

PORSCHE

×

PIRELLI

Collezione



AUTHENTIC PERFORMANCE

FOR CLASSIC PORSCHE

Pirelli Tyre Range for **classic Porsche models**

PIRELLI COLLEZIONE

Only a Motorsport world leader and the preferred supplier of the most prestigious car and supercar brands could benefit from its more than 150 years of history and passion to create Collezione, the tyre range dedicated to high value cars older than twenty years. Let yourself be conquered by our Collezione **Authentic Performance.**

PASSION AT EVERY TURN

Take advantage of the knowledge and experience from this collaboration. The right tyre underpins the distinctive character of a classic automobile. It provides the quality optimum rubber for a classic drive, whilst retaining the sentimental nostalgia you have for your Porsche. 'The Perfect Fit' - tailor-made Pirelli tyres for your Porsche help you experience this with each and every turn.



If you want to drive your Porsche, engineered as a sports car, in the way it was meant to be driven, Pirelli offers a complete range of tyres specifically designed to enhance the performance and driving pleasure of classic Porsche models. The last few decades have seen Pirelli working alongside Porsche engineers to develop and homologate tyres across the Porsche range.

PIRELLI HERITAGE

Pirelli and Porsche: two industry leaders that continue to make automotive history all around the world.

1959



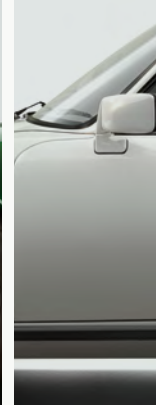
For model years 1959 through 2006 alone, there are currently 161 different recommendations for summer tyres.

1965



From the first models on 15" wheels, Porsche fitted Cinturato CN36™, all the way through to the latest bigger wheels equipped with Pirelli P ZERO™.

1974



Pirelli P7™ tyres made contact with the road on Porsche 911.

1982



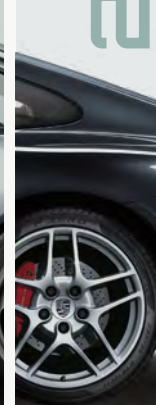
In the '80s, Porsche was the first manufacturer to ask for its own marking.

1994



Since 1994, the Pirelli P ZERO™ ROSSO is the homologated original equipment tyre for the iconic Porsche 911 (993).

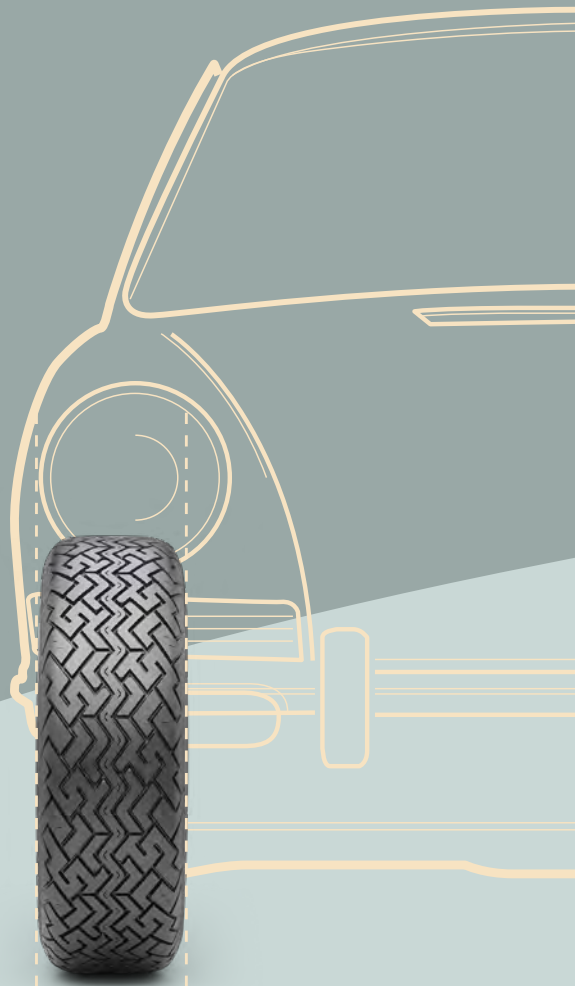
2005



Porsche models like the 911 (997) and Cayman and Boxster (987) are now considered youngtimers, and Pirelli Collezione supports them with original fitments as part of its evolving classic range.

