

Continental 



Conti *Force* Contact

Care & Maintenance Guide

ContiForceContact™ – a tire that looks for a challenge!

At Continental Tire we are passionate about driving, and we know you are too. We’ve married that passion with our technology to deliver the ContiForceContact™. Bringing together our racing and passenger car technologies, we’ve developed a tire for you, the racing enthusiast who has a zest for driving.

Designed for performance vehicles, the ContiForceContact™ was developed at the world-famous Nürburgring and engineered for performance on the track. At the same time, this tire is DOT-approved for street use to get you to and from the track.

This manual will provide you the necessary information for the adjustments needed to give you a confident and successful day at the track on the ContiForceContact™. The information in this manual is broad-spectrum and numerous variables such as track conditions, car setup and driver preference should be considered, and will play an important role in determining the optimum track setup for your car. The setup information provided in this manual is meant to act as a guideline; it is up to you, as the driver, to determine the best setup for your vehicle application, track conditions and driving style. Please consult with a professional if you have questions regarding a setup specific to your vehicle and conditions.

At Continental Tire we’re pleased to share your passion for driving and would like to thank you for choosing the ContiForceContact™.

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Size Range

Size	Load/Speed	Load Range	Sidewall	Article Number	Tire Diameter (In.)	Tire Weight (lbs)	Max Inflation (psi)	Overall Section Width (Measuring Rim) (In.)	Approved Rim Widths (In.)	Max Load (lbs)	Tread Depth (in 32nds)	Revs Per Mile
225/40 ZR 18	ZR	XL	BSW	03562220000	25.1	19.5	51	9.0 (8.0)	7.5 - 9.0	1389	6	828
235/40 ZR 18	(95Y)	XL	BSW	03568770000	25.4	19.4	51	9.5 (8.5)	8.0 - 9.5	1521	6	818
295/30 ZR 18	ZR	XL	BSW	03562240000	25.0	24.2	51	12.0 (10.5)	10.0 - 11.0	1653	6	831
235/35 ZR 19	ZR	XL	BSW	03507060000	25.5	20.1	51	9.5 (8.5)	8.0 - 9.5	1356	6	815
245/35 ZR 19	ZR	XL	BSW	03563260000	25.8	20.7	51	9.8 (8.5)	8.0 - 9.5	1433	6	805
265/30 ZR 19	ZR	XL	BSW	03507090000	25.3	22.2	51	10.7 (9.5)	9.0 - 10.0	1433	7	821
305/30 ZR 19	ZR	XL	BSW	03507080000	26.2	28.2	51	12.3 (11.0)	10.5 - 11.5	1874	7	793
325/30 ZR 19	ZR	XL	BSW	03507070000	26.7	29.8	51	13.0 (11.5)	11.0 - 12.0	2039	7	778
245/35 ZR 20	(91Y)	SL	BSW	03562130000	26.8	22.1	51	9.8 (8.5)	8.0 - 9.5	1356	6	775
255/35 ZR 20	(97Y)	XL	BSW	03569090000	27.0	23.1	51	10.2 (9.0)	8.0 - 10.0	1609	6	769
295/30 ZR 20	(101Y)	XL	BSW	03569100000	27.0	28.6	51	11.9 (10.5)	10.0 - 11.0	1819	6	769
305/30 ZR 20	(103Y)	XL	BSW	03562140000	27.2	28.2	51	12.3 (11.0)	10.5 - 11.5	1929	7	764

All sizes: UTQG: 80 AA A
Rim protector

Driving in Wet Conditions

ContiForceContact™ is designed for street and racetrack driving, with a focus on dry handling. This tire is DOT-approved and can be driven to and from the racetrack, even in wet conditions. However, this tire is optimized for dry handling, ***so caution is advised when driving on wet pavement***, especially when standing water is present.

Durability and Wear

Lower inflation pressure, higher load and/or higher speeds than prescribed by the vehicle or tire manufacturer reduces the lifetime of the tires and can lead to structural damage. Therefore, we recommend ***frequent and careful inspection of the tires***. Always check inflation pressure and tread depth before and after racetrack driving. Gradual warm-up of cold tires before spirited driving will extend the lifetime of the tires.

