temperature
<b>CIRCUIT</b>	C3	Dry hot weather, abrasive surface	35°C over
	C5	Dry weather surface	20°C ~ 35°C
	C7	Dry cool weather, smooth surface / Dry hot weather surface (Formula)	20°C under 20°C over (only Formula)
	C9	Dry weather surface (Formula)	10°C ~ 30°C (only Formula)
<b>GRAVEL RALLY</b>	G3	Clear hard & rough gravel	35°C over
	G5	Medium hard gravel	20°C ~ 35°C
	G7	Soft & loose gravel	15°C under
<b>TARMAC RALLY</b>	T3	Dry hot weather asphalt	35°C over
	T5	Dry weather asphalt	20°C ~ 35°C
	T7	Dry cool weather, damp asphalt	20°C under
	T9	Dry cool weather, damp asphalt (only for the very short distance)	20°C under
<b>WET &amp; INTERMEDIATE</b>	W5	Wet or damp asphalt	5°C ~ 25°C



## Compound Working Temperature



Normally optimum temperature is within a spread of about 20°C between inner and outer part of tread.  
For example, In 90°C, Middle 80°C, Out 70°C.



A close-up, slightly blurred photograph of several racing tires lined up. Each tire features a prominent blue stripe along its sidewall and the 'Hankook' brand name in white, bold, sans-serif lettering. The tires are mounted on dark, multi-spoke racing wheels. The background is dark and out of focus, emphasizing the tires in the foreground.

# Tire Care Information

## Mounting

Hankook Tire products should be mounted and installed on the car according to the directional arrows on the sidewall. After one or two heat cycles, the tires can be rotated on the car. Worn tires can be dismounted and flipped on the wheel to extend tread life.

## Scuffing

The longevity and consistency of the grip level can be increased by properly scuffing a new set of racing tires. It is very important not to run hard for an entire session on new tires. Think of it like breaking in a new engine, or bedding in new brakes.

To scuff a set of tires, start by taking one or two moderately paced laps to gradually bring the tires up to operating temperature, and then run one hard lap followed by a cool down lap. The ideal situation would be to stop and remove the tires from the car, and allow them to cool down to ambient temperature before running them again.

When running an entire session on a new set of tires without stopping, one should still follow the scuffing procedure at the beginning of the session before turning laps at a fast pace. It's also very important to run a slower lap at some point in the middle of the session to allow the tires to cool off before running hard laps again.



## Pressure

Moisture inside of a tire can cause excessive pressure build-up and handling problems. After purchasing a new set of mounted tires, the valve cores should be removed to purge out any moisture, and the tire should be inflated with dry air or nitrogen.

When switching from another brand of tires to Hankook tires, it is not necessary to change cold or hot inflation pressures.

Start with the same settings, and then make adjustments to achieve the desired handling characteristics that the driver prefers.

An approximate hot pressure target for DOT approved R-compound road racing tires is 40 psi. It could be a few pounds less for lighter cars, and a few pounds more for heavier cars. FWD cars may require higher inflation pressure in the front tires. 13" slicks for formula cars and sports racers should initially target for 22 psi hot. Changing hot inflation pressures to alter the handling characteristics of the car is a fine tuning adjustment. Improving the overall grip level should be done by tuning spring rates, dampers, anti-rollbars, ride heights, alignment settings, etc.

## Temperature (°C)

Tread temperature will vary depending on ambient and track temperature, the type of circuit, and the type of car.

The temperature should be within a range of 70 to 105 degrees when measured in pit lane. Optimum grip level is at 80 to 95 degrees.

A probe type pyrometer is recommended for temperature measurements, and a consistent technique must be used.

Check the tires in the same location (inside, middle, outside) and in the same order (LF, RF, RR, LR) each time the car comes to pit lane.



The data should be recorded as follows to make it easier to interpret.

Depending on the width of the tire, the inside tread temperature should be 10 to 20 degrees hotter than the outside.

<b>Out</b>	<b>FL</b>	<b>In</b>	<b>In</b>	<b>FR</b>	<b>Out</b>
80	88	95	95	88	80
80	88	95	95	88	80
<b>Out</b>	<b>RL</b>	<b>In</b>	<b>In</b>	<b>RR</b>	<b>Out</b>

If the inside is too hot, camber may need to be reduced. If the outside is too hot, camber will need to be increased, or inflation pressure will need to be increased to prevent the tire from rolling over on the outside shoulder. If the front tires are hotter than the rear tires, it may show an under steer condition, and if the rear tires are hotter than the front tires, it may show an over steer condition.

This isn't the case for all types of vehicles.

The front tires on FWD cars are usually always hotter, and the rear tires on high horsepower RWD cars may be hotter due to wheel spin. The tires should be relatively new when using treads temperature data to interpret car set up issues. Tires with a worn shoulder may give a misleading temperature spread across the tire because the thin area doesn't hold as much heat as thicker areas.



## Wear

In addition to utilizing tread temperature data to evaluate how the car and tires are performing; the inside and outside tread wear indicator pins should be measured with a depth gauge to determine if camber or pressure changes need to be made.

If the inside of the tire is worn more, camber may need to be reduced. If the outside is worn more, camber will need to be increased, or inflation pressure will need to be increased to prevent the tire from rolling over on the outside shoulder.

## Heat Cycles

The number of useful heat cycles that a set of race tires should be run is dependent upon whether or not they were properly scuffed, ambient and track temperature, track surface, length of each track session, and most importantly => driving style.

