

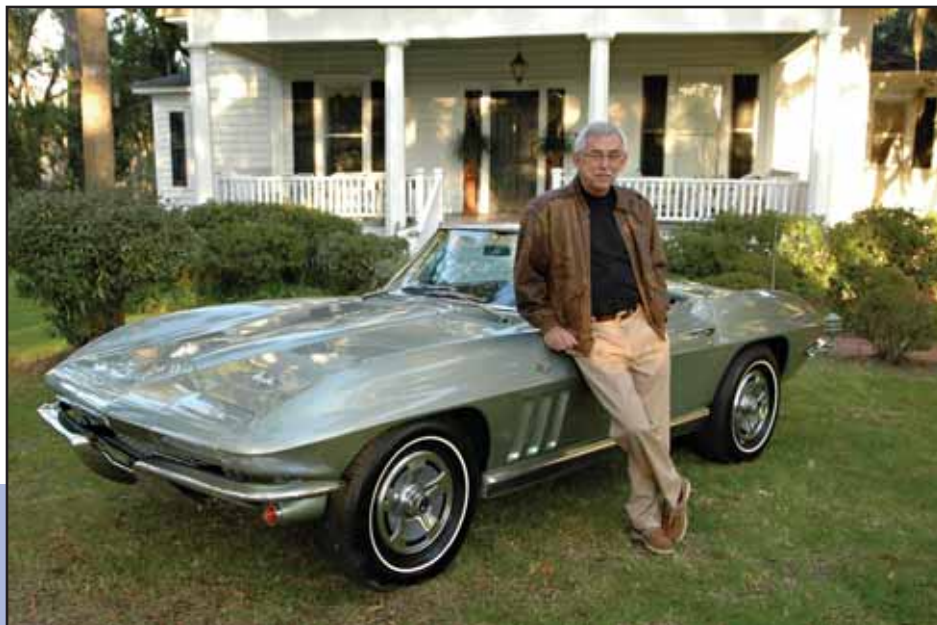


Enjoy the Ride.



2009

Welcome To The World's Most Beautiful and... Best Performing Custom Designed Tires



Bill Chapman
Founder
Diamond Back Classics

I know what you are thinking! The tires on Bill's Corvette are not correct. It's not a show car-it is for my enjoyment. That's the beauty of Diamond Back-you can get what's period correct or you can get what you like. Custom whitewalls are not a problem. I offer many correct styles for the 60's and 70's cars or if you want something special, just let us know.

My 2009 catalog features 16 product lines from 13" to 22" and anything in between. That's more product than all the competitor's combined. I'm also introducing two new top end product lines-the Diamond Back MX and the Diamond Back III. Both are built in North America by Michelin, the world's most recognized tire manufacturer. If you're going to spend over \$200 per tire why not get the very best? Prices on the rest of my products will have a small increase and some will remain unchanged.

Check out my warranty. It is the most solid, easy to understand warranty in the industry. My new extended warranty for \$4.75 per tire is a smart move to protect your investment. As the year of the Great Recession begins, my goal remains unchanged-build the best looking, best performing product at a fair price. Thanks for all of your support!



***Confused and concerned about using radial tires on older rims?
Get the facts ... read my article on page 33.***

How Are Your Tires Made?

Nothing is removed from the sidewall of the tire. The structural integrity of the tire is not changed. We use a process called Vulcanization, a process by which two pieces of rubber are permanently joined by temperature, time and pressure. White rubber does nothing to add to the strength of a tire's sidewall. It is purely ornamental.

Diamond Backs are new tires we buy from major manufacturers. Problems with balancing, traction, irregular wear patterns, excessive weight and noise levels are virtually non-existent. All modern tires today display a speed symbol (S,T,H,V, etc.) that depicts the tires ability to sustain certain speed levels for a 24 hour endurance. Although Diamond Back makes no speed rating claims (we are not the original manufacturer) each tire we use in our process carries a speed symbol of at least "S" - 112 mph. Most of our tires carry a "T" rating - 118 mph. With today's modern street rods and with the growth of the muscle car market, speed ratings should be an important consideration since speed ratings are an important factor in determining a tire's quality.

Cover Photo Courtesy of James Conway

A fourth-generation family business

Diamond Back Classics has evolved from a tire retread manufacturer back when I worked for my dad, to becoming what is now a premier whitewall tire producer for the classic car hobby. I built this company on the ethics and values my dad taught me. Now my children work for their dad, just as I did. I've taught them to treat people just like my dad taught me – with respect and courtesy. And there's one other thing I taught them that's just as important: Always be better than your competition!

We'll do everything that we can to make you feel right at home when you call and we want you to be glad you called us. I've always believed that the most important thing in operating a business is customer satisfaction so we will try to make everyone feel like they're part of the family.

We thank you for your business!



Clif, Son, Redline Dept. Cooper, Daughter, Office Manager Tab, Son, Whitewall Dept.

We're all committed to your total satisfaction! The Chapman Family

Our Knowledgeable Sales Staff



Richard
richard@dbtires.com



James
james@dbtires.com

I don't have numerous salesmen sitting in tiny cubicles taking orders. Some customers know exactly what they need and others don't. Together Richard and James have 18 years of experience selling Diamond Back tires. They know cars and they understand my product and they'll treat you with courtesy and give you the correct information. If you have trouble getting through, don't give up. It'll be worth the wait.

Reminder – Order Early

All Diamond Backs are made to order because there is no inventory. Finished tires stored in a warehouse are susceptible to getting dusty, dirty or getting scuffed. Our whitewalls are brilliant white and built to stay that way. Please order early to allow us time to build your tires. Average delivery time is 2-3 weeks. Diamond Backs are worth the wait! Just ask someone who has them or log on to the many chat rooms available. Ask about our tires!

Radials Or Bias Ply Tires For Your Classic

Some purists think they want bias ply tires on their classic car because they look like the original style tires. Just hold on. Unless you don't intend to drive the car (except maybe to an occasional show near home), you should be driving on radials. Why? Because they're much safer. Let's face it, you've got a lot rolling on those tires. I'm not just talking about your investment, but the safety of you and your family.

Radial tires respond much better in an emergency, and that's critical with all the cars on the road today. In fact, radials *just may save your life*. In a quick maneuver, the tire tread stays in full contact with the road because of the tire's construction, giving you maximum control. The radial's sidewalls can flex, which is what keeps the rubber in contact with the road surface. Bias plies can't do that, so they inherently handle poorly, and in an emergency, you can easily lose control of the car. Here's a list of advantages over bias ply tires. You can decide for yourself if they belong on your car.

- Faster response and better control
- Smoother ride
- Less wandering, straighter tracking
- Less rolling resistance, better MPG
- Easier steering effort
- Less road shock is felt
- Much better puncture resistance
- Better traction on wet roads
- Longer tread life
- Better emergency braking

As you can see, radial tires are a smart decision. Anything else doesn't make sense.

What Ruins Whitewall Tires

If you have your car serviced and the tires have to be removed for any reason, be sure you are there to supervise how they are handled. Chemical agents such as oils and grease can affect the white rubber to cause permanent problems. And guess what will cause *permanent staining* of whitewalls? *Stacking tires with the black side of one tire against the white sidewall of another!* Remember what I said about how chemicals from black rubber will leach into white rubber? Well, there is no protective barrier on the outside of the white rubber, so if the tires are stacked one on another, or even *leaned* against one another, it can happen very fast. It looks like a brown stain — and it's permanent. All the cleaning agents in the world won't get rid of it.

What it means is that you should never leave your whitewall tires unattended in a service shop. They might get moved and stacked.

Also, be sure to tell the service technicians right up front not to touch the whitewall itself with greasy, dirty hands!

And speaking of ruining whitewall tires, right here is the perfect place to mention how NOT to clean your whitewalls. If you want to ruin them over time, one of the best ways is to use cleaners that contain bleach. Yep...whitewall cleaner. Now you're probably thinking "But I've *always* used whitewall cleaner." Yes, it gets them clean alright, but what you will notice over time is that the whitewalls start to get dried out and lose that nice "smooth and shiny" surface quality (which also makes them easy to clean). If your whitewalls are dried out already, that's probably why. Instead of whitewall cleaner, use a soap pad or a scrubby sponge with a cleaning agent like 409, Simple Green, etc. And never use tire coatings on the whitewall. They can cause discoloration, too.

More Useful Information Pages 31-37

Why Diamond Back Whitewalls Don't Turn Yellow

Why whitewalls eventually lose their whiteness and start to look yellow is no mystery. It happens because the chemicals from the black rubber eventually leach into the whitewall rubber. Then, over time, those chemicals will bleed right through to the surface of the softer white rubber, where light and air turn them yellow over their entire surface.

But I have an answer to that problem. A few years back, I came up with a way to keep all that from happening. It involves a white rubber formula that I developed myself, and now, that formula is a closely guarded secret (like that famous fried chicken recipe). Today, our whitewall material is actually made up of three layers, not just one.

