# g-Force<sup>™</sup> R1<sup>™</sup>



### The purpose-built track tire designed for drivers who take winning seriously.

**Fast Facts:** One second faster laps than the competition on a 1-mile road course.\* *g*-Control<sup>™</sup> sidewall inserts generate tremendous cornering force with excellent driver feedback.

> Helps to turn your fastest laps. Predictable grip inspires confidence and helps lower lap times.

#### Features:

- Easy to drive at the grip limit
- Symmetric, non-directional tread design
- Competition ready
- Razor sharp steering response
- Best in R1 DOT street legal class dry grip

#### **Benefits**:

- Predictable grip character that's easy to drive at the limit, and confidence inspiring for the quickest lap times in amateur road race competition
- Can be used at different wheel positions and rotated in both directions, to maximize tread life for the most possible laps at the race track
- Minimal break-in required. Molded to 4/32nds of an inch tread depth. No shaving required
- Split second steering response and precise turn-in enable precision at the track
- The g-Force<sup>™</sup> R1<sup>™</sup> tread compound offers quick warm-up, superior cornering power and consistent grip, lap after lap

\*Test conducted by The Tire Rack at the Michelin LPG facility.



## g-Force<sup>™</sup> R1<sup>™</sup>

Best in R1<sup>™</sup> DOT street legal class dry grip proprietary tread compound Rim protector Symmetric, non-directional tread design Competition ready 4/32nds tread depth Easy to drive at the grip limit tread compound ETEC System™ (Equal TEnsion Containment System) Razor sharp steering response

Two full-width steel belts

Special racing radial nylon carcass construction

g-Control™ sidewall inserts help resist deflection

	/	e <sup>Desc.</sup>	/	/ ,	\$	14 N		/	ion Welshing			d Depth in 22nds)	lie	/ x				
THESILE		e <sup>pe</sup>	dewall	ASPH Lot	N MSPN*	Rin Width Range in	.,	Ζ,	ion Welling	MT /	Diameter Tree	d Depids) an 32nds P	en Mile hor Loz	- 	eadweat	Traction Len	perature p	wailable
THE	enit	´ / ``	<sup>80</sup> / 1	N/ Je	4.	Ringue		çe	Le h		oian Tre	131 P	Nat C	<sup>8.</sup> / ~	é <sup>o-</sup> / .	KOC/ K	Ne. /	Walle
	<u> </u>	$\square$		$\angle$		<del>ب</del>	$\square$		2, 62,		<u> </u>	<u> </u>	<u>v</u>	$\square$	$\square$	<u> </u>	<u> </u>	
P205/50ZR15	84W	BSW	31575		5.5 -	7.5	8.4	on	6.5	22.8	4.0	912	1113@51	40	В	A	2Q	
P205/50ZR15	84W	BSW	62485	31575	5.5 -	7.5	8.4	on	6.5	22.8	4.0	912	1113@51	40	В	A		
P225/50ZR15	90W	BSW	61446		6.0 -	8.0	9.1	on	7.0	23.6	4.0	881	1301@51	40	В	A	2Q	
P225/50ZR15	90W	BSW	06811	61446	6.0 -	8.0	9.1	on	7.0	23.6	4.0	881	1301@51	40	В	Α		
P205/55ZR16	89W	BSW	14120		5.5 -	7.5	8.4	on	6.5	24.5	4.0	849	1279@51	40	В	A	4Q	
P205/55ZR16	89W	BSW	21509	14120	5.5 -	7.5	8.4	on	6.5	24.5	4.0	849	1279@51	40	В	А		
P225/50ZR16	91W	BSW	17463		6.0 -	8.0	9.1	on	7.0	24.5	4.0	849	1367@51	40	В	A	4Q	
P225/50ZR16	91W	BSW	12323	17463	6.0 -	8.0	9.1	on	7.0	24.5	4.0	849	1367@51	40	В	Α		
P245/45ZR16/LL	88W	BSW	44288		7.5 -	9.0	9.6	on	8.0	24.7	4.0	844	1235@51	40	В	А	4Q	
P245/45ZR16/LL	88W	BSW	22748	44288	7.5 -	9.0	9.6	on	8.0	24.7	4.0	844	1235@51	40	В	A		
P225/45ZR17/LL	84W	BSW	49121		7.0 -	8.5	8.9	on	7.5	24.8	4.0	839	1102@51	40	В	Α	4Q	
P225/45ZR17/LL	84W	BSW	09627	49121	7.0 -	8.5	8.9	on	7.5	24.8	4.0	839	1102@51	40	В	A		
P235/40ZR17/LL	84W	BSW	08860		8.0 -	9.5	9.5	on	8.5	24.2	4.0	860	1102@51	40	В	А	4Q	
P235/40ZR17/LL	84W	BSW	19220	08860	8.0 -	9.5	9.5	on	8.5	24.2	4.0	860	1102@51	40	В	А		
P245/40ZR17/LL	86W	BSW	50260		8.0 -	9.5	9.8	on	8.5	24.2	4.0	860	1168@51	40	В	A	4Q	
P245/40R17/LL	86W	BSW	39601	50260	8.0 -	9.5	9.8	on	8.5	24.2	4.0	860	1168@51	40	В	А		1
P255/40ZR17/LL	89W	BSW	13273		8.5 -	10.0	10.2	on	9.0	24.8	4.0	839	1279@51	40	В	А	4Q	1
P255/40ZR17/LL	89W	BSW	27377	13273	8.5 -	10.0	10.2	on	9.0	24.8	4.0	839	1279@51	40	В	Α		
P275/40ZR17/LL	93W	BSW	64568		9.0 -	11.0	10.9	on	9.5	25.5	4.0	816	1433@51	40	В	А	4Q	1
P275/40ZR17/LL	93W	BSW	95479	64568	9.0 -	11.0	10.9	on	9.5	25.5	4.0	816	1433@51	40	В	А		
P315/35ZR17/LL	93W	BSW	94637		11.0 -	12.0	12.6	on	11.0	25.5	4.0	816	1433@51	40	В	А	4Q	
P315/35ZR17/LL	93W	BSW	96664	94637	11.0 -	12.0	12.6	on	11.0	25.5	4.0	816	1433@51	40	В	А		
P225/40ZR18/LL	83W	BSW	13982		7.5 -	9.0	9.1	on	8.0	24.9	4.0	829	1074@51	40	В	А	4Q	
P225/40ZR18/LL	83W	BSW	09117	13982	7.5 -	9.0	9.1	on	8.0	24.9	4.0	829	1074@51	40	В	А		
P245/40ZR18/LL	88W	BSW	03884		8.0 -	9.5	9.8	on	8.5	25.4	4.0	819	1235@51	40	В	А	4Q	1
P245/40ZR18/LL	88W	BSW	15639	03884	8.0 -	9.5	9.8	on	8.5	25.4	4.0	819	1235@51	40	В	Α		
P265/35ZR18/LL	85W	BSW	34527		9.0 -	10.0	10.7	on	9.5	25.0	4.0	832	1135@51	40	В	А	4Q	1
P265/35ZR18/LL	85W	BSW	03040	34527	9.0 -	10.0	10.7	on	9.5	25.0	4.0	832	1135@51	40	В	А		
P275/35ZR18/LL	87W	BSW	74887		9.0 -	11.0	10.9	on	9.5	25.4	4.0	819	1201@51	40	В	А	4Q	1
P275/35ZR18/LL	87W	BSW	26533	74887	9.0 -	11.0	10.9	on	9.5	25.4	4.0	819	1201@51	40	В	А		
P285/30ZR18/LL	86W	BSW	47005		10.0 -	11.0	11.4	on	10.0	24.9	4.0	829	1168@51	40	В	А	4Q	
P285/30ZR18/LL	86W	BSW	39643	47005	10.0 -	11.0	11.4	on	10.0	24.9	4.0	829	1168@51	40	В	А		
P335/30ZR18/LL	95W	BSW	43792		12.0 -	13.0	13.5	on	12.0	25.7	4.0	809	1521@51	40	В	А	4Q	
P335/30ZR18/LL	95W	BSW	42166	43792	12.0 -	13.0	13.5	on	12.0	25.7	4.0	809	1521@51	40	В	A		]

