

**Approved Summer Tires and Wheels (91/21)**

Revision: This bulletin replaces bulletin Group 4 01/13, dated March 20, 2013.

Model Year: **As of 2004 up to 2006**

Vehicle Type: **Carrera GT (980)**

Information: **Approval status: September 2021**



**WARNING**

**Driving with different tires (mixed tires)**

- **Uncontrollable vehicle handling**
- ⇒ **Only use tires of the same make and type, with the same speed index and the same specification code (N0, N1, N2, ...) on a vehicle.**

Summer Tires: The tire makes and types shown in **bold** in the table below are currently approved makes and types. We recommend that you use these tires when installing new tires.

Model	Tire sizes	Tire make and type / Label value (Link to EU database)
<b>Carrera GT</b>	265/35 ZR 19 (98Y) XL and 335/30 ZR 20 (108Y) XL	<b>Michelin Pilot Super Sport N0</b> (Rotation) FA: <a href="https://eprel.ec.europa.eu/qr/412621">https://eprel.ec.europa.eu/qr/412621</a> RA: <a href="https://eprel.ec.europa.eu/qr/408245">https://eprel.ec.europa.eu/qr/408245</a>
	265/35 ZR 19 (94Y) and 335/30 ZR 20 (104Y)	Michelin Pilot Sport N2 (Rotation) FA: <a href="https://eprel.ec.europa.eu/qr/410753">https://eprel.ec.europa.eu/qr/410753</a> RA: Label value currently not available



**Information**

N... = Specification code of the tire, e.g. "N0", "N1", "N2" ... The complete "N ..." code of the tires in question must be shown on the tire sidewall near the tire type designation.  
Instructions for correct mounting of the tires are also given on the tire sidewall. If there are no mounting instructions on the tire sidewall, the tire must be mounted so that the DOT marking is visible from the outside.

Arrow with inscription "Rotation"	= directional mounting
"Inside/Outside" inscription or "Left" or "Right"	= mounting on specified side only
Arrow with both inscriptions "Rotation" and "Inside/Outside"	= directional mounting on specified side only.
Arrow with both inscriptions "Rotation" and "Left" or "Right"	= directional mounting on specified side only.



### Information

If a tire is damaged and it is not possible to determine with absolute certainty that there is no ply damage – with all of its consequences – or if the tire was thermally and/or mechanically overloaded due to a loss of pressure or other prior damage, replace the tire in question for safety reasons.

Repairs to "V", "W", "Y" and "ZR" tires should also be avoided, as well as the use of inner tubes in tubeless tires. Please inform your customers accordingly.

When replacing a tire on an axle, make sure that the tread depth of the new tire does not differ from that of the highest profile tire by more than 30 %. If this value is exceeded, we recommend that you replace both tires.



### WARNING

#### Incorrect tire pressure

- **Uncontrollable vehicle handling**
- ⇒ **Adjust the tire pressure according to specifications. Never allow the pressure to fall below the minimum pressure.**
- ⇒ **Check age of tires. Replace tires that are more than 4 years old.**
- ⇒ **Perform visual inspections.**
- ⇒ **Use only tires recommended by Porsche.**

Tire Pressure:



### Information

The tire pressure applies only to the tire makes and types approved by Porsche, and is specified for cold tires (approx. **68° F/20°C**). The tire pressures must never be lower than the specified values.

#### Standard tire pressure for summer tires

FA	RA
2.2 bar (32 psi)	2.2 bar (32 psi)

Sizes: **Permissible wheel and tire sizes (RO = rim offset in mm)**

The wheel and tire combinations specified here are permitted in accordance with EU general certification as of e13\*2001/116\*0980\*00.

Tires	Tire sizes	Wheel sizes
Summer	FA: 265/35 ZR 19 (98Y) XL RA: 335/30 ZR 20 (108Y) XL	9.5 J x 19 H2, RO 6 12.5 J x 20 H2, RO 30
	FA: 265/35 ZR 19 (94Y) RA: 335/30 ZR 20 (104Y)	9.5 J x 19 H2, RO 6 12.5 J x 20 H2, RO 30