The bottom layer is black rubber for maximum adhesion to the tire's sidewall. It's the exact same rubber formulation they use to make truck retreads — very strong stuff. That's because "like materials"

bond best. In the middle is a special butyl barrier layer. The butyl layer blocks the staining chemicals that will try to come through from the back. Nothing can pass through this layer. The white "face" layer itself is made up of my own white rubber formula. This is why Diamond Back claims its whitewalls are whiter, and that they will also stay whiter. It's not an empty claim, and I don't take it lightly — and neither should you. I just wanted you to know how we can make that claim in our marketing and advertising. I say it because it's true.



When they leave, they look quite a bit different than when they arrived from the major manufacturer.

When The Best Demand The Best... They Call Diamond Back



1955 Chevrolet

17" Diamond Back Special Width

Builder: Roy Brizio

We Use Only DOT Approved Tires

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FMVSS 139 (Tread Act) may have labeling requirements for both sides of all tires. This double labeling would be unsightly on our whitewall radials, thus our tires are labeled only on the inside sidewall. Cars prior to 1976 are exempt from this requirement. Because of the new labeling requirement, our tires are sold for cars built prior to 1976.



The Possibilities Are Endless...

A CHOICE OF WHITEWALL WIDTHS

- All whitewall widths of catalog items can be reduced-no charge
 - Most larger sizes can have wider whitewalls
 - See optional widths in price blocks
 - 15" extra wide whites - Page 10
 - Custom style whitewalls - Page 14

THE BEAUTY RING

- 5/8" wide raised ring on the outer edge of the whitewall
- Add a touch of elegance
- Gives radials a bias ply look
- Available on most catalog items
- Price-Add \$12.50 per tire



CUSTOM - WHITE - RED - GOLD - BLUE



World's Most Beautiful Tires

Call today! 888-922-1642

Diamond Back III



America's Favorite Performance Tire
You Asked For It - Now Available In Many Sizes

Red Line or Wide White

For Muscle Cars and Street Rods that Demand the Best!

Brand Used for III Series
 BF Goodrich Radial T/A
 "E" Marked for Europe
 Manufacturer - Michelin



UTQG 440 AB



This is not BFG Silvertown

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/70R14	25.4	2 1/2	6.5	8.2	5 - 7	\$194
215/70R14	25.8	2 1/2	7	8.7	5 1/2-7	\$199
225/70R14	26.5	2 1/2	7.2	9	5 1/2-7	\$209
225/70R14		2 3/4	Wider	White		\$214
155/80R15	24.5	2	5	6	4 - 5 1/2	\$179
215/70R15	26.9	2 3/4	7	8.7	5 1/2-7	\$207
225/70R15	27.4	2 3/4	7.2	9	6-7 1/2	\$212
235/70R15	28	3	7.6	9.5	6-8	\$214
255/70R15	29.1	3 1/4	8.2	10.2	6 1/2-8 1/2	\$219
255/70R15		3 1/2	Wider	White		\$229
215/65R15	26	2 1/2	6.8	8.7	6-7 1/2	\$209
225/60R14	24.7	2 1/4	7.2	9	6-8	\$209
245/60R14	25.6	2 1/2	8	9.8	7-8 1/2	\$219
195/60R15	24.2	2	6.2	7.9	5 1/2-7	\$196
205/60R15	24.7	2	6.5	8.2	5 1/2-7 1/2	\$196
215/60R15	25.2	2 1/4	7	8.7	6-7 1/2	\$196
225/60R15	25.6	2 1/4	7.2	9	6-8	\$207
235/60R15	26.1	2 1/2	7.6	9.5	6 1/2-8 1/2	\$216
245/60R15	26.6	2 1/2	8	9.8	7-8 1/2	\$227
255/60R15	26.8	2 3/4	8.2	10.2	7-9	\$229
275/60R15	28	3	9	11	7 1/2-9 1/2	\$229
295/50R15	26.7	2 1/2	10	12.2	8-10	\$249
285/60R16	29.5	2 1/4	9	11.4	8-10	\$267

o = Limited Availability

* Smaller whitewall widths available on request



Diamond Back MX

The Ultimate Classic Tire

LIMITED SIZES - LIMITED AVAILABILITY

Brand Used For MX Series - Michelin X

Made In USA - Canada

UTQG 740 A B



TIRE SIZE	HEIGHT	INN WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/75R14	25.8	2½	6	8	5 - 7	\$204
195/65R15	24.7	2¼	5.7	7.9	5½ - 7	\$214
205/70R15	26.1	2½	6.2	8.2	5 - 7	\$214
205/75R15	26.8	2½	6.2	8	5 - 7	\$209
205/75R15		2¾	Wider Whitewall			\$219
215/75R15	27.3	2⅝	6.5	8.5	5½ - 7	\$214
215/75R15		3	Wider Whitewall			\$224
215/70R15	26.6	2½	6.8	8.7	5½ - 7	\$219
215/70R15		2¾	Wider Whitewall			\$229

235/75R15 MX
Next Page



Most Popular Size!



The Diamond Back MX Series is limited to only 6 sizes. These are some of the most popular applications for muscle cars, street rods, and classics. Here are some suggested fitsments.

205/75R14 • 57 T-Birds

195/65R15 • Ultimate tire for the front of street rods
24.7" tall, requires 5"-7" rims

205/70R15 • Jaguars using 640x15, 185R15, ER70R15
• Triumph TR6
• Street Rod Fronts

205/75R15 • 55 and 56 T-Birds, Mid Year Corvettes
• Vehicles using 670x15, 775x15, F78x15
• Early Corvettes

215/75R15 • The best size for many applications. At 27.3" tall it is closer to the original height of the 670x15 (27.5") and the 775x15 (27.4"). Can also be used for vehicles using 710x15 and G78x15 (28"). It is also a great replacement for muscle cars and Corvettes thru 1982 using 225/70R15.

215/70R15 • Muscle cars and 1968-72 Corvettes equipped with F70x15 (26.9").



Diamond Back MX

235/75R15



3 1/2" whitewall

- Brand Used For MX Series: Michelin
- Touring Class - Built For Smooth, Quiet Ride
- Beautiful Non-Aggressive Tread
- Square, Bias-Ply Style Shoulder

AVAILABILITY

- Black Smoothy \$199
 - 3" Whitewall \$244
 - 3 1/2" Whitewall \$254
 - 3 3/4" Whitewall \$259
 - Custom Style White \$254
- See Page 22

Recommend 40-44 psi

**Jabo's
1952 Ford 150**



Photo Courtesy of Jimmy Jabo Mays

Diamond Back AS4

*Attractively Simple
Non Aggressive Tread Style*



Touring Class
For Quiet - Smooth Ride

"T" Speed Rated
Speeds Up To 118 MPH

"A" Rated - Temperature Resistance
"A" Rated - Traction

UTQG 520 A A

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
185/70R14	24.3	2¼	5.2	7.4	4½ - 6	\$168
195/70R14	24.8	2¼	5.4	7.8	5 - 6½	\$169
205/70R14	25.6	2½	5.6	8.2	5 - 7	\$172
215/70R14	25.9	2½	6	8.7	5 - 7	\$179
185/75R14	25	2¼	5	7.2	4½ - 6	\$168
195/75R14	25.5	2½	5.3	7.7	5-6½	\$169
205/75R14	26.1	2½	5.5	8	5 - 7	\$178
215/75R14	26.7	2½	5.5	8.5	5 - 7	\$182
165/80R15	See Diamond Back I - Page 13					
185/80R15	See Diamond Back I - Page 13					
195/60R15	24.2	2	6.3	7.9	5½ - 7	\$178
205/60R15	24.7	2	6.5	8.2	5½ - 7	\$182
215/60R15	25.2	2¼	6.8	8.7	6 - 7½	\$184
195/65R15	25	2¼	5.4	7.9	5½ - 7	\$178
205/65R15	25.5	2¼	5.6	8.2	5 - 7½	\$182
215/65R15	26	2¼	6	8.7	6 - 7½	\$186
205/75R15	27.1	2½	5.6	8	5 - 7	\$184
205/75R15		2¾	Wider Whitewall			\$189
215/75R15	27.7	2⅝	5.8	8.5	5½ - 7	\$188
215/75R15		3	Wider Whitewall			\$192
225/75R15	28.3	2¾	6.2	8.8	5 - 7½	\$194
225/75R15		3	Wider Whitewall			\$198
235/75R15	29	3	6.5	9.3	6 - 8	\$195
235/75R15		3½	Wider Whitewall			\$199
235/75R15		3	XTRA LOAD			\$199
235/75R15		3½	XTRA LOAD			\$209
205/70R15	26.3	2½	5.6	8.2	5 - 7	\$186
215/70R15	26.9	2½	6	8.7	5½ - 7	\$189
225/70R15	27.4	2½	6.8	9.2	6 - 7½	\$192
225/70R15		2¾	Wider Whitewall			\$199
235/70R15	28	2¾	7	9.4	6 - 7½	\$194
235/70R15		3	Wider Whitewall			\$199

0 = Slightly Different Tread



Brand - Multi Mile
Manufacturer: Hankook



**With its
non-aggressive
tread style,
the AS4 makes a
beautiful redline.**

Available - All Sizes

Diamond Back AS4

Extra Wide Whites A Diamond Back Exclusive



235/75R15 with 3 3/4" whitewall

Hankook is the world's sixth largest rubber company with plants in Korea, China, Europe. In three years industry analysts predict Hankook to be number four. It is the world's fastest growing rubber company. Their products are world-class. Hankook is partially owned by Michelin.



