

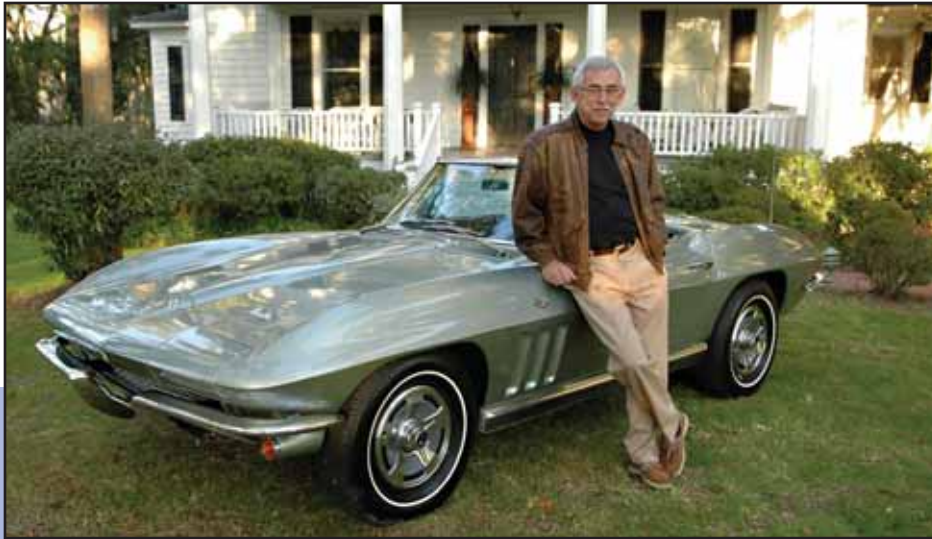


Let's Hit the Road...Together!



**2010**

# 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.

For 2010, we will continue to offer most of the product lines we had last year. The popular Diamond Back Michelin MX and the Diamond Back III BF Goodrich T/A will still be available and best of all, there will be NO price increase in 2010! The Fury line has also been expanded to include several 16" sizes so there will be plenty of options for big/little combinations. Another exciting line for 2010 is the Diamond Back HR... the hot one is here! The HR's are the only 15" H speed rated (130 mph) tire available anywhere. The HR is also available in some 16" and 17" sizes. So if you have a fast street rod or muscle car, these are the tires for you! I have also increased the size range in 17" and 18" tires and the price is lower than last year. That's more selection than all my competitor's combined!

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 a new year 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.

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*Thank you to Mr. & Mrs. Oscar Will for providing us with this year's cover car.*

## 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](mailto:richard@dbtires.com)



**James**

[james@dbtires.com](mailto: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*

- 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 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 28-34

## 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.



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

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 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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***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 9
    - Custom style whitewalls - Page 10

## **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**

# Diamond Back HR - 15" Sizes

*The Hot One Is Here!*

**130 MPH - "H" Speed Rated - 24 Hour Endurance**

**Red Line or Wide White**

**UTQG 360 A A**

**OFFERED FOR**

- Fast Street Rods
- Fast Muscle Cars

- The only 15" "H" rated tire available anywhere. No other 15" tire meets the performance criteria.
- "H" rated front fitments available upon request (non-matching tread)



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/75R15	29	3	6.3	9.4	5½ - 7½	\$214
		3½	Wider White/Use 40 psi			\$224
205/70R15	26.3	2½	5.5	8.3	5 - 7	\$194
225/70R15	27.4	2½	6.3	8.9	5½ - 7½	\$209
		2¾	Wider White/Use 40 psi			\$219
235/70R15	28	2¾	7	9.4	6 - 8	\$214
		3	Wider White/Use 40 psi			\$224
*265/70R15	29.6	3	8.4	10.7	7 - 9	\$224
		3½	Wider White/Use 40 psi			\$229
235/60R15	26	2¼	7	9.4	6 - 8	\$209
		2½	Wider White/Use 40 psi			\$219
245/60R15	26.6	2½	7.3	9.7	6 - 8	\$214
255/60R15	27.1	2½	7.6	10.2	6½ - 8½	\$219
		2¾	Wider White/Use 40 psi			\$224
275/60R15	28	2¾	8	11	7 - 9	\$224
		3	Wider White/Use 40 psi			\$229
295/50R15	26.6	2½	10	12.3	8 - 10	\$229