### \*New MSPNs listed will begin to phase in and replace the corresponding old MSPNs. The design of the new MSPNs is significantly different from the discontinued ones and should not be mixed in any combination on the vehicle. Contact your representative for updates on timing of this conversion.

LL = Light Load

Exceeding the safe, legal speed limit is neither recommended nor endorsed.

1. The sizes shown are average design values for tires measured on specified measuring rim widths. Some tires may vary from this value by +/-3% of the section height (affecting overall diameter), and +/-4% of the section width.

2. Section width varies approximately 0.2" (5mm) for every 0.5" change in rim width.

WARNING: Serious or fatal injury may result from tire failure due to underinflation or overloading. To ensure correct air pressure and vehicle load, refer to vehicle owner's manual or tire information placard on the vehicle. Serious injury or death may result from explosion of tire/im assembly due to improper mounting. Only tire professionals should mount itries and they should never inflate beyond 40 psi to seat the beads. Before mixing types of tires in any configuration on any vehicle, be sure to check the vehicle owner's manual for its recommendations.

DANGER: Never mount a 16" diameter tire on a 16.5" rim. DANGER: Never mount a 17"diameter tire on a 17.5" rim.

Important Note: The g-Force  $^{IM}$  R $1^{PM}$  is a special-use product designed for competitive racing. As such, the following precautions must be followed when using the product.

At the Race Track: Never inflate the tire to less than 19 psi. Use the information provided in the BFGoodrich g-Force™ R1™ Care & Feeding Brochure for cold inflation pressure guidelines and other product usage recommendations.

On the Street: g-Force™ R1™ tires have a reduced tread depth when new, and a tread rubber compound optimized for maximum dry grip. As such, they will wear out much sooner and offer less wet grip when compared to normal passenger-car tires. Therefore, observe tire-wear condition often. Do not use the tires on the street when the tread depth wears to less than 2/32nds inch. Reduce speeds in wet conditions and whenever any standing water is present. The g-Force™ R1™ is not intended for use in snow and ice conditions.

For high-speed driving, additional inflation pressure and possibly reduced tire loading and/or upsizing is required. In the absence of specific recommendations by the vehicle manufacturer, use the following guidelines based on those in the European Tyre and Rim Technical Organization Standards Manual.

For speeds over 100 mph (160 km/h), load and inflation must be adjusted according to the table below.

W-Speed Rated Sizes:										
Maximum Speed (mph)	118	124	130	136	143	149	155	161	168	
Inflation Increase (psi)	0.0	1.5	3.0	4.5	6.0	7.5	7.5	7.5	7.5	
Load Capacity (% of max.)	100	100	100	100	100	100	95	90	85	