Photo Courtesy of Chuck MacWhinnie
165/80R15 front and 235/75R15 rear

TIRE SIZE	WHITEWALL WIDTH	PRICE
205/65R15	2 1/2	\$192
215/65R15	2 5/8	\$196
205/70R15	2 3/4	\$196
215/70R15	3	\$199
225/70R15	3	\$208
235/70R15	3 1/4	\$209

TIRE SIZE	WHITEWALL WIDTH	PRICE
205/75R14	2 3/4	\$192
215/75R14	3	\$196
205/75R15	3	\$199
215/75R15	3 1/4	\$206
225/75R15	3 3/8	\$209
235/75R15	3 3/4	\$216
0235/75R15	3 3/4	\$224

Recommend 44 psi

0 = Extra Load

The Diamond Back AS4 is speed rated and designed to run at higher air pressure. When air pressure is increased it will decrease sidewall flex. If proper pressure is not maintained, white wall edges can be damaged. When running wider white wall tires, it is very important to maintain a higher air pressure.

Tires that carry more pressure perform better, have a quicker steering response, have better heat dissipation and less rolling resistance. The AS4 is "A" rated for traction and temperature resistance which is important because heat build up is a tire's worst enemy.



Do you need a nice skinny 80 series tire for the front of your street rod?

Turn to page 13 for Diamond Back I series. Treads are compatible with the AS4 series for many big-little combinations

Diamond Back LS5

60-65-70 Series

RED LINE

"T" Speed Rated



Made in the USA



TIRE SIZE	HEIGHT	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/70R14	25.3	6.5	8.2	5 - 7	\$169
215/70R14	25.8	7	8.7	5½ - 7	\$176
225/70R14	26.3	7.2	8.9	6 - 7½	\$179
215/70R15	26.7	7	8.7	5½ - 7	\$184
225/70R15	27.4	7.2	8.7	6 - 7½	\$186
235/70R15	27.9	7.6	9.5	6 - 8	\$189
255/70R15	29	8.2	10.4	6½ - 8½	\$195
215/65R15	26	6.8	8.4	6 - 7½	\$184
205/60R15	24.7	6.5	7.8	5½ - 7	\$179
215/60R15	25.2	7	8.5	6 - 7½	\$184
225/60R15	25.7	7.2	8.6	6 - 8	\$186
235/60R15	26.1	7.6	9.2	6½ - 8½	\$186
245/60R15	26.6	8	9.5	6½ - 8½	\$189
255/60R15	27	8.2	9.7	7 - 9	\$195
275/60R15	28	8.9	10.7	7½ - 9½	\$196
295/50R15	26.8	10.1	11.8	8 - 10	\$199

Brand: Turbo-Tech

Manufacturer: Cooper

Manufacturer's Ratings:

UTQG 440 AB

Speed Rating: "T" 118 mph

24 Hour Endurance

Dual Reds Available All Sizes
Price: Add \$10 Per Tire

Available In Wide White
Special Order



Makes A Beautiful Smoother!

Diamond Back AS4

Red Line



235/70R15

195/60R15

Touring Class

A Simple, Non-Aggressive
Tread Style For
The 60s - 70s Look

Specs Page 9
Available In All Sizes

Diamond Back Fury

A Great Classic Tire Value



Made in the USA

A Great Price With All The Benefits!

OUR BEST SELLER



UTQG - 440 A B

Manufacturer: Cooper

"A" Traction Rating "S" Speed Rating

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
185/75R14	25	2¼	4.5	7.2	4½ - 6	\$162
195/75R14	25.4	2½	4.8	7.6	5 - 6½	\$164
205/75R14	26.1	2½	5.1	7.9	5 - 7	\$169
215/75R14	26.7	2½	5.4	8.5	5½ - 7	\$176
175/70R14	23.7	2	4.5	7	4½ - 6	\$164
185/70R14	24.3	2¼	4.7	6.8	4½ - 6	\$166
195/65R15	25	2¼	5.6	7.8	5½ - 7	\$174
205/65R15	25.5	2¼	5.8	8.2	5½ - 7½	\$179
215/65R15	25.9	2¼	6.4	8.7	6 - 7½	\$182
205/75R15	27	2½	5.1	8	5 - 7	\$174
205/75R15		2¾	Wider Whitewall			\$184
215/75R15	27.6	2⅝	5.3	8.5	5 - 7	\$178
215/75R15		3	Wider Whitewall			\$188
225/75R15	28.1	2¾	5.6	8.8	5½ - 7½	\$182
225/75R15		3	Wider Whitewall			\$192
235/75R15	28.7	3	6	9	6 - 8	\$184
235/75R15		3½	Wider Whitewall			\$194
205/70R15	26.3	2½	5.3	8	5 - 6½	\$182
215/70R15	26.9	2½	5.4	8.7	5 - 7	\$184
215/70R15		2¾	Wider Whitewall			\$194



Photo Courtesy of Frank Mauro of Stockton Wheel

Diamond Back Custom 42

Great Quality At Lower Prices

15" Sizes Only

- Limited Availability
- Available In Wider Whites



UTQG 440 A B "T" Speed Rated

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/75R15	27	2½	5.3	8	5 - 7	\$166
205/75R15		2¾	Wider White			\$172
215/75R15	27.7	2⅝	5.5	8.5	5 - 7	\$169
215/75R15		3	Wider White			\$176
225/75R15	28.3	2¾	5.7	8.8	5½ - 7½	\$172
225/75R15		3	Wider White			\$179
235/75R15	29	3	6.2	9.2	6 - 8	\$174
235/75R15		3½	Wider White			\$182
205/65R15	25.5	2¼	5.6	8	5 - 7	\$168
205/70R15	26.3	2½	5.6	8	5 - 7	\$172
205/70R15		2¾	Wider White			\$179
215/70R15	26.9	2½	5.8	8.6	5 - 7	\$172
215/70R15		2¾	Wider White			\$179

Diamond Back I

Unusual and hard to find sizes

"A" rating for traction "A" rating for temperature resistance

TIRE SIZE	HEIGHT	SPEED SYMBOL	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
*175/70R14	23.5	T	2	5	7	4 - 6	\$165
*175/80R14	24.8	T	2¼	4.8	7	4½ - 6	\$165
*185/80R14	25.5	T	2½	5	7.2	4½ - 6	\$168
*165/80R15	25.2	T	2¼	4.8	6.4	4 - 5½	\$159
*185/80R15	26.7	T	2½	5	7.7	4½ - 6	\$172
185/65R15	24.3	H	2	5.5	7.4	5 - 6½	\$179
195/65R15	24.8	H	2¼	5.7	7.8	5½ - 7	\$182
205/60R16	25.4	H	1½	6.2	8.1	6 - 7½	\$172
215/60R16	25.9	H	2	6.5	8.6	6 - 7½	\$174
225/60R16	26.4	H	2	6.8	9	6 - 8	\$179



Manufacturer - Federal

*** Skinny 80 Series Tires for Street Rods**

Whitewall Styles of the 60s-70s



2 NW 70s Style

1/4" Stripes

- All Sizes
Catalog Prices

Luxury Cars

- Cadillac • Lincoln
• Chrysler

225/75R15
235/75R15

Diamond Back 42
Page 13 \$184

Diamond Back AS4
Page 9 \$199

Diamond Back MX
Michelin Brand
Page 8 \$254

235/70R15
Diamond Back AS4
Page 9 \$199

1" White

Want A Special
Width Centered
Whitewall?

- From 1" to 2" and
everything in between

- All Sizes
Catalog Prices



1.3" – 1.6" Whitewall

Most Sizes – Catalog Prices



White Pinstripe

- Placed Higher on Sidewall
- Late 60s Cougars (optional)
2" from rim edge
- Early 70s Corvette (optional)
2" from rim edge
- 66 Toronado (standard)
2 3/8" from rim edge
- Maybe just your personal choice

Looks Great!

Every Diamond Back Classic is ... **A WORK OF ART!**



Diamond Back T-7

Available In Wide White Only

Tread sipes and block size may have minor variations due to differences in tire dimensions.