\* 265/70R15 is "S" Speed Rated

**16" Sizes**

**17" Sizes**

	HEIGHT	WW	SECTION WIDTH	PRICE
215/65R16	27	2¼	8.7	\$189
215/70R16	28	2½	8.7	\$214
225/70R16	28.4	2¾	9	\$219
235/70R16	29	3	9.5	\$229
255/70R16	30.1	3¼	10.4	\$236
265/70R16	30.6	3½	10.7	\$239
275/70R16	31.2	3½	11	\$244
275/60R16	29	3	11	\$239

	HEIGHT	WW	SECTION WIDTH	PRICE
235/55R17	26.8	2	9.1	\$234
235/65R17	29.1	2½	9.5	\$244
255/55R17	28	2¼	10.4	\$249
255/60R17	29.1	2½	10	\$248
275/60R17	30	2¾	11	\$249
285/60R17	30.6	2¾	11.3	\$254
265/70R17	31.7	3¼	10.8	\$249

Brand: Maxxis

**16" - 17" HR Sizes**



**Larger Diameter Rims Are Popular  
16" and 17" Sizes Are Available**

# Diamond Back MX

## The Ultimate Classic Tire

**Michelin X Base Tire For MX Series**  
**LIMITED SIZES - LIMITED AVAILABILITY**

**No Price Increase For 2010**



UTQG  
740 A B

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/70R14	25.1	2½	6.2	8.2	5 - 7	\$204
*215/70R14	25.7	2½	6.5	8.6	5½ - 7	\$214
205/75R14	25.8	2½	6	8	5 - 7	\$204
195/65R15	24.7	2¼	5.7	7.9	5½ - 7	\$214
205/65R15	25.3	2¼	6	8.4	5½-7½	\$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
o235/75R15	29	3	7	9.5	6 - 7½	\$244
		3½		Wider Whitewall		\$254
		3¾		Wider Whitewall		\$264

The Diamond Back MX Series is limited to only 8 sizes. These are some of the most popular applications for muscle cars, street rods and classics. Here are some suggested fitments.

o = Michelin Latitude - Different Tread  
 \* = Michelin Harmony - Different Tread

<b>205/70R14</b>	<ul style="list-style-type: none"> <li>• Early Mustangs</li> <li>• All Smaller Cars</li> </ul>
<b>205/75R14</b>	<ul style="list-style-type: none"> <li>• 57 T-Birds</li> </ul>
<b>195/65R15</b>	<ul style="list-style-type: none"> <li>• Ultimate tire for the front of street rods 24.7" tall, requires 5"-7" rims</li> </ul>
<b>205/70R15</b>	<ul style="list-style-type: none"> <li>• Jaguars using 640x15, 185R15, ER70R15</li> <li>• Triumph TR6</li> <li>• Street Rod Fronts</li> </ul>
<b>205/75R15</b>	<ul style="list-style-type: none"> <li>• 55 and 56 T-Birds, Mid Year Corvettes</li> <li>• Vehicles using 670x15, 775x15, F78x15</li> <li>• Early Corvettes</li> </ul>
<b>215/75R15</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>215/70R15</b>	<ul style="list-style-type: none"> <li>• Muscle cars and 1968-72 Corvettes equipped with F70x15 (26.9").</li> </ul>



235/75R15  
3½" Whitewall  
Michelin Latitude



**Don't Forget Extended Warranty Only \$4.75 Per Tire**

# 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  
 Made in North America



UTQG 440 AB

No Price Increase For 2010



This is not BFG Silvertown

TIRE SIZE	HEIGHT	WWW 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
<b>225/70R14</b>		<b>2 3/4</b>	<b>Wider White</b>			<b>\$214</b>
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
<b>255/70R15</b>		<b>3 1/2</b>	<b>Wider White</b>			<b>\$229</b>
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
235/60R14	25.1	2 1/4	8	9.5	6 1/2 - 8 1/2	\$214
245/60R14	25.6	2 1/2	8	9.8	7 - 8 1/2	\$219
o 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	3	9	11.4	8 - 10	\$267
		<b>3 1/4</b>	<b>Wider White</b>			<b>\$277</b>
• 245/55R18	28.6	1 3/4	8	10	7 - 8 1/2	\$239