Wheels: **Overview of Porsche wheels for summer tires**

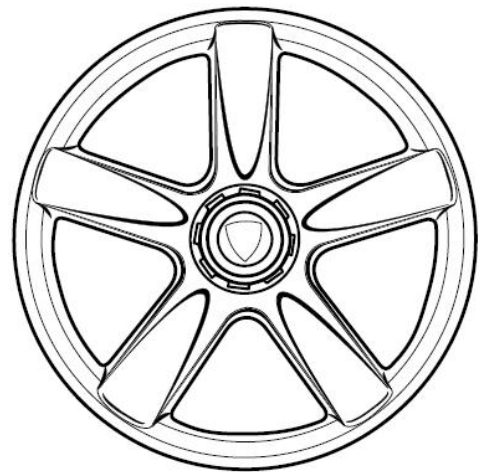
Identification on the inside/outside of the wheel disc:

Wheel size, rim offset (RO) in mm, Part No. and Porsche logo

**Carrera GT wheel**

Front: 9.5J x 19 H2, RO 6  
Part No. 980.362.158.07/.08

Rear: 12.5 J x 20 H2, RO 30  
Part No. 980.362.174.08/.12



**Information**

Improper handling can damage the wheel surface.

Carry out tire removal and mounting using a bead holding-down device only.

Use a leather pad on the rim flange to support the valve insertion tool.

Only use the Porsche centering clamping set for balancing.

Do not use brushes to clean the wheels because brushes can cause deep scratches that cannot be removed by polishing.

Never use solvents or other chemical substances on tires.

## Mounting

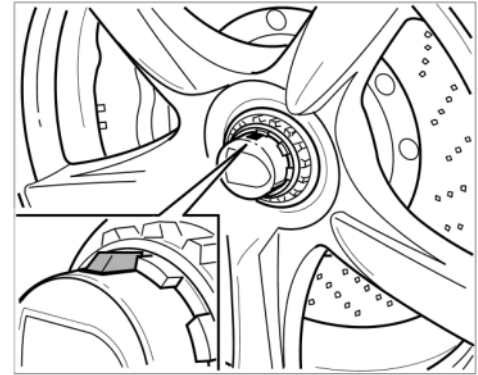
## Instructions:

The wheels of the Carrera GT are mounted using a central wheel nut. These wheel nuts have different threads: Right side — left-handed thread, blue wheel nuts. Left side — right-handed thread, red wheel nuts. In general, loosen wheel nuts “towards the front” (in direction of travel). This applies to both sides.

The spring-loaded locking bolts (two for each wheel hub pin) are a security device to prevent the wheel nuts from loosening in inappropriate circumstances. It is important to ensure that the locking bolt function has not been impaired before each wheel is mounted. To check this, press in the locking bolts simultaneously with your fingers.

When released, the locking bolts must move with clearly detectable spring pressure in the direction of the wheel nuts.

With wheel attached, spray the cone area of the wheel nut and the wheel, as well as the thread of the wheel nut and the wheel hub, and the spring-loaded locking bolts uniformly with the specified lubricant “McLube Saikote High Performance Spray”.

**Information**

Do not spray the contact surfaces between the wheel and wheel hub with lubricant.

When mounting the wheels, make sure to maintain the groove all around the cone of the wheel nut. This groove is an indication of the required presence of a defined contact surface on the wheel nut. If you can no longer feel the groove, replace the wheel. Replace wheel nuts that are damaged and/or difficult to turn.

During the initial mounting of a new wheel and/or a new wheel nut, mounting is done in several steps:

Step 1: Tighten wheel nut to 550 Nm (407 ftlb.) + 25 Nm (19 ftlb.). Then completely loosen the wheel nut again.

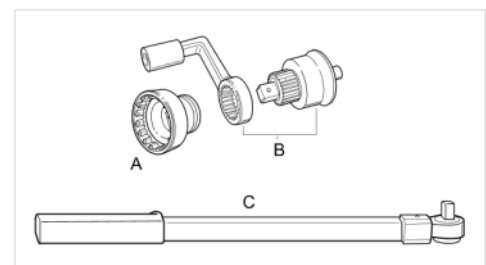
Step 2: Tighten wheel nut again to 550 Nm (407 ftlb.) + 25 Nm (19 ftlb.). Then completely loosen the wheel nut again.

Step 3: Tighten wheel nut to 550 Nm (407 ftlb.) + 25 Nm (19 ftlb.). The wheel is not tightened fully until this third step is complete.