Small Sizes

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
185/70R14	24.3	2¼	5.5	7.4	4½ - 6	\$172
195/70R14	24.8	2¼	5.8	8	5 - 6½	\$178
185/60R15	23.8	1¾	5.8	7.4	5 - 6½	\$178
195/60R15	24.2	2	6.3	7.9	5½ - 7	\$178
205/60R15	24.7	2	6.5	8.2	5½ - 7	\$179
215/60R15	25.2	2¼	6.8	8.7	6-7½	\$184
185/65R15	24.5	2	5.8	7.4	5 - 6	\$176
195/65R15	25	2¼	6.1	7.9	5½ - 7	\$178
205/65R15	25.5	2¼	6.4	8.3	5½-7½	\$182

Manufacturer: Cooper UTQG 420A A "T" Speed Rated
 * The new T-7 Series offer 30 sizes of compatible tread designs



205/65R15

65-70 Series

"T" - Speed Rated

Tall 15" Rear Tires

Available Wide White Only
 • No Red Lines • No Smoothies

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/70R15	26.3	2½	6.1	8.3	5 - 7	\$182
215/70R15	26.9	2½	6.5	8.7	5½ - 7	\$184
215/70R15		2¾	Wider Whitewall			\$194
225/70R15	27.4	2½	7.2	8.7	6 - 7½	\$186
225/70R15		2¾	Wider Whitewall			\$196
235/70R15	28	2¾	7.6	9.5	6 - 8	\$189
235/70R15		3	Wider Whitewall			\$199
255/70R15	29	3	8.2	10.4	6½-8½	\$195
255/70R15		3½	Wider Whitewall			\$205
265/70R15	29.5	3	8.4	10.5	7 - 9	\$209
265/70R15		3½	Wider Whitewall			\$219
265/75R15	30.5	3	7.7	10.7	7 - 9	\$209
265/75R15		3½	Wider Whitewall			\$219

Manufacturer: Cooper UTQG 420A A
 O Manufacturer: Cooper Wild Spirit Brand No Name On Front



265/70R15



Diamond Back T-7

World's Largest Selection of Matching Treads*

*Especially Selected for the Street Rod Market...
30 Sizes with Compatible Tread Styles* Including 16" and 17" Sizes*

60 Series

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/60R15	26.1	2¼	7.6	9.5	6½ - 8½	\$186
245/60R15	26.6	2½	8	9.5	7 - 8½	\$189
255/60R15	27	2½	8.2	9.7	7 - 9	\$194
255/60R15		2¾	Wider Whitewall			\$204
275/60R15	28.1	2¾	8.9	10.7	7½ - 9½	\$196
275/60R15		3	Wider Whitewall			\$206
295/50R15	26.8	2½	10.1	11.8	8 - 10	\$209

16"-17"

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/65R16	28	2¾	8	9.6	6½ - 8½	\$198
255/65R16	29	3	8.5	10.2	6½ - 8½	\$199
235/75R16	29.7	3¼	6.9	9.3	6 - 8	\$209
235/70R16	28.9	2¾	7.4	9.4	6 - 7½	\$209
245/70R16	29.4	3¼	7.7	9.9	6½ - 8	\$209
255/70R16	30	3½	8	10.3	6½ - 8	\$209
265/70R16	30.4	3¼	8	10.8	7 - 9	\$209
*275/70R16	31	3½	8.2	11.1	7 - 9	\$212
235/65R17	29	2½	7.6	9.5	7 - 9	\$254
245/65R17	29.5	2½	7.9	9.8	7 - 8½	\$249
245/70R17	30	3½	7.3	10	7 - 9	\$254
265/70R17	31.4	3	8.3	10.6	7 - 8½	\$259

* Hankook Brand - non-matching

Many Big-Little Combos



265/70R16

*Tread style and block size may vary slightly due to differences in tire dimensions.



Photo Courtesy of David Shanks

Diamond Back Drag Radial

Street Legal

Great For:

- Street Rods
- Rat Rods
- Hi Boys

DR-3

Height: 30½"
Tread Width: 9¾"

10R15

Limited Availability
Black Smoothy \$219
3" White \$249
3 1/2" White \$259

265/70R16

Good Availability
Black Smoothy \$219
3" White \$259



DR-3

• Remanufactured Michelin

Wheels Supplied by Wheel Vintiques

DR-1

DR-1

Height: 29"
Tread Width: 8½"

235/75R15

Black Smoothy \$139
3" White \$189
3 1/2" White \$197

235/70R16

Black Smoothy \$139
2 3/4" White \$194
3" White \$199



16"

Short and
Skinny

Great Front Tire



**Specs
Page 23**

Makes great combo with 16" DR-1 or 16" DR-3

Corvettes



Wide White
Red Line • Gold Line • Blue Line
8mm White Stripe - 5/8" and 1" Centered Whites

Letters On - All Others Are Smoothy



Diamond Back II	Smoothy Sidewall	Letters On
Firestone Brand		
205/75R15 27"	\$184	\$194
215/70R15 26.9"	\$189	\$199

Diamond Back III
BFG Radial TIA Brand
 Specs Page 6

215/70R15 26.9"	\$207
215/65R15 26.1"	\$209
225/70R15 27.4"	\$219
255/60R15 27"	\$229

Diamond Back MX
Michelin X Brand
 Specs Page 7

205/75R15 26.8"	\$209
215/70R15 26.6"	\$219
215/75R15 27.3"	\$214

0 - Great tire for Corvettes thru 1982

Corvette Fitments

- 1954-67
670x15
775x15
- 1968-1972
F70x15
- 1973-1982
GR70R15
225/70R15
- 1978-1980
255/60R15
optional
- 1982 - 225/60R15
Collectors Edition
- 1983 - 215/65R15
- 1983-87
255/50R16
Price on Request

17" - 18" - 19"
Available

Price On Request



Early 70's
8mm White (.31)
See Page 14

Diamond Back Exclusive Products

Sizes You Can't Find Anywhere Else

215/70R16 - The Perfect 600X16 Replacement



Brand: Dunlop - Made in USA
Height - 27.7" • Tread Width - 5.6"
Section Width - 8"

The most popular tire size
in history was the 600X16.

The average height was 27³/₄"
Diamond Back Offers the Perfect Replacement

\$214 - 2³/₄" White

\$219 - 3" White

No Tubes Required

This Tire Looks Great With a Beauty Ring!

700R15



Brand: Sumitomo

Beautiful Nostalgic Tread Square Bias Ply Shoulder Design

Replacement for: 700x15 800x15 820x15

Height - 29.4" Tread Width - 4.9"

Cross Section - 7.7" Max Load - 2040 lbs.

- Great For Rat Rods
- OE Size For Luxury Cars Thru 1947
- Available In Smoothy - \$159
- Optional White Wall Widths

3" - \$219 3¹/₂" - \$229 3³/₄" - \$239

Looks Fantastic With Beauty Ring!

Every Diamond Back Classic is ... **A WORK OF ART!**

Call today! 888-922-1642

Diamond Back Exclusive Products

Sizes You Can't Find Anywhere Else

13" Radials



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
155/80R13	22.8	2	3.7	6.2	4 - 5	\$144
165/80R13	23.4	2¼	4	6.5	4 - 5½	\$148
175/80R13	24	2¼	4.3	7	4½ - 6	\$152
185/80R13	24.7	2¼	4.5	7.2	4½ - 6	\$156

*Limited Availability
Brands May Vary*



Photo Courtesy of Hot Rod Bob of Deuces Wild Web



Brand: Nankang

135R15 - 145R15

"T" Speed Rating

- VW's
- Rat Rods
- Street Rod Fronts

135R15 – 23.6" Tall – 1¾" White \$169

145R15 – 24" Tall – 1¾" White \$169

Black Smoothy \$119

Double White \$229

Recommended Rims – 3½ - 5

Recommend 44 psi

Diamond Back Exclusive Products



1965-1966 Thunderbirds

This Red-White combination has the same dimensions as the original equipment 815x15 Firestone Deluxe Champion.

215/75R15 Diamond Back Fury \$178 Page 12

215R14



New 8.50X14 - 9.00X14 Radial Replacement

European Metric Size

Height 27.3"

Tread Width 6.3"

Cross Section 8.5"

6 Ply Rated

Max Load 2464 Lbs

Manufacturer - Federal

Replaces 225/75R14

- 1", 1¼," or 1½"

Whitewalls \$184

- 2½" Wide White \$184

- 2¾" Wide White \$189

- 3" Wide White \$194

750R17

**Requires
Tube**



Brand: Michelin
Blackwalls \$329

Limited Availability
4" Whitewall \$389

Foreign Cars... *Yes!*



Rolls – Bentley – Triumph – MG – VW – Jaguar
Mercedes – Saab – Volvo – And More!