o = Limited Availability

• = O.E 2010 Camaro

\* Smaller whitewall widths available on request



**Don't Forget Extended Warranty Only \$4.75 Per Tire**

# Diamond Back II

*The Firestone Is Back!*

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
155/80R13	22.8	2	3.7	6.2	4 - 5	\$154
185/80R13	24.7	2¼	4.5	7.2	4½ - 6	\$164
185/80R13		2¾	Wider Whitewall			\$179
175/70R14	23.7	2	4.5	7	4½ - 6	\$174
185/70R14	24.3	2¼	4.7	6.8	4½ - 6	\$176
195/70R14	24.8	2¼	5.1	7.9	4½ - 6	\$179
205/70R14	25.4	2½	5.6	8.2	5 - 7	\$182
185/75R14	25	2¼	4.5	7.2	4½ - 6	\$174
195/75R14	25.5	2½	4.8	7.7	5 - 6½	\$177
205/75R14	26.1	2½	5.2	8	5 - 7	\$179
215/75R14	26.7	2½	5.4	8.5	5½ - 7	\$189
215/75R14		2¾	Wider Whitewall			\$196
205/75R15	27.1	2½	5.1	8	5 - 7	\$189
205/75R15		2¾	Wider Whitewall			\$195
215/75R15	27.7	2⅝	5.3	8.5	5 - 7	\$194
215/75R15		3	Wider Whitewall			\$199
225/75R15	28.3	2¾	5.5	8.8	5½ - 7½	\$198
225/75R15		3	Wider Whitewall			\$204
235/75R15	29	3	6	9	5½ - 8	\$199
235/75R15		3½	Wider Whitewall			\$208
205/70R15	26.3	2½	5.3	8	5 - 7	\$194
215/70R15	26.9	2½	5.6	8.7	5½ - 7	\$196
215/70R15		2¾	Wider Whitewall			\$204
195/65R15	25	2¼	5.5	7.9	5½ - 7	\$184
205/65R15	25.5	2¼	5.5	8	5½ - 7½	\$186



Manufacturer: Bridgestone - Firestone

**Manufacturer's Ratings:**

UTQG 400 AB      Speed Rating: "S" 112 mph  
 24 Hour Endurance      Mileage - 55,000

**EXTRA WIDE WHITES**  
**A Diamond Back Exclusive**

TIRE SIZE	WHITEWALL WIDTH	PRICE
205/75R15	3"	\$209
215/75R15	3 ¼"	\$212
225/75R15	3 ⅜"	\$215
235/75R15	3 ¾"	\$218



The Diamond Back II 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.

**Wider Whitewalls - Use 40-44 psi**



**Don't Forget Extended Warranty Only \$4.75 Per Tire**

# Diamond Back II

## Specialty Sidewall Designs For 60s and 70s Cars

**Firestone Name Left Intact For Originality**

SIZE	CONVERSION Sizes	1" WHITE	1.3" WHITE	1.6" WHITE
185/75R14	650-695X14	\$164		
195/75R14	700-735X14	\$169		
205/75R14	750-775X14	\$169	\$174	
215/75R14	800-825X14	\$174		
205/75R15	670-775X15	\$174	\$179	
215/75R15	710-815X15	\$182	\$184	
225/75R15	760-845X15	\$184	\$189	
235/75R15	800-820X15	\$182	\$184	\$186
205/70R15	E70X15	\$174	\$179	
215/70R15	F70X15	\$174	\$179	



### Specialty Designs Double Stripes For 60s and 70s Luxury Cars

225/75R15 \$198

235/75R15 \$199

**Firestone Name Left Intact  
On Sidewall For Originality**



Style  
A

Style  
B

Other Sizes Available By Special Request



**Don't Forget Extended Warranty Only \$4.75 Per Tire  
Protect Yourself!**

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

# Diamond Back I



**"T"**  
**Speed**  
**Rated**

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

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
165/80R15	25.2	2¼	4.8	6.4	4 - 5½	\$164
185/80R15	26.7	2½	5	7.7	4½ - 6	\$184

Brand - Federal

UTQG 420 A A

- For Smaller Cars
- Lower Prices
- Great for Street Rod Fronts

- Speed Rated for More Confidence
- Simple, Non-Aggressive Tread and Shoulder Style



TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	PRICE
185/65R15	24.6	2	5.5	7.3	\$172
195/65R15	25	2¼	5.8	7.8	\$172
205/65R15	25.4	2¼	6	8.3	\$174
215/65R15	26	2¼	6.6	8.3	\$178
205/60R14	23.8	2	6.5	8.1	\$179
215/60R14	24.2	2¼	6.7	8.7	\$182
*185/60R15	23.8	1¾	5.8	7.4	\$176
195/60R15	24.2	2	6.3	7.9	\$176
205/60R15	24.7	2	6.5	8.2	\$178
215/60R15	25.2	2¼	6.8	8.7	\$179
225/60R15	25.7	2¼	7	9.1	\$189