Heat Cycling

Heat cycling is the process of breaking-in new tires by gradually warming them up and then allowing them to rest for a period of time before next track use.

During the rest period, the tread compound forms new molecular bonds which can improve the tread life, especially for racetrack use. There can be a slight improvement in lap times from heat cycling. Heat cycling is recommended but not required.

Warming up the tires can be accomplished on the vehicle by driving on a racetrack or off the vehicle on a heat cycling machine. After heat cycling, it is important to allow the tires to rest for at least 24 hours before next track use.

Air Pressure Settings

Pressure vs. Temperature — Tire air pressure (inflation pressure) changes with the air temperature inside the tire. The air temperature inside a tire changes mainly due to ambient temperatures, sun exposure, and driving. When temperature increases, pressure increases. When temperature decreases, pressure decreases. ***As a rule of thumb, for every 10° F change in temperature, inflation pressure changes approximately 1 psi.***

Street Driving — When driving on public streets with original equipment (OE) tire sizes, please refer to the vehicle manufacturers' recommendations for the appropriate cold inflation pressures for your specific vehicle. For non-OE tire sizes, please consult with a tire professional. Check and adjust cold inflation pressure when the tires are cold. In the morning before driving is the best time to set cold inflation pressure.

Racetrack Driving — For optimal performance on a racetrack, inflation pressures may vary from those used for street driving. Start with the cold inflation pressures used for street driving, then reduce pressures after warm-up laps on the racetrack. The optimum inflation pressures for each application will vary, however, ***32 - 38 psi hot inflation pressure works well for many applications.*** Do not inflate the tires above the maximum inflation pressure stated on the tire sidewall and do not reduce tire pressures below the recommendations for street driving without consulting a tire professional. **Always re-adjust your cold inflation pressure after the tires have cooled down and before driving on public streets.**

Temperature

The tread compound of the ContiForceContact™ is designed to perform best between 158 - 212 °F (70 - 100 °C). Please use caution during the warm-up laps before the tires are up to temperature. Also, be aware that traction will be reduced if the tread compound is over heated.

For temperature measurements, infrared devices are not recommended because they only measure the surface temperature, which cools very rapidly. For accurate temperature measurements, we recommend using a calibrated contact pyrometer which measures temperatures below the surface.

Temperature can vary across the tire tread, from the inside to the outside shoulder. We recommend that temperature measurements are taken at three positions across the tread width for each tire. ***The temperature variance across the tread width should be minimized and not exceed 45°F (25°C).*** Vehicle alignment and inflation pressure can be adjusted to even out the temperature across the tread width. Since tread temperatures change faster than inflation pressure, we recommend measuring temperatures before hot inflation pressures.

To check temperatures, first warm-up the tires by running several laps on the racetrack. Park the vehicle in a safe location and check the temperatures as soon as possible before the tires cool significantly.

Camber Adjustments

Vehicle camber settings affect the cornering grip, temperature distribution across the tread width, and wear shape of the tire. Optimum camber settings will vary depending on the vehicle and driving conditions.

Street Driving — The camber settings from the vehicle manufacturer are usually a good balance of performance and wear.

Racetrack Driving — The optimum camber settings for each vehicle and racetrack can vary. ***Camber range from -1° to -3° is typical for many applications.*** We recommend testing with an experienced track driver and measuring temperatures across the tread width.

CAUTION: Camber adjustments can affect vehicle handling balance and stability. Always take precaution when making any adjustments to the tire or vehicle. Please note, adjustments for the racetrack may not be suitable for street driving.