Blackwall Smoothies

The Blackwall With A Face Lift



Blackwalls don't have to look boring. Our *Smoothies*™ are the sharpest looking blackwalls ever... high performance radials *completely cleaned of all lettering*. These smoothsidewall tires look absolutely great shined-up without all that distracting lettering on the sidewall. If detailing is your thing, *Smoothies*™ are your tires. They look terrific on a rod or custom.

- Most catalog sizes
- All lettering removed and sidewall polished to a smooth surface
- No material is removed from the sidewall
- No unwanted or inappropriate names
- Gives your tires a nice, clean look

- You are able to use a finish of your choice! You can choose between flat, satin, semi-gloss or glossy. Please note that all smoothies leave the factory with a satin finish. You can go to your local retailer and purchase the finish of your choice.



Take the "Bla" Out of Blackwall!

To determine the Smoothy price
take the catalog price less \$50 per tire.

***Rear
Sizes
Only!***



Photo Courtesy of Santiago Chopper

Because of the diversity of trikes, Diamond Back offers all sizes of modern radials – 13" – 18" – with the whitewall width of your choice. At 70 mph in an open cockpit, what do you want under you?



175/60R16 - A Short, Narrow 16" Size

Attractively Simple, Non-Aggressive Tread Style



Rims: 4-5½
Height: 24.3"
Tread Width: 5.5"

Manufacturer: Federal UTQG 420 A A

FANTASTIC FRONT TIRE FOR...

- RAT RODS
- STREET RODS
- 1½" Wide White \$169
- Black Smoothy \$119
- Double Sided White \$229
- Double Smoothy \$139

Speed Rating: "H" 130 mph

Great Rear Tire



Radial
Tubeless

31.7"
Tall

750R16 Smoothy \$188 Specs page 24

Diamond Back 16" - I Series

Unusual - Hard to Find Sizes

Great Big Little Combinations

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	PRICE	REPLACES
175/75R16	26.4	2¼	4.9	6.9	\$194	500x16
185/75R16	27.1	2½	5.1	7.2	\$199	550x16
195/75R16	27.7	2¾	5.4	7.6	\$204	600x16
195/75R16		3	Wider White		\$209	
205/75R16	28.3	2¾	5.6	7.8	\$204	600x16
205/75R16		3	Wider White		\$209	
225/75R16	29.6	3¼	6.2	8.7	\$214	650x16 large
225/75R16		3½	Wider White		\$224	

Extra Ply Rated - No Compromise In Ride

- Street Rods
- Rat Rods



Manufacturer: Federal

Bias-ply extra ply tires are actually built with more diagonal plies causing a stiffer ride. Extra load radial tires are built exactly the same as standard load radials. The only difference is a reinforced head so that an extra load rated radial can carry more air pressure. The secret to load capacity is air pressure - not extra sidewall plies that can cause a harsh ride. At standard pressures - i.e. 40 lbs. - extra load radials should perform like standard load radials.

16" Steel Belted Radials

Another Diamond Back First!



205/60R16



215/60R16

225/60R16



215/85R16

225/75R16

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	MANUFACTURER	PRICE
205/70R16	27.7	2¾	5.6	8	Dunlop	\$214
215/70R16	3			Wider White		\$219
215/75R16	28.7	2¾	6.1	8.5	Hankook	\$215
215/75R16	3			Wider White		\$219
225/75R16	29.3	3¼	6.2	9	BFG	\$199
225/75R16	3½			Wider White		\$214
215/85R16	30.4	3½	5.7	8.5	Falken	\$209
215/85R16	3¾			Wider White		\$219
750R16	31.9	3¾	6	8.3	Cooper	\$224
750R16	4			Wider White		\$238
750R16	31.7	3¾	5	8.3	Toyo	\$238
750R16	4			Wider White		\$249
205/55R16	25	1¼	6.7	8.4	Federal	\$179
215/55R16	25.5	1½	7.7	8.5	Federal	\$184
215/65R16	27.1	2¼	6.3	8.7	AS4	\$174
205/60R16	25.4	1½	6.2	8.1	Federal	\$179
215/60R16	25.9	2	6.5	8.7	Federal	\$179
225/60R16	26.4	2	6.8	9	Federal	\$182
235/60R16	27.1	2¼	7.5	9.5	Federal	\$194
235/75R16	29.8	3	6.9	9.3	Hankook	\$198
215/70R16	27.8	2¾	6.4	8.7	Hankook	\$194
225/70R16	28.4	2¾	6.6	9	Hankook	\$194
275/70R16	31	3½	8.2	11.1	Hankook	\$209

0 - Dunlop Brand pictured on page 19



750R16



Smoothies Available
In All Sizes

All 16" Diamond Back Classics are tubeless • Beauty Ring is available for all 16" tires-price \$12.50 per tire

Diamond Back 17" – 1 Series



- Provides the performance and comfort you need with the looks you want
- Wide circumferential grooves promote rapid water evacuation to prevent hydroplaning
- Variable sub-grooves in the shoulder reduces impact noise for improved noise comfort
- Manufacturer: Federal
- UTOG 420 AA
- "W" Speed Rating

Most 17" tires have asymmetrical or directional tread designs. The 17" 1 Series offers performance with that resto look.



Great Tire For Muscle Cars Using 17" Rims

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE RED or WHITE
215/55R17	26.3	1½	7.5	8.5	6½-7½	\$258
225/55R17	26.8	2	8	9	6½-7½	\$266
235/55R17	27.2	2	8	9.3	7-8	\$269

These Tires Look Great In Smoothies



2003 T-Bird
235/55R17
2" Diamond Back
Whitewall

Diamond Back 17" – 2 Series



- Hybrid-Asymmetric Pattern Design
- Infinite Sipe Sequence
- Quad High - Volume Circumferential Grooves - Deliver increased hydroplaning resistance for maximum stability.
- High Angle Variable Cross Grooves - Increases tread stability while effectively evacuating water away from the contact areas.

Recommend 50 psi

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
225/45R17	25.2	1¼	8.1	8.8	7-8½	\$234
235/45R17	25.6	1¼	8.5	9.3	7½-9	\$239
245/45R17	25.9	1¼	8.7	9.4	7½-9	\$249
215/50R17	25.7	1¼	7.6	8.7	6-7½	\$239
225/50R17	26.1	1¼	7.9	8.9	6-8	\$249
235/50R17	26.3	1½	8.3	9.4	6½-8½	\$249
215/55R17	26.3	1½	7.5	8.9	6-7½	\$249
225/55R17	27	2	8	9	6-8	\$249
235/55R17	27.2	2	8.3	9.3	6½-8½	\$254



Photo Courtesy of California Pony Cars

Manufacturer-Falken

Manufacturer's Ratings:

UTQG 360 AA A Speed symbol W

Speeds up to 168 mph – 24 hour endurance

Diamond Back 17" – 3 Series

For those requiring flat out performance, no other tire grips like the 3 series. It still provides the basic comforts of everyday driving and is performance driven. Aggressive V-shaped tread and innovative silica compound maximizes adhesion, resistance to hydroplaning and gives your car ultimate control in acceleration, cornering and braking.



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
215/50R17	25.5	1¼	7.9	8.7	6-8	\$229
225/50R17	25.9	1¼	8.2	9.1	6-8	\$239
245/45R17	25.6	1¼	8.5	9.9	7-9	\$234
275/40R17	25.7	1¼	9.7	11	9-11	\$254
255/50R17	27.1	2	9.3	10.2	7-9	\$259
225/55R17	26.8	2	8.2	8.9	7½-8½	\$244
255/55R17	28.1	2½	9.1	10.2	7½-8½	\$259
275/50R17	27.9	2½	9.2	11.1	7½-9½	\$269

0 - Nitto Brand - Smaller Matching Fronts Available

Recommend 44 psi

Manufacturer-Federal

Manufacturer's Ratings:

UTQG 260 AA A Speed symbol W

Speeds up to 168 mph - 24 hour endurance

Available in Redline or Wide White
Also Available in Blueline, Goldline, or White Stripe

Diamond Back 17" – 4 Series

Red Line or Wide White

- **Larger Sizes**
- **Standard Profile**
- **Wider Whitewalls**



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
k225/60R17	27.6	2¼	7.2	9	6 - 8	\$214
k225/60R17		2½	Wider Whitewall			\$224
k235/60R17	28.1	2¼	7.5	9.4	6½ - 8½	\$219
k235/60R17		2½	Wider Whitewall			\$229
k235/65R17	29	2½	7.5	9.5	6½ - 8½	\$219
k235/65R17		2¾	Wider Whitewall			\$229

k = Khumo KR21



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
o225/60R17	27.6	2¼	7.4	9.3	6 - 8	\$269
o225/65R17	28.7	2½	7.5	8.6	6 - 8	\$274
o235/60R17	28	2¼	7.7	9.4	6½ - 8½	\$284
o245/60R17	28.3	2¼	8	9.7	7 - 8½	\$289
255/60R17	29.1	2½	8.8	10.2	7 - 9	\$254
275/60R17	30	2¾	8.6	10.9	8 - 8½	\$254
*215/60R17	27.2	2	7.2	8.7	6 - 7½	\$254
*215/60R17		2¼	Wider Whitewall			\$259
*215/65R17	28	2¼	7.8	8.7	6 - 7½	\$259
*215/65R17		2½	Wider Whitewall			\$269