TECHNOLOGY OF THE FUTURE,

Using the most up-to-date and advanced compounds, Pirelli offers greater grip and improved ability to expel water, assuring reliability and high security levels - without losing the original style.



PORSCHE × **PIRELLI**
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CLASSIC PERFORMANCE.

Pirelli Collezione tyres are built to offer the original ride emotions, assuring the perfect fit in terms of style and technical performance as originally provided by classic cars.



9

PIRELLI COLLEZIONE

The synergic collaboration
with the best car makers
to meet the original
performance of classic cars.



CINTURATO CN36



CINTURATO P7



P ZERO ASIMMETRICO



P ZERO ROSSO



P ZERO



P ZERO TROFEO R

The PIRELLI CINTURATO CN36™ has a long established history of original equipment with Porsche dating from the 1960's, 70's and early 80's, with aspect ratios from 60 to 80. Reproducing this tyre in 2016 marks the integration of the original tyre make up with all the latest technology Pirelli has at its disposal, whilst maintaining the tailored and adapted performance required for classic Porsche models.

Developed exclusively by Pirelli for the Porsche 911 Turbo 3.0 and 911 Carrera 3.0 as the world's first low-profile tyre with an aspect ratio of 50, it was later adopted by several Porsche models. A relaunch in 2016 of both these Porsche icons benefits from the addition of Pirelli's latest technology to enhance the tyre's performance. The CINTURATO P7™ is naturally tailored and customised to the needs of Porsche models.

The introduction of the P ZERO™ marked a new tyre concept for sports cars to guarantee drivers the security of total control. This system comprises two different tread patterns – Asimmetrico (rear fitment) with its three element design to transfer engine power to the road and improve torque management, and Direzionale (front fitment) with its arrowhead design to emphasize wet weather performance.

This tyre offers the perfect balance between high performance, comfort and low noise, making it the ideal choice for your classic Porsche. The tyre effortlessly transfers the power of your vehicle to the road and is the embodiment of driving pleasure and safe sporting driving, even at higher speeds.

P ZERO™ has been chosen as original equipment for the most performance oriented and powerful car models. With improved braking performance, it enhances handling and control. The structural integrity makes the tyre excellent in wet conditions and improves steering response. The special "s-shaped" grooves in the tread area deliver lower cabin noise levels, enhancing driver's comfort.

The P ZERO™ TROFEO R is specifically produced for racetrack driving, whilst also being approved for road use, enabling travel to the track, making it the perfect track day tyre. With P ZERO™ TROFEO R you can fully appreciate the performance of extreme vehicles in complete safety, especially on the track. On dry asphalt, even in the most demanding sessions, it ensures high levels of grip and constant trajectories.



On 8 June 1948, the first car to bear the Porsche name received road certification: the Porsche 356/1 Roadster, produced in Gmünd (Carinthia, Austria).

The 'Gmünd Roadster' was powered by a 1.1-litre air-cooled flat-four engine from Volkswagen. The engine's power was increased to 35 hp for the 356. Weighing just 585 kilograms, the roadster could reach speeds of up to 135 km/h (83 mph).

The original 356, also known as the 'pre-A,' is easily recognizable by its two-piece windscreen divided by a centre bar. This design was replaced by a single-piece windscreen with a centre bend starting in the 1952 model year.

All 356 generations were also available in an open-top version, including Cabriolet, Speedster, and Roadster.

Car Model	Sizes	Pattern
356 B (1959 TO 1963)	165/80R15 87V	CINTURATO CN36 N5
356 C (1963 TO 1965)		
356 C (1963 TO 1965)	185/70R15 89W	CINTURATO CN36 N5



In September 1963, Porsche presented the Porsche 901 at the International Motor Show in Frankfurt, known as the Internationale Automobil-Ausstellung (IAA), as a successor to the Porsche 356. One year later, as of model year 1965, series production of the model began and it was renamed the 911 shortly thereafter.

Originally built only as a Coupé, the 911 had an integral body-frame and was powered by a new 2.0-litre flat-six engine, which initially delivered 130 hp.