Mirada Brand

Built in USA by Yokohama

UTQG 400 A A - "H" speed rating

\* = Matrix Brand - Manufacturer - Cooper / UTQG 380 A A - "T" speed rating



**Don't Forget**  
**Extended Warranty**  
**Only \$4.75 Per Tire**



Al and Justin Traille's 32 Ford Roadster  
Running 195/65R15 & DR 3 Drag Radials

# Diamond Back Fury

*A Great Classic Tire Value*

TIRE SIZE HEIGHT WW WIDTH TREAD WIDTH SECTION WIDTH RIM WIDTH PRICE

185/75R14	25	2¼	4.5	7.2	4½ - 6	\$166
195/75R14	25.4	2½	4.8	7.6	5 - 6½	\$169
205/75R14	26.1	2½	5.1	7.9	5 - 7	\$172
215/75R14	26.7	2½	5.4	8.5	5½ - 7	\$179
175/70R14	23.7	2	4.5	7	4½ - 6	\$168
185/70R14	24.3	2¼	4.7	6.8	4½ - 6	\$169
195/65R15	25	2¼	5.6	7.8	5½ - 7	\$178
205/65R15	25.5	2¼	5.8	8.2	5½ - 7½	\$179
205/75R15	27	2½	5.1	8	5 - 7	\$179
205/75R15		2¾	Wider Whitewall		\$189	
215/75R15	27.6	2⅝	5.3	8.5	5 - 7	\$182
215/75R15		3	Wider Whitewall		\$192	
225/75R15	28.1	2¾	5.6	8.8	5½ - 7½	\$188
225/75R15		3	Wider Whitewall		\$198	
235/75R15	28.7	3	6	9	6 - 8	\$189
235/75R15		3½	Wider Whitewall		\$199	
205/70R15	26.3	2½	5.3	8	5 - 6½	\$186
215/70R15	26.9	2½	5.4	8.7	5 - 7	\$189
215/70R15		2¾	Wider Whitewall		\$199	
225/70R15	27.3	2½	6.2	8.9	6 - 7	\$189
225/70R15		2¾	Wider Whitewall		\$199	
235/70R15	27.7	2¾	7.5	9.6		\$198
New!		3	Wider Whitewall		\$208	
265/75R15	30.4	3	8	10.65		\$209
New!		3½	Wider Whitewall		\$219	

o = Cooper Trendsetter - Similar Tread



Made in the USA

**OUR BEST SELLER**

UTQG 440 A B



Manufacturer: Cooper



**16" Sport Fury**



**NOW AVAILABLE**

235/75R15 XTRA Load  
For Limo's and Heavy Cars  
Capacity: 2183 lbs. @ 41psi

**3" White: \$208**

**3½" White: \$219**

**3¾" White: \$224**

- The Fury and Sport Fury have matching treads. Because of differences in tire sizes certain features, i.e. tread blocks, sipes, ribs, etc., may be slightly different.

TIRE SIZE HEIGHT WW WIDTH TREAD WIDTH SECTION WIDTH PRICE

215/60R16	26.1	2	6.5	8.5	\$184
235/70R16	28.7	2¾	7.2	9.4	\$209
		3	Wider White		\$214
245/70R16	29.4	3¼	7.4	9.9	\$214
255/70R16	29.8	3¼	7.6	10.3	\$216
		3½	Wider White		\$224
265/70R16	30.2	3¼	8	10.8	\$219
		3½	Wider White		\$224
265/75R16	31.3	3½	8	10.6	\$219
		3¾	Wider White		\$224

o = Cooper Trendsetter - Matching

# Diamond Back LS5

## 60-65-70 Series



**Available in a Red Line and Wide White**

**"T" Speed Rated**

TIRE SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
205/70R14	25.3	2½	6.5	8.2	5 - 7	\$174
215/70R14	25.8	2½	7	8.7	5½ - 7	\$179
225/70R14	26.3	2½	7.2	8.9	6 - 7½	\$188
215/70R15	26.7	2½	7	8.7	5½ - 7	\$188
225/70R15	27.4	2½	7.2	8.7	6 - 7½	\$189
235/70R15	27.9	2¾	7.6	9.5	6 - 8	\$194
255/70R15	29	3	8.2	10.4	6½ - 8½	\$199
215/65R15	26	2¼	6.8	8.4	6 - 7½	\$188
195/60R15	24.3	2	6.2	7.6	5 - 7	\$179
205/60R15	24.7	2	6.5	7.8	5½ - 7	\$182
215/60R15	25.2	2¼	7	8.5	6 - 7½	\$188
225/60R15	25.7	2¼	7.2	8.6	6 - 8	\$189
235/60R15	26.1	2¼	7.6	9.2	6½ - 8½	\$189
255/60R15	27	2½	8.2	9.7	7 - 9	\$198
275/60R15	28	2¾	8.9	10.7	7½ - 9½	\$199
295/50R15	26.8	2½	10.1	11.8	8 - 10	\$206