O = Michelin Brand - "T" Speed Rated

* = Hankook Brand - "T" Speed Rated

Recommend 40-44 psi

**Larger 17" Available
Diamond Back T-7**



See Page 16



Diamond Back 18" - 2 Series

Extreme Performance



Photo Courtesy of Eddie's Rod & Custom - Eddie Potestio
235/55R17 Diamond Backs

TIRE SIZE	HEIGHT	SPEED SYMBOL	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/40R18	25.5	W	1	8.5	9.5	8 - 9½	\$258
245/40R18	25.9	W	1	8.7	9.6	8 - 9½	\$269
225/45R18	26.3	W	1	8.1	8.7	7 - 8½	\$279
245/45R18	26.8	W	1¼	8.7	9.5	7½ - 9	\$284
235/50R18	27.4	W	1½	8.3	9.5	6½ - 8½	\$279
225/60R18	28.7	W	1¾	7.3	8.8	6 - 8	\$274
*235/65R18	30	W	2½	7.8	9.5	6½ - 8½	\$268

Manufacturer-Falken
UTQG 360 AA A

* Khumo Brand
"T" Speed Rated UTQG
640 A A

Recommend 50 psi



18" Diamond Back Red Lines 1960 Ventura
Photo Courtesy: Tab Chapman

Diamond Back 18" – 3 Series



Extreme Performance

- State of the art tire formulated for the ultimate driving experience.
- Technologically advanced tread design and technology for exceptional water dispersion capabilities and the latest compound formulated for performance.
- Precise cornering, exceptional grip
- Responsive performance and control at high speeds



Recommend 44 psi

Manufacturer-Federal
UTQG 240 AA A

TIRE SIZE	HEIGHT	SPEED SYMBOL	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/40R18	25.3	W	1	8.3	9.9	7½ - 9	\$239
245/40R18	25.6	W	1	8.7	9.9	8 - 9½	\$249
225/45R18	25.9	W	1	7.7	9.1	7½ - 8½	\$259
245/45R18	26.6	W	1¼	8.7	9.9	7 - 9	\$264
255/45R18	27.1	W	1½	9.1	10.2	8 - 9½	\$269
235/50R18	27.3	W	1½	7.9	9.9	6½ - 8½	\$264
255/55R18	29	W	2¼	9.1	10.2	7 - 9	\$279

- Blueline
- Goldline
- White stripe



- Whitewall design by Diamond Back Classics
- Front - 245/40R18
- Rear - 275/45R18

Photo Courtesy of Keith Loyd of Scottsdale, AZ

Diamond Back... Enjoy Your Ride!

Diamond Back 20" Radials

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
N245/35R20	26.7	¾	8.5	9.6	8 - 9½	\$297
N255/35R20	27	¾	9	10.2	8½ - 10	\$297
N265/35R20	27.3	1	9.3	10.7	9 - 10½	\$299
N245/40R20	27.7	1	8.5	9.8	8 - 9½	\$298
*255/45R20	29	1¼	9.1	10	8 - 9½	\$299
º245/45R20	28.7	1	8.4	9.6	7½ - 9	\$298
º245/50R20	29.5	1½	8.5	9.9	7½ - 9	\$298
º255/50R20	30.1	1¾	8.6	10.4	7 - 9	\$299

N Nitto 555 * Falken º Goodyear RSA

Recommend 50 psi

- Other 20" Sizes Available
- Call With Request
- Minimum Diameter - 26.7"



19" - 21" - 22" Radials

- Redlines
- Bluelines
- Goldlines
- Small Whitewall



2008 Charger 22" Red Lines
Photo Courtesy of Upholstery Limited

*Whitewall Width
is Determined by
Tire Size*

- Special Order
- Non Returnable
- Call for Details

Every Diamond Back Is... A Work Of Art!

WARNING! Avoid Rim Damage During Mounting

Always mount from the side with the shortest distance to the drop center.



IMPORTANT! Proper Balancing

Some companies still use balancing equipment which uses the rim's center hole and a cone for centering. This is not accurate. If the rim's center hole is out of tolerance, and many of them are, the tire/rim assembly will have a lateral (side to side) or a radial (up-down) motion and cannot be balanced properly. Most newer balancers use a "lug-centric" centering system in which the tire/rim assembly is centered using the rim bolt holes. This is the preferred method.

REFUNDS

NO REFUNDS AFTER 30 DAYS
NO REFUNDS OR REPLACEMENTS IF TIRES HAVE BEEN USED

★ **Payment** - We accept Master Card, Visa, American Express and Discover. We also accept money orders, cashier's checks and personal checks. Personal checks will be held for 10 days before tires are shipped.

RETURN INFORMATION

Item must be returned in new condition within 30 days after receipt and the customer pays freight both ways. If item is opened but returned within 30 days, customer pays freight both ways and a 15% restocking fee. If item is damaged by the customer or one of his agents, such as a tire installer, there is no return. If tire is damaged by a carrier, such as UPS, do not accept.

- No Returns On 17" – 18" – 20" Sizes – Please Measure Carefully
- No Returns Or Exchanges On Special Widths Or Non-Catalog Items

IMPORTANT INFORMATION

★ Do Not Lean or Stack Whitewalls

Whitewalls are susceptible to staining. Most whitewalls that are damaged are due to leaning or stacking. New tires are loaded with a variety of chemicals, and they will still have a small residue of mold release used by the manufacturer. These chemicals will permanently stain your whitewall. Once it is stained, it will remain yellow and cannot be cleaned. Whitewalls require extra caution when handling or storing. Handle with care!

★ Measuring

To measure whitewall width, the tire must be inflated. Due to a number of factors, whitewall widths may vary up to 1/16 of an inch. Whitewall width may vary slightly due to rim flange coverage. Not all wheel flanges are the same.



Our Hassle Proof Warranty

Diamond Back has become the choice of informed buyers. Our quality control is so strict that warranty issues seldom arise. If they do, we want you to understand the exact terms of our warranty. Tire warranties for the "life of the tread" are empty and tell you nothing. We want to be more specific.



Limited and Extended Warranty Terms

- All Diamond Back Classics are guaranteed for 4 years against defects in workmanship and materials.
- Warranty does not include tires run out of alignment, abuse, underinflation, incorrect sizing or damage caused by improper mounting procedures. Limited warranty does not include road hazard.
- Warranty applies only to the original purchaser.
- Warranty does not cover stains caused by stacking or other topical stains caused by neglect.
- All warranty items honored by Diamond Back Classics - not original manufacturer.
- Extended warranty covers road hazard.

Terms of limited 4-year warranty - Pro-rata cost replacement:

Time	Replacement Cost	Time	Replacement Cost
1 year	no charge	3 years	50%
2 years	25%	4 years	70%

- Pro-rata replacement based on current price.
- Freight charges are pro-rata



Optional Extended Warranty – * Road Hazard – 4 Year Coverage

Mounting Damage

\$4.75 13" - 15" Sizes

\$6.75 16" Sizes

\$10.75 17" - 18" Sizes

Larger Sizes N/A

- Return of damaged tire may not be necessary
- Claims can be handled with digital pictures in some cases
- Mounting Damage pertains to original mounting. Void 90 days from purchase date. Covers only non-repairable damage to the bead area.

Terms of Extended Warranty

Time	Replacement Cost	Time	Replacement Cost
1 year	no charge	3 years	no charge
2 years	no charge	4 years	40%

* Simple, repairable punctures not included

A SMART CHOICE!



FMVSS 139 (Tread Act) may have labeling requirements for both sides of all tires. This double labeling would be unsightly on our whitewall radials, thus our tires are labeled only on the inside sidewall. Cars prior to 1976 are exempt from this requirement. Because of the new labeling requirement, our tires are sold for cars built prior to 1976.

Stress On Rims: Radials vs. Bias Ply Tires

No one has ever identified or explained how a radial tire can actually cause additional stress on a rim. I've read and listened to opinions and that's all they are is opinions unsupported by scientific testing data. I believe this myth is backwards. I believe radials cause less stress on rims than the old rigid bias ply tires.

The Department of Transportation has created the new FMVSS 139 (Tread Act)* for the purpose of "establishing new and more stringent tire performance requirements that apply to all new tires for use on light vehicles." Here is the DOT's assessment of the differences in performance characteristics between bias and radial tires. "A bias passenger car tire carcass is typically made up of two or four plies of cord material that run from bead to bead at an angle of approximately 35 degrees to the centerline of the tire. This type of construction provides a very strong, durable carcass for the tire. Because the ply cords criss-cross and all the cords are anchored to the beads, the carcass is stiff and relatively inflexible. This type of construction prevents the different parts of the tire from acting independently of another when forces are applied to the tire. **As a result, a bias construction is susceptible to impact breaks because it does not easily absorb road irregularities.**" This causes more rim stress.



