



P265/60-15 – Technical Information & Break In Procedure

Technical Data

SKU	Tire Size	Tread Width	Section Width	Diameter	Target Circ.	Rim Width	Weight
PPNAE	P265/60-15	8.0"	10.7"	26.9"	84.6"	8.0"	21.55lbs
PPNAH	P265/60-15	8.0"	10.7"	27.4"	86.0"	8.0"	22.05lbs

About the P265/60-15 Tire

This tire has proven to be a very well wearing, repeatable asphalt race tire that is well suited to the Hobby Stock / Street Stock type of car. We have had reports of up to 600 competitive laps out of a set of these tires on a well set up race car. Being a D.O.T. tire it does have a bit more rubber on the tread, 7/32nds depth compared to the average race tire @ 5/32nds depth.

Sizing

Being a D.O.T. tire the sizing is a little more uniform on these tires and they should not vary much from the target circumference. Remember that air pressure will have an effect on tire size. 10lbs difference from left to right should give you an additional 1" of stagger. We like to use the standard of 20PSI for Lefts & 30PSI for Rights when measuring tires AFTER MOUNTING.

Scuff Procedure

As with any bias ply racing tire it is a good idea to scuff (break in) new tires before competition. The reason is that racing tire compounds need a slight heat cycle to condition the tire for maximum performance and longevity. Here are the steps to follow if you are able to scuff your tires before racing.

- 1) Run 6-8 laps at no greater than $\frac{3}{4}$ speed
- 2) Let tire completely cool down. We highly recommend scuffing the tires before race day if possible.
- 3) DO NOT drive at top speed during the scuff session. This will cause the tire to fall off or give up prematurely.

Recommended Air Pressures

Base Starting COLD Air Pressures should be in the range of Left Side @ 15PSI & Right Side @ 25PSI. These pressures are recommended to maintain carcass integrity.

Camber/Tire Temperatures

Monitoring the temperatures will assist you to insure proper handling of your race car. Tire temps will also be the guide to proper camber for your car. 25 degrees Fahrenheit or less across the face of the tire should indicate an acceptable amount of camber. Operating within that window will insure optimum tire performance and longevity.