As of model year 1967, the 911 was also available as a 'safety cabriolet' (Targa) with permanently mounted roll-over bar and removable soft top.

As of model year 1969, the wheelbase was lengthened by 57 mm, resulting in increased driving comfort and simultaneously more stable driving dynamics.

The 911 S, the first engine variant of the 911, was also introduced to the market. In the years that followed, models with additional designations such as T, L, and E were launched.

Car Model	Sizes	Pattern
911 (1965 TO 1968)	165/80R15 87V	CINTURATO CN36 N5
912 (1966 TO 1968)	185/70R15 89W	CINTURATO CN36 N5
	195/65R15 91W	CINTURATO CN36 N5 *
	215/60R15 94W	CINTURATO CN36 N5
911 (1969 TO 1989)	185/70R15 89W	CINTURATO CN36 N5
	195/65R15 91W	CINTURATO CN36 N5 *
	215/60R15 94W	CINTURATO CN36 N5
	205/55R16 91Y	CINTURATO P7 N5
	225/50R16 92Y	CINTURATO P7 N5
911 CARRERA 3.0 (1976 TO 1977)	205/50R15 86Y	CINTURATO P7 N5
911 TURBO 3.0 (1975 TO 1977)	225/50ZR15 91Y	CINTURATO P7 N5
911 CARRERA "TURBO-LOOK" (1984 TO 1985)	205/55ZR16 (91Y)	P ZERO ROSSO N5
911 TURBO 3.3 (1978 TO 1985)	225/50R16 (92Y)	P ZERO ROSSO N5
911 CARRERA "TURBO-LOOK" (1986 TO 1989)	205/55ZR16 (91Y)	P ZERO ROSSO N5
911 TURBO 3.3 (1986 TO 1989)	245/45ZR16 (94Y)	P ZERO ROSSO N5

*Work in progress. Please refer to EPREL Public website for labeling info.

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The Porsche 914 was a collaborative development between Porsche and Volkswagen, serving as the new entry-level model for Porsche starting in the 1970 model year.

This two-seater, often referred to as the ‘VW Porsche’, was a mid-engine sports car. Notable design features included a long wheelbase relative to the vehicle’s length, short overhangs, and a removable roof centre panel made from glass fibre-reinforced plastic, along with a wide safety bar. The 914 also featured pop-up headlights.

Car Model	Sizes	Pattern
914 (1970 TO 1976)	165/80R15 87V	CINTURATO CN36 N5
	185/70R15 89W	CINTURATO CN36 N5
	195/65R15 91W	CINTURATO CN36 N5 *
	215/60R15 94W	CINTURATO CN36 N5

*Work in progress. Please refer to EPREL Public website for labeling info.



The 924, which was available as of model year 1976, was developed by Porsche on behalf of Volkswagen as the successor to the 914 and was eventually produced internally. The new entry-level model was built by Audi in Neckarsulm, Germany.

Good aerodynamics were a priority when designing the body of the 924. This was particularly taken into account through the flat bonnet and the pop-up headlights. As of MY 1983, a black rear spoiler brought about a further improvement in the Cd value. Porsche went in an entirely new direction when designing the drive of the 924. For the very first time, a liquid-cooled front engine was used. This featured an in-line cylinder arrangement. The 125 hp engine was adopted from the Audi 100 and modified by Porsche. The drive power was transmitted according to the transaxle principle.

Car Model	Sizes	Pattern
924 TURBO (1979 TO 1984)	185/70R15 89W	CINTURATO CN36 N5
	195/65R15 91W	CINTURATO CN36 N5 *
	215/60R15 94W	CINTURATO CN36 N5
924 S (1986 TO 1988)	205/55R16 91Y	CINTURATO P7 N5
924 TURBO (1979 TO 1984)		

*Work in progress. Please refer to EPREL Public website for labeling info.



When designing the 928, which went into series production as of model year 1978, the focus was on lightweight construction. The doors, front wings and bonnet were therefore made from aluminium instead of sheet steel. Behind the plastic bumpers integrated in the body shape, there were also aluminium profiles that could withstand a collision at up to 8 km/h (5 mph) without any damage.

The 928 had round, electrically operated pop-up headlights that were integrated in the wings. The rounded fastback was dominated by the large window of the rear lid.