"By comparison, a radial passenger tire carcass is typically made up of one or more plies of cord material that run from bead to bead at an angle of approximately 90 degrees to centerline of the tire. Because the cords do not criss-cross and because the opposite ends of each cord are anchored to the beads at points that are directly opposite each other, the radial tire carcass is flexible. The radial tire is reinforced and stabilized by a belt that runs circumferentially around the tire under the tread. This construction allows the sidewalls to act independently of the belt and the tread area when forces are applied to the tire. The "independent" action is what allows the sidewalls to readily absorb road irregularities without overstressing the cords. This 'independent' action allows two important things to happen (1) the tread of a radial tire remains fully in contact with the road over the entire tread width, and (2) **the ply cords and sidewall are able to absorb forces without exerting the twisting force on the beads that are exerted by bias construction.**"

Because a radial tire is so flexible, it must have some type of lower sidewall support. Remember the upper third of a radial's sidewall does all the work. The lower two thirds of the sidewall is supported

by the portion of the tire called the Apex. The Apex consists of two stiff, triangular shaped pieces of rubber that extend upward from the bead where the tire sits on the rim. The apex is thickest at the bottom and tapers upwards to a small point. The sole purpose at the apex is stability and support. The apex is a very strong, rigid piece of rubber – so rigid that it becomes the principal component of the run flat tire. How does the apex relate to rim stress? Simple - it transfers road force up to the flex area so that the flexible upper sidewall can do its job of absorbing road forces without "exerting the twisting force on the beads that are exerted by bias constructions."

Don't forget about inflation. Radials typically run about 10 psi more than the old bias tires. A poorly inflated radial causes more drag and will create more rim stress. A properly inflated radial with more rigid sidewalls will have less rolling resistance and less stress on the rim.

The following paragraph is from Old Cars Weekly – 12-6-07 issue. Here's a condensed version of what someone has written:

"Rims for bias-ply tires and radial tires are made out of different alloys. Rims for bias-ply tires cannot be used on radials. The forces exerted by bias-ply versus radial-ply are different and needs rims made specific for each application. Otherwise there is over flexing leading to rim metal fatigue and breakage. One can tell bias-ply, radial-ply and disc brake rims by their markings."

I witnessed the transition from bias to radials and I don't agree with this letter. The letter also says, " Rims for bias-ply and radial tires are made of different alloys." Again, I disagree. **There were no industry standard markings to identify rims for radial use or rims for bias use, and no alloy changes just to accommodate radial tires.**

In summary, all rims are subjected to stress (flex). The stress (flex) point can change its location on the rim (bead seat) depending on many factors – tire size, tire width, inflation, vehicle weight, bias or radial tires. If you have a 50's or 60's car, you would be safer with new rims simply because you don't know the history of the older rims. In the last sentence of the letter someone wrote to Old Cars Weekly he states, "If you cannot find the correct rims you should continue to use bias-ply tires." This is at best very bad advice, simply because of the safety advantage of radials versus the poor handling characteristics of bias tires. If you are using old rims, you could have a rim failure. The chances are extremely remote, and in my opinion, the cause won't be whether you're using radial or bias tires-it's just an old rim.

Bill Chapman
Diamond Back Classic Tires

*CFR Part 571
Docket #NHTS-030-15400
RIN 2127-A154
www.nhtsa.com

IMPORTANT INFORMATION

★ Cleaning Tips (NO bleach)

One of the first things you will notice is that Diamond Back Classics are extremely easy to clean. Most whitewalls turn dingy or yellow because of the leaching of chemicals (mostly anti-oxidants) into the white material. Because our process uses a butyl lining to stop chemical leeching, you only have to clean the surface dirt. We recommend frequent cleanings with an abrasive cleaning pad. A fine or medium sanding sponge works well. These are available at most hardware stores.

Any good cleaner works OK - Castrol Super Clean, 409, Simple Green, Greased Lightning - just to name a few. Avoid cleaners that contain bleach. Prolonged use of these cleaners can "dry" the whitewall surface. Do not use products such as Armor All on whitewall. This could cause slight discoloration. Whitewall surfaces tend to "dry" with time, heat, ozone, etc. A vigorous cleaning periodically will get rid of the dry surface and help maintain the tire's beauty. Don't be afraid to scrub.

★ Air Pressure

Modern p-metric radials are designed for higher air pressure. This reduces rolling resistance, reduces heat build-up, and improves your car's steering response. It also helps prevent damage to your whitewalls. Because of so many applications, specific air pressures cannot be recommended. A good setting for most applications is 35 psi COLD. Remember, air pressure fluctuates with temperature change - frequent pressure checks are recommended, especially when beginning a long trip.

For the street-rodders who frequently use smaller front tires and for the resto-rodders who select smaller tires to achieve that "certain look," we recommend higher air pressures. Diamond Back offers a large variety of smaller radials designed for higher air pressures - i.e. "H" or "T" speed rated. Remember, your front tires do most of the work. Tires designed for higher pressure (40-44psi) should be considered.



The Use Of Tubes

Never run tubes. That's like stepping back 40 years in technology. If you still insist on bias ply tires, just make sure they're tubeless. The chance of a tube failing is much greater than a tubeless tire failure. Why? Tubes create heat and friction, and don't dissipate heat well...and a tire's worst enemy is heat. Also, over time, tubes "grow"

and become too large, and they actually develop creases — and then they split. If a tube is punctured or fails, air loss is immediate, giving you little or no time at all to react. Often, a tubeless tire can be driven for a while with a puncture.

CAUTION: If you must use tubes carefully examine the inside liner of the tire and remove any manufacturers labels. If not removed, these labels could cause a tube failure resulting in rapid loss of air.

What About Mixing Bias Ply Tires With Radials?

My first question is, "Why would you want to?" But yes, you can drive the car down the road but remember in the event that you must execute a serious emergency maneuver, you can easily lose control of the car and the results could be disastrous. The two different tires

have vastly different handling characteristics, *and a loss of adhesion in either the front or rear could mean loss of control.* The difference in the performance characteristics of the two types of tires is enormous. So this is an unsafe practice.

The Name Game: Things Are Not Always As They Appear

Did you ever buy tires for your classic car from a specialty tire company, with a "Big Brand Name" on the sidewall? I'm sure you felt good about that. After all, you thought you bought the best. Or wait a minute...did you? Like most folks, you assumed you bought a tire made by the tire company whose name is on the sidewall. Well, if it was a whitewall, redline, or similar specialty sidewall tire with a big manufacturer's name on it, it's unlikely that they made it! Here's what I'm talking about:

The big-name U.S. tire manufacturers are always taking old molds out of service for various reasons. When they are no longer useful to those big-name companies, they are often sold. These molds are then replaced with new ones that operate better and make a better tire. So who buys those old molds? Classic tire companies, among others. The molds are then



Photo Courtesy of Jim Inglese



Builder: Rusty Jackson of Odd Rod Creations. Photo courtesy of Josh Mishler

placed in small factories, many of which are in foreign countries. Now they're made privately, but with that big brand name still on the side. It's all legal. But the tires are not made by who you think.

I'll just say this: Radial tires have to be precisely built, and the molds must operate perfectly, so I don't think it's a good idea to re-use molds that are outdated. The truth is, the major manufacturers won't use outdated equipment.

So the original radial tire molds are taken out of production, and they are sold. They are then used by a small manufacturer to make tires with the big company's name still on them, which they do under license. So just don't assume the name on the sidewall tells you who made the tire. It doesn't. Always ask

The Two Whitewall Manufacturing Methods

There are really two ways to make a whitewall radial tire. You can do it while you're actually making the tire or you can add the whitewall to a finished tire as a final step. Remember, white rubber is just ornamental and has nothing to do with strength or performance. The advantage to adding it after the tire is made is that you can put a

whitewall or color stripe on any tire you want, including 17", 18" and 20" tires — and with much tighter quality control. The versatility is endless and tires are all current production. This is how we do it at Diamond Back. We're simply the "final step".

Step # 1: Preparation

We start by mounting the new tire on a special machine that spins it at high speed. Using our own special attachments, we rough up the sidewall surface so it's no longer perfectly smooth. The tire then goes on to where a special bonding agent is applied to the sidewall area that prepares the tire for the vulcanization process.

Because of the accuracy of our preparatory machine, and because it turns at such a high RPM, any abnormalities of the tire can be spotted immediately. Because we use major manufacturers our rejection rate is near zero.

Buffing the sidewall.