Recommended Porsche special tools:

⇒ see figure -LHD vehicle - Socket-wrench insert 9451

⇒ see figure -Item C- Torque wrench



General: Always use new aluminium valves (Part No. 955.361.053.00) after changing tires.

Navigation Systems: After a wheel or tire change, the full locating accuracy is attained only after a trip of approx. 50 km (30 miles), if possible on a highway and at a speed > 60 km/h (40 mph). Furthermore, high wheel slip factor (e.g. wheel spin) can result in temporary incorrect positioning.

Wheel Storage:

- Tires must be stored in a cool, dry and dark room with adequate ventilation.
- Tires must never come into contact with fuel, oil, grease or chemicals.
- Do not store summer tires in storage areas with ambient temperatures of less than 5° F (-15° C).
- Complete wheel & tire assemblies can be stacked for storage; we recommend that you increase the tire pressure by approximately 6 psi (0.4 bar).
- Optimum conditions for storage of the complete wheels are provided by the Original Porsche storage trolley, Part No. 000.044.000.38.
- If the tires are not mounted on wheels, it is best to store them in a vertical position.
- We recommend that you turn tires stored in this position every two weeks in order to prevent flat spots.
- Tires that are stacked in a horizontal position will become severely deformed and cannot be seated properly in the rim flange when they are mounted.

General Information:

- Always use new valves when changing tires.
- Always observe any possible instructions concerning the rolling direction and/or specifying which side the tires must be mounted on.
- Coat the tire beads and humps with mounting lubricant before mounting the tire. This ensures that the tire beads will slide over the humps easily.
- In order to prevent the tire from turning on the wheel, avoid extreme driving maneuvers (acceleration and braking) during the first 100 to 200 miles with new or recently mounted tires.
- In order to optimize smoothness of rolling, it is appropriate - and necessary in individual cases - to mount the tire in a certain (favorable) position with respect to the wheel (matching).

**Matching (uncontrolled and controlled) is explained below: Uncontrolled matching:**

- Turning the tire on the wheel by 90° or 120° if necessary in order to achieve an acceptable value with regard to rolling smoothness (true running, imbalance and weight distribution of balance weights).

**Controlled matching:**

- With a balancing machine with matching program. In most cases, this produces an even better result with regard to the rolling smoothness (true running, imbalance and weight distribution of the balance weights) than can be achieved with uncontrolled matching.
- Maximum permissible radial runout and lateral runout of the wheels < 0.7 mm. Maximum permissible radial runout and lateral runout of the wheels with tires < 1.25 mm. Values < 1.50 mm - ideally approx. 0.5 mm - are desirable.
- The mounting pressure (seating pressure) of 58 psi/4.0 bar overpressure must not be exceeded before both tire beads are evenly seated on the rim flange.

**New Tires (Replacements):**

- If new tires are to be mounted or the tires of one axle are to be replaced, tires of the same make, type and with the same specification code must always be used on each of the two axles.
- If tires are replaced on one axle only, the different tread depth from that on the other axle can cause a noticeable change in the familiar handling.
- This is especially the case if new tires are mounted on the rear axle.
- This effect decreases with increasing tire mileage.

When replacing a tire on an axle, make sure that the tread depth of the new tire does not differ from that of the other tire on the same axle by more than 30 %.

Refer to WM 449503 for specific details of the vehicle you are working on.

- >The 2mm specification will be given here.
- > If there is none listed then the default is 30%.

**Repairs to Tires:**

- If a tire is damaged and it cannot be determined with absolute certainty that there is no ply damage - with all of its consequences - or if the tire was thermally or mechanically overloaded due to a loss of pressure or other prior damage, we recommend replacement of the tire in question for safety reasons.
- Repairs to "V", "W", "Y", and "ZR" tires are not permissible, as is the use of inner tubes in tubeless tires.

**Tire Aging:**

- Tires age due to chemical and physical processes, which can impair their function.
- Tires that are stored unused for an extended period harden and become brittle faster than tires that are in continual use.
- Hairline aging cracks can occur on older tires.
- On tires in continual use, the kneading action activates the plasticizer in the rubber and thereby prevents hardening and cracking.
- Therefore, attention should be paid not only to the tread depth but also to the age of the tire.
- Tires should not be older than 6 years.
- The age of the tire can be determined via the DOT code on the sidewall, which indicates the production date of the tire: e.g. DOT 2201 = 22nd week of 2001.

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