The 928 models were powered by a water-cooled V8 engine with a 90° cylinder arrangement. The displacement of the power unit was increased from an initial 4.5 litres to 5.4 litres. Power was transmitted according to the transaxle principle. To improve aerodynamics, the models were fitted with a front and rear spoiler from type 928 S (MY 1979) onwards.

Car Model	Sizes	Pattern
928 (1978 TO 1982)	225/50R16 (92Y)	CINTURATO P7 N5
928 S (1980 TO 1986)		
928 S4 (1987 TO 1991)	225/50R16 (92Y)	CINTURATO P7 N5
	245/45R16 94Y	CINTURATO P7 N5
928 GTS (1992 TO 1995)	225/45ZR17 (91Y)	P ZERO ROSSO N5
	255/40ZR17 (94Y)	P ZERO ROSSO N5

Please refer to EPREL Public website for labeling info.



In model year 1982, a fourth Porsche model series was launched. Although the body of the 944 was based on the 924, it had considerably more striking contours. The 944 also featured a 2.5-litre in-line four-cylinder engine developed by Porsche. This transaxle model was also produced by Audi in Neckarsulm.

A front spoiler painted in the exterior color with square rubber buffers as well as much wider, slightly angular wings clearly distinguished the 944 from the 924.

The 2.5-litre engine initially developed 163 hp; a catalytic converter version with 150 hp was introduced as of model year 86. The engine with catalytic converter was tuned for unleaded fuel with 95 RON in model year 1988, which increased the power to 160 hp. For the last model year (1989), the displacement was increased to 2.7 litres and the power grew to 165 hp.

Car Model	Sizes	Pattern
944 (1982 TO 1986)	195/65R15 91W	CINTURATO CN36 N5 *
944 TURBO (1985 TO 1986)	205/55R16 91Y	CINTURATO P7 N5
	225/50R16 92Y	CINTURATO P7 N5
944 (1987 TO 1989)	195/65R15 91W	CINTURATO CN36 N5 *
944 S (1987 TO 1988)	205/55R16 91Y	CINTURATO P7 N5
944 S2 (1989 TO 1991)	225/50R16 92Y	CINTURATO P7 N5
944 TURBO (1987 TO 1991)	225/50R16 (92Y)	P ZERO ROSSO N5
	205/55ZR16 (91Y)	P ZERO ROSSO N5
944 TURBO (1987 TO 1991)	225/50R16 92Y	P ZERO ROSSO N5
944 S2 (1989 TO 1991)	245/45R16 94Y	P ZERO ROSSO N5
	225/50R16 92Y	CINTURATO P7 N5
	245/45R16 94Y	CINTURATO P7 N5
944 (1987 TO 1989)	225/45ZR17 (91Y)	P ZERO ROSSO N5
944 S (1987 TO 1988)	255/40ZR17 (94Y)	P ZERO ROSSO N5
944 S2 (1989 TO 1991)		
944 TURBO (1987 TO 1991)		

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The new generation of the 911 came onto the market in model year 1989, at the same time as the G-model was being phased out.

The 911 (type 964) Carrera 4 contained 85 percent new parts, but largely retained the classic shape of its predecessor. It was available in the Coupé, Targa and Cabriolet body designs.

Despite many similarities in the design, the 911 (type 964) had much better aerodynamics than the G model. The new rounded front and rear sections and an automatically extending rear spoiler were the main contributors to this.

Car Model	Sizes	Pattern
911 (964) CARRERA 2 (1990 TO 1994)	205/55ZR16 (91Y)	P ZERO ROSSO N5
911 (964) CARRERA 4 (1989 TO 1994)	225/50ZR16 (92Y)	P ZERO ROSSO N5
911 (964) SPEEDSTER (1994)	245/45ZR16 (94Y)	P ZERO ROSSO N5
911 (964) CARRERA RS (1992)	205/50ZR17 (89Y)	P ZERO ROSSO N5
	255/40ZR17 (94Y)	P ZERO ROSSO N5
911 (964) CARRERA 2 "TURBO-LOOK" (1992 TO 1994)	205/50ZR17 (89Y)	P ZERO ROSSO N5
911 (964) CARRERA 4 "TURBO-LOOK" (1993 TO 1994)	225/45ZR17 (91Y)	P ZERO ROSSO N5
911 (964) TURBO 3.3 (1991 TO 1992)	255/40ZR17 (94Y)	P ZERO ROSSO N5
	275/35ZR17 (94Y)	P ZERO ROSSO N5
911 (964) TURBO 3.6 (1993 TO 1994)	225/40ZR18 (88Y)	P ZERO ROSSO N5
	265/35ZR18 (93Y)	P ZERO ROSSO N5