Computerized Building



We have recently completed the installation of our new CIMA 850 sidewall builder. This machine is state of the art! It is totally computerized and can be programmed for total building perfection. Accurate building is essential and this machine will eliminate the most difficult steps in this process. It will accurately align the white rubber at the correct distance from the tire's bead and will automatically stitch the white rubber to the correct radius or curvature. It will stop and cut the white rubber at the correct distance and the correct angle and it will totally eliminate the splice, or where the two ends of the white rubber come together.

Vulcanization

A whole section of our plant is devoted to the vulcanization equipment that makes the whitewall a permanent part of the tire. Because the vulcanization process is so effective, if you tried to separate the whitewall from the tire afterward, the tire itself would become damaged. It's a marriage that lasts forever... a very permanent bond.

Our biggest competitors tell folks that Diamond Back's whitewalls are "glued on". They've even told people they're painted on and even "ground out." They say this to make us look foolish, so you'll

think we glue whitewalls onto tires using contact cement. It's not a true thing to tell people but at least now you know that vulcanization isn't "gluing on". It's the process every tire company uses to build tires. Remember, our competitors don't sell genuine brand names but rather, the "licensed" tires that they have made with the old molds.

So if you forget everything else, just remember that once the whitewall is vulcanized to the tire, it's on there forever (just try pulling one off the tire sometime).

Trimming The Whitewall

After vulcanization, the material has to be trimmed to the exact desired width, depending on what you order. Whether it's a 2½" whitewall for a '57 T-Bird or a 3½" whitewall for that big 40's classic, it makes no difference. The fronts and rears can be matched in whitewall width even if your tires are different sizes (as with hot rod big & little combinations). That's the nice part about trimming each whitewall or redline to order.

All of our finishers are equipped with lazer guides so that all widths are held to close tolerances. Once the trimming is complete, a series of finishing steps in the final process makes them nice and smooth.

Another advantage to high speed finishing is that it immediately shows us if there's any kind of problem with the tire's trueness (runout). The operator can spot it right away and he simply rejects the tire. It seldom happens.

A Tire Size Cross Reference Chart You'll Find Handy

If you have an older classic car, you probably know the car's original tire size, but not how to cross reference it to a modern tire size. Or, maybe you know the diameter of the tire you want. I've prepared a table here for you to use as a quick reference. Notice that as you

read across, each line represents the same basic tire size, all the way from left to right. You might want to make a copy of this chart and tape it to your tool box or inside a cabinet door, where it will be easy to get your hands on whenever you need it.

Diamond Back Classics Tire Size Conversion Table						
1950's	1960's	Average Height	1970's	Average Height	Modern Radial	Average Height
750-14	775-14	26.8"	F78-14	26.5"	205-75R14	26.1"
800-14	825-14	27.4"	G78-14	27.2"	215-75R14	26.7"
640-15	735-15	26.5"	E78-15	26.3"	185-80R15	26.7"
670-15	775-15	27.5"	F78-15	27.4"	205-75R15	27"
710-15	815-15	28"	G78-15	27.8"	215-75R15	27.6"
760-15	845-15	28.6"	H78-15	28.3"	225-75R15	28.1"
800-15	900-15	29.5"	L78-15	29.3"	235-75R15	29"

Questions? Diamond Back Classics Help Line: 888-922-1642

Speed Ratings

Everybody knows speed rated tires are safer. All radials are speed rated, which is another reason to buy them. Here's a comprehensive

list of speed ratings...another handy reference for you to have when you're considering the purchase of a set of tires.

Rating	Speed
P-rated	93
Q-rated	99
R-rated	106
S-rated	112
T-rated	118

Rating	Speed
U-rated	124
H-rated	130
V-rated	149
W-rated	168
Y-rated	186
(Y)-rated	above 186

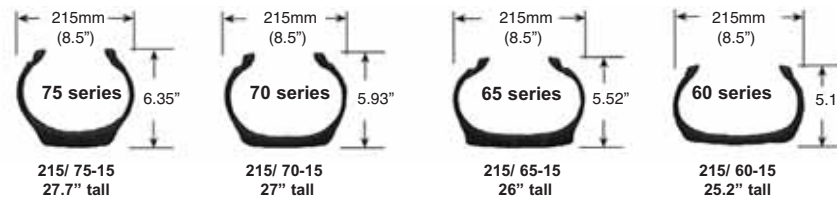
Z-rating <

Note: Speed ratings are given only after completion of successful testing at the indicated speed for a period of no less than 24 hours

Aspect Ratios

If you find aspect ratios confusing, you're not alone, so let's simplify it with a diagram. Aspect ratio is nothing more than the relationship between the tire's sidewall height and the cross section of the tire. The cross section is the width of the tire where it bulges out the most — not the tread width. As an example, all tires with a 215 size designation have the same section width of 215 mm, or 8.5 inches

— but not necessarily the same tread width, sidewall height, or load capacity. So, all 215's are not interchangeable. The diagram below shows how four 15-inch, 215-size tires can differ from one another, because of different aspect ratios. Notice how the height of a 215 size tire changes as we go from a 75 series to a 70 series, 65 series, and 60 series tire. Easier to understand?



How To Understand UTQG Ratings

Uniform Tire Quality Grade: How To Understand A Tire's Performance Capabilities

TREADWEAR

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. The higher the number the higher the mileage. A rating of 400 should deliver 40,000 miles under ideal conditions.

TRACTION

The traction grades, from highest to lowest are AA, A, B, and C. These grades represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete.

TEMPERATURE

The temperature grades, from highest to lowest are A, B, and C. These grades represent the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure.

Load Index and Size Locator

Tire Size	Load Index	Page	Tire Size	Load Index	Page
13" Sizes			175/60R16	1047	17,23
175/80R14	1235	13	205/60R16	1389	13,24
185/80R14	1356	13	215/60R16	1477	13,24
185/75R14	1279	10,12	225/60R16	1609	13,24
195/75R14	1389	10,12	235/60R16	1764	34
205/75R14	1532	7,10,12	285/60R16	2403	6
215/75R14	1653	10,12	215/65R16	1653	24
215R14	2464	21	235/65R16	1924	16
175/70R14	1102	12,13	255/65R16	2271	16
185/70R14	1201	10,12,15	215/70R16	1709	19,24
195/70R14	1356	10,15	225/70R16	1820	24
205/70R14	1433	6,10-11	235/70R16	1984	16
215/70R14	1554	6,10-11	245/70R16	2094	16
225/70R14	1675	6,11	255/70R16	2271	16
225/60R14	1455	6	265/70R16	2403	16
235/60R14	1565	6	275/70R16	2601	16,24
245/60R14	1675	6	205/55R16	1279	24
135R15	805	20	215/55/16	1609	24
145R15	937	20	215/85R16	2337	24
155/80R15	1069	6	750R16	2440	24
165/80R15	1201	13	275/40R17	1653	26
185/80R15	1433	13	225/45R17	1477	26
205/75R15	1598	10,11-12	235/45R17	1477	26
215/75R15	1742	7,10,12-13	245/45R17	1521	26
225/75R15	1874	10,12-13	215/50R17	1356	26
235/75R15	2028	8,10,12-13	225/50R17	1477	26
0235/75R15	2271	9-10	235/50R17	1565	26
0 Extra Load			255/50R17	1819	26
700R15	2040	19	275/50R17	2337	26
265/75R15	2469	15	215/60R17	1521	27
205/70R15	1497	7,10,12,15	225/60R17	1819	27
215/70R15	1626	6,7,10-13,15	235/60R17	1874	27
225/70R15	1753	6,10-11,15	245/60R17	2265	27
235/70R15	1896	6,10-11,15	255/60R17	1885	27
255/70R15	2183	6,11,15	275/60R17	2337	27
265/70R15	2469	15	215/65R17	1653	27
185/65R15	1168	13,15	225/65R17	1819	27
195/65R15	1279	7,10-13,15	235/65R17	1984	16
205/65R15	1400	10,12-13,15	245/65R17	2039	16
215/65R15	1510	6,10-12	245/70R17	2205	16
185/60R15	1102	13,15	265/70R17	2535	16
195/60R15	1190	6,10,15	750R17	N/A	16
205/60R15	1301	6,10-11,13,15	235/40R18	1521	29-29
215/60R15	1411	6,10-11,13,15	245/40R18	1609	28-29
225/60R15	1521	6,11,13	225/45R18	1356	28-29
235/60R15	1642	6,11,16	245/45R18	1565	28-29
245/60R15	1764	6,11,16	255/45R18	1709	29
255/60R15	1885	6,11,16	235/50R18	1819	28-29
275/60R15	2150	6,11,16	255/55R18	2039	29
295/50R15	2061	6,11,16	225/60R18	1709	28
175/75R16	1709	23	235/65R18	1984	28
185/75/16	1984	23			
195/75R16		23			
205/75R16	2336	23			
215/75R16	1984	24			
225/75R16	1984	23-24			
235/75R16	2094	16,24			



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