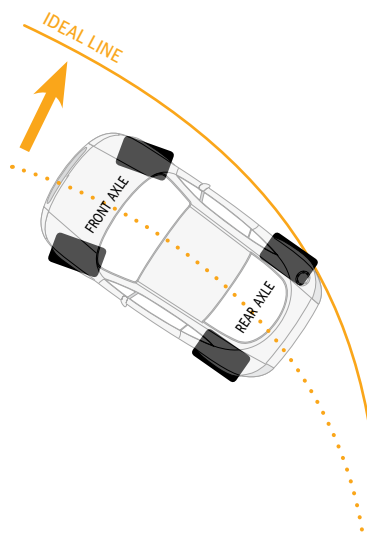
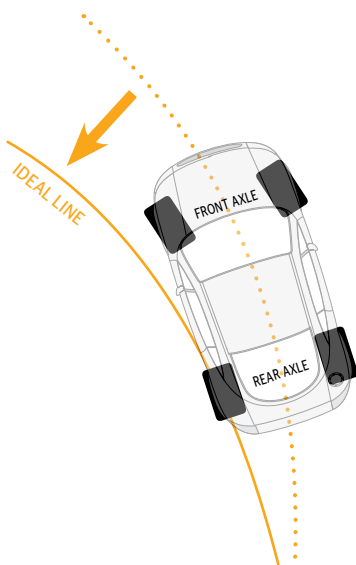
Summary Table – Racetrack Driving

STANDARD RANGE		NOTES
Hot Inflation Pressure	32 – 38 psi (2.2 – 2.6 bar)	<ul style="list-style-type: none"> - Do not inflate above the maximum inflation pressure stated on the tire sidewall. - Do not inflate below the recommendations for street driving without consulting a tire professional. - Always readjust your cold inflation pressure after the tires have cooled and before driving on public streets.
Tread Temperature	158° – 212°F (70° – 100°C)	<ul style="list-style-type: none"> - Use a calibrated contact pyrometer. - Measure each tire at three positions across the tread width after several warm-up laps. - The temperature variance across the tread width should be minimized and not exceed 45°F (25°C).
Camber Setting	-1° to -3°	<ul style="list-style-type: none"> - Optimum settings will depend on vehicle, racetrack, and driving conditions.

Handling Adjustments Guideline

The handling properties of a vehicle can be influenced by the adjustment of different parameters of the tire and vehicle. We recommend testing with an experienced racetrack driver and adjusting one parameter at a time.

To Reduce Understeer		To Reduce Oversteer	
FRONT AXLE		FRONT AXLE	
Tire inflation pressure	↓	Tire inflation pressure	↑
Tire/Wheel width	↑	Tire/Wheel width	↓
Negative camber setting	↑	Negative camber setting	↓
Anti-Roll bar stiffness	↓	Anti-Roll bar stiffness	↑
REAR AXLE		REAR AXLE	
Tire inflation pressure	↑	Tire inflation pressure	↓
Tire/Wheel width	↓	Tire/Wheel width	↑
Negative camber setting	↓	Negative camber setting	↑
Anti-Roll bar stiffness	↑	Anti-Roll bar stiffness	↓



CAUTION: Any adjustments made to a vehicle, including the tires, can affect the safe operation of your vehicle. Do not make any adjustments without understanding the risks and taking proper precautions. We recommend testing with an experienced racetrack driver.

Important Safety Maintenance & Disclosure Information

The guidance in this manual must be followed to ensure optimal performance of the tires. Non-compliance with these guidelines and operation or modification of the tire beyond the recommendations herein, can lead to injury or damage. This manual applies only in the absence of more stringent regulatory requirements, developed or prescribed by competition, race or circuit organizers with respect to tires. In such cases, the more stringent regulations apply.

To reduce the risk of serious or fatal injury, the following instructions must be adhered to:

- Never operate the tires underinflated or overloaded as this causes a higher structural stress for the tire and represents a significant risk of tire failure.
- Do not over-inflate the tires.
- Ensure proper mounting of the rim and tire. This should only be done by qualified tire professionals.
- This tire is not optimized for driving on wet roads. Reduce speed significantly when driving on wet roads.
- Excessive aging of the tires may lead to loss of traction.
- The tires should not be subjected to direct and prolonged exposure to sunlight, sources of high heat and/or moisture, temperatures below 0 °C (32 °F), long term storage in tire racks, contact with solvents, lubricants, fuel and other chemical products as well as ozone emission from equipment like transformers, electric motors, etc.
- Check tread depth frequently. Do not drive if the tread depth is below the legal limit.
- Check the valves frequently to make sure they are in proper condition.
- The recommendations in this manual are only valid for new, undamaged tires and rims. Never use damaged tires or rims. When in doubt, contact a tire professional.

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