The last development stage of four-cylinder transaxle models at Porsche was initiated with the 968 in model year 1992.

Most of the body parts for the successor to the 944 S2 were adopted from the previous model. Nonetheless, the front end of the 968 in particular was much more modern – and partly anticipated the front design of the later 911 (type 993). A six-speed manual transmission and a Tiptronic transmission were available for the 968 for the first time.

The variable intake camshaft control VarioCam was also used for the first time with this model.

The 968 was available as a Coupé and a Cabriolet.

Car Model	Sizes	Pattern
968 (1992 TO 1995)	205/55ZR16 (91Y)	P ZERO ROSSO N5
	225/45ZR17 (91Y)	P ZERO ROSSO N5
968 CS (1993 TO 1995)	255/40ZR17 (94Y)	P ZERO ROSSO N5
968 TURBO S (1993)	235/40ZR18 (91Y)	P ZERO ROSSO N5 *
	285/30ZR18 (93Y)	P ZERO ROSSO N5

*Work in progress. Please refer to EPREL Public website for labeling info.



In model year 1994, the 911 (type 964) model line was replaced by the 911 (type 993) model line. This was a significant advance, not just from a technical, but also a visual perspective. The front wings of the 911 (type 993) Carrera were wider and flatter. Due to the shorter luggage compartment lid, the black rubber lip forming the seam between the body and the front bumper on the G model and the 911 (type 964) was omitted.

The rear wings were also widened and ran in a straighter line towards the rear with the higher-positioned tail lights. The 911 (type 993) was initially available as a Coupé and Cabriolet with rear-wheel drive. The all-wheel drive versions Carrera 4 and 911 Turbo with viscous multi-plate clutch followed in the 1995 model year, as well as the Carrera 4S and Carrera S in the 1996/97 model years.

The Targa model produced as of model year 1996 featured a large, electrically adjustable sliding roof made of tinted laminated glass instead of the removable soft top for the first time. The existing roll-over bar could therefore be dispensed with. The Carrera and Targa models were powered by a new 3.6-litre engine, which initially developed 272 hp and 285 hp as of model year 1996.

Car Model	Sizes	Pattern
911 (993) CARRERA (1994 TO 1998)	205/55ZR16 (91Y)	P ZERO ROSSO N5
	245/45ZR16 (94Y)	P ZERO ROSSO N5
	205/50ZR17 (89Y)	P ZERO ROSSO N5
	255/40ZR17 (94Y)	P ZERO ROSSO N5
	225/40ZR18 (88Y)	P ZERO ROSSO N5
	265/35ZR18 (93Y)	P ZERO ROSSO N5
911 (993) TURBO (1995 TO 1998)	225/40ZR18 (88Y)	P ZERO ROSSO N5
	285/30ZR18 (93Y)	P ZERO ROSSO N5
911 (993) GT2 (1996 TO 1998)	235/40ZR18 (91Y)	P ZERO ROSSO N5 *
	285/30ZR18 (93Y)	P ZERO ROSSO N5
	295/30ZR18 (98Y)XL	P ZERO ROSSO N5

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When launched in model year 1997, the Porsche Boxster set new performance and safety standards in the open-top sports car market segment. The roadster combined the dynamic performance of a sports car with unlimited day-to-day usability.

A new type of convertible-top kinematic system allowed the electric convertible top to be opened and closed in just 12 seconds. The Boxster stood out from the competition with its mid-engine concept based on a typical Porsche flat-six engine.