Drivers that toss the car into the entry of a corner and slide through the middle and exit of a turn may have excessive tire wear and a reduction in the consistency of the grip level. A smooth driving style will result in faster lap times and better tire performance.

## Storage

This advisory addresses the proper storage of competition tires in colder climates. The following tires are the subjects of this advisory; Hankook all racing tires. As seen in the picture below, tires stored and operated below freezing Temperature (32 deg F or 0 deg C) will



lose rubber compound flexibility and may experience cracking when operated under such conditions.

### **Caution!**

Rubber compound used in competition tires have unique properties that, when compared to non-competition tires, Caution them to lose some of their flexibility when sorted and operated at sub-freezing temperatures. This loss in flexibility can lead to potential cracking and other damage to the tire. To minimize the chances of this happening, consumers and installers are advised to follow these instructions during Sub-freezing conditions.

1. Do not operate the car with these tires, as the tires may suddenly fall.
2. Always store these tires indoors at temperatures above 32°F or 0°C.
3. Before mounting or dismounting, store these tires for at least 24 hours in a temperature-controlled environment of 68°F(20°C) or warmer.
4. Remove these tires from the vehicle and deflate to half the normal air pressure during prolonged periods of non-use storage.
5. Do not move a car that is in storage with these tires, as the tires may crack.
6. If storing outdoor, please avoid direct sunlight and remove it as soon as possible.



## Safety Warning

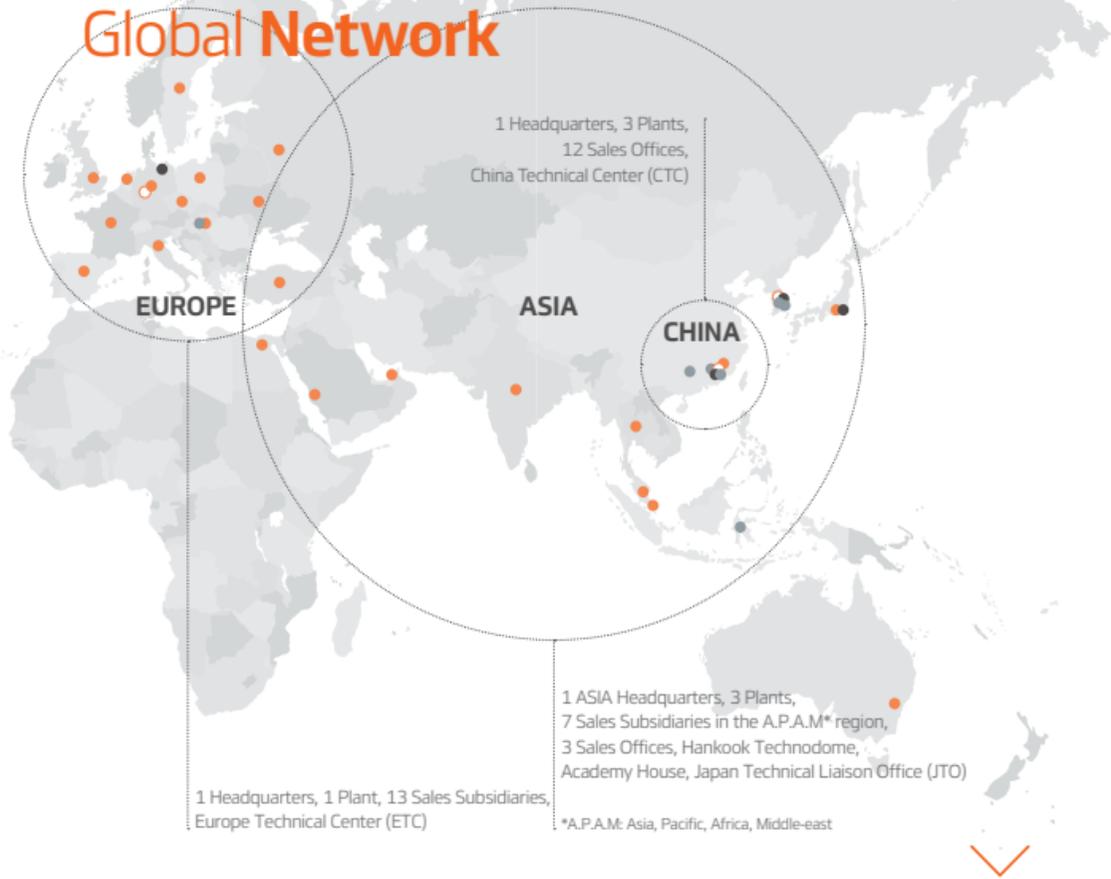
Hankook Tire makes no expressed or implied warranty as to the fitness or merchantability of Hankook racing tires due to the varied and severe conditions under which operate, and shall not be liable for any damages arising out of their use. It is illegal and dangerous to sell and or use race tires on public streets that have not passed or ECE safety standards.

Hankook DOT-approved race tires meet the Department of Transportation performance requirements, but are not intended for highway use. DOT-labeled Hankook racing tires are designed for racing use only. The prohibited use of Hankook racing tires on public roadways may result in loss of traction, unexpected loss of vehicle control, or sudden loss of tire pressure, resulting in possible serious injury or death. The use of chemical treatments

such as tire “soaking” or tread “softener” to alter the tire carcass or tread compound of any Hankook racing tire could result in premature or catastrophic tire failure and serious injury or death. The use of Hankook racing tires on wheels that do not meet Tire & Rim Association standards can cause the tire and wheel assembly to fail and explode with force sufficient to cause serious injury or death.



# Global Network



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