Car Model	Sizes	Pattern
BOXSTER (986) (1997 TO 2004)	205/55ZR16 (91Y)	P ZERO ROSSO N5
	225/50ZR16 (92Y)	P ZERO ROSSO N5
	205/50ZR17 (89Y)	P ZERO ROSSO N5
	255/40ZR17 (94Y)	P ZERO ROSSO N5
BOXSTER (986) (1998 TO 2004)	225/40ZR18 (88Y)	P ZERO ROSSO N5
	265/35ZR18 (93Y)	P ZERO ROSSO N5

911 (996)



In 1997, Porsche launched a completely new 911. The classic body was larger and the chassis had been further enhanced. The model also featured a more powerful version of the new water-cooled flat-six engine.

Car Model	Sizes	Pattern
911 (996) CARRERA 2 (1998 TO 2001)	205/50ZR17 (89Y)	P ZERO ROSSO N5
911 (996) CARRERA 4 (1999 TO 2001)	255/40ZR17 (94Y)	P ZERO ROSSO N5
	225/40ZR18 (88Y)	P ZERO ROSSO N5
	265/35ZR18 (93Y)	P ZERO ROSSO N5
911 (996) CARRERA 2 (2002 TO 2005)	225/40ZR18 (88Y)	P ZERO ROSSO N5
911 (996) CARRERA 4 (2002 TO 2005)	285/30ZR18 (93Y)	P ZERO ROSSO N5
911 (996) TURBO (2001 TO 2005)	225/40ZR18 (88Y)	P ZERO ROSSO N5
911 (996) TURBO S (2004 TO 2005)	285/30ZR18 (93Y)	P ZERO ROSSO N5
	295/30ZR18 (98Y)XL	P ZERO ROSSO N5
911 (996) GT3 (1999 TO 2001)	225/40ZR18 (88Y)	P ZERO ROSSO N5
	285/30ZR18 (93Y)	P ZERO ROSSO N5
911 (996) GT3, GT3 RS (2004 TO 2005)	235/40ZR18 (91Y)	P ZERO ROSSO N5 *
	295/30ZR18 (98Y)XL	P ZERO ROSSO N5



In the 2005 model year, Porsche expanded the Boxster model series to include the type 987 Boxster. Visually, the new model differs greatly from its predecessors with newly designed, oval headlights and 17-inch aluminium wheels instead of 16-inch aluminium wheels on the Boxster and 18-inch aluminium wheels instead of 17-inch aluminium wheels on the Boxster S. The electric top of the new Boxster can now be opened and closed at a speed of up to 50 km/h. In the 2007 model year, the rated power of the two Boxster models would be raised to the same level as the Cayman models.

In the 2007 model year, Porsche initially presented the Cayman with a 5-speed manual transmission and a 2.7-litre engine, thereby complementing the new model series. The Cayman distinguishes itself from the S model by its unique look: Black anodised brake callipers, Black front spoiler lips, 17-inch aluminium wheels and an oval exhaust tailpipe.

Car Model	Sizes	Pattern
BOXSTER (987) (2005 TO 2012)	235/35ZR19 (87Y)	P ZERO N2
	265/35ZR19 (94Y)	P ZERO N2
CAYMAN (987) (2007 TO 2012)	235/35ZR19 (87Y)	P ZERO N2
	265/35ZR19 (94Y)	P ZERO N2



911 (997)

From 2005, the Porsche 911 presented itself as being more diverse than ever before: it was available as a Coupé and Targa, Cabriolet and Speedster, with rear- and all-wheel drive, a slimmer and wider body, with water-cooled naturally aspirated and turbo engines, as a GTS version as well as a GT2, GT2 RS, GT3 and two GT3 RS sports versions. Including special models, the range counts 30 model variants – supplemented by numerous customisation options.

With the design of the 911 (type 997), Porsche honed the 911's character and gave it an even more dynamic and powerful appearance. The Carrera already had more presence with its more strongly modelled rear, and the S, GT and Turbo models are another 44 millimetres wider. The 911 (type 997) differentiated itself from its predecessor by the steeper, round, clear-glass headlights, which are an important stylistic element of the air-cooled 911.

Car Model	Sizes	Pattern
911 (997) CARRERA (2005 TO 2013)	235/35ZR19 (87Y)	P ZERO N2
	295/30ZR19 (100Y)XL	P ZERO N2
	305/30ZR19 (102Y)XL	P ZERO N2

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