Dual Reds Available All Sizes - Add \$10 Per Tire  
 Brand: Turbo Tech - Grand Am - Grand Prix - Grand Spirit

All brands are built by Cooper Tires and all are exactly identical. Brands may vary with size selection and with Cooper's production and inventory levels. All tires are smooth on the outside, i.e., no names on outside sidewall.



Bud Allman's 66 GTO

# 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 smooth-sidewall 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.

Photo Courtesy of  
Odd Rodd Creations,  
Builder Rusty Jackson



# Corvettes



**No Price Increase!**

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

## 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



Diamond Back II Firestone Brand	Smoothly Sidewall	Letters On
205/75R15 27"	\$189	\$194
215/70R15 26.9"	\$196	\$204

### Diamond Back III BFG Radial T/A Brand Specs Page 8

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
o215/75R15 27.3"	\$214

o - Great tire for Corvettes thru 1982



17" and 18"  
• Nitto  
• Sumitomo  
All Corvette sizes  
See pages 23-24



Early 70's  
8mm White (.31)

# Short - Narrow Front Tires

*For V.W.'s - Rat Rods - Street Rod Fronts*

## 135R15 - 145R15 - \*155R15



	135R15	145R15	*155R15
Height	23.6"	24"	24.7"
WW Width	1¾"	1¾"	2"
WW Price	\$169	\$169	\$179
Double White	\$234	\$234	\$239
Single Smoothy	\$119	\$119	\$129
Double Smoothy	\$149	\$149	\$159

135R15 - 145R15  
Brand: Nankang "T" Speed Rated

\*Vredestein 155R15  
Sprint Classic  
"S" Speed Rated

Tread Style 

4" - 5" Rims



# Trikes and Motorcycle Tires

**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?

***Need A Whitewall Motorcycle Tire?***

We can produce certain brands and sizes.

Call Tab Chapman at 888-922-1642 with your request.

# Diamond Back Drag Radial – N Series

Street Legal – NITTO 555R – Red Line or Wide White



**“V” Speed Rated**

TIRE-SIZE	HEIGHT	WWW WIDTH	SECTION WIDTH	TREAD WIDTH	PRICE
275/50R15	25.75	2½	11.2	9¾	\$244
275/60R15	27.75	2¾	11.1	9¾	\$234
		3	Wider White		\$244
325/50R15	28	2¾	13.1	11¾	\$269
		3	Wider White		\$279
305/45R18	28.75	1¾	12	10	\$379

All Sizes Available In Black Smoothy - Deduct \$50

## Diamond Back Race/Drag Radials

• DRI

The original dirt track racing design engineered by Diamond Back Race Treads in 1982.

• DR3

Design developed by Diamond Back race treads in 1985 for drag racing.

TIRE-SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	PRICE
•235/75R15	29	3	8¼	\$259
		3½	Wider White	\$269
			Black Smoothy	\$194
◦10R15	30.5	3	9¾	\$319
		3½	Wider White	\$324
			Black Smoothy	\$269
*235/70R16	29	2¾	8¼	\$269
		3	Wider White	\$279
			Black Smoothy	\$199
265/70R16	30.5	3	9¾	\$319
		3¼	Wider White	\$324
			Black Smoothy	\$269

• Primewell (Bridgestone)

◦ Michelin

\* General



We use new tires to build the DR Series.

LIMITED AVAILABILITY

# 16" Steel Belted Radials

*Another Diamond Back First!*



225/75R16 (650R16)  
Mirada - Built by Yokohama



215/85R16 (700R16)



750R16

## UTQG 640 A B

TIRE-SIZE	HEIGHT	WWW WIDTH	TREAD WIDTH	SECTION WIDTH	PRICE
°225/75R16	29.3	3¼	6	8.7	\$209
		3½	Wider White		\$224
215/70R16	28	2¾	6	8.7	\$214
		3	Wider White		\$224
225/70R16	28.4	2¾	6.6	9	\$204
		3	Wider White		\$219
235/65R16	28	2¾	8	9.6	\$198
*235/75R16	29.7	3	6.9	9.3	\$209
		3¼	Wider White		\$219

° = Replacement size for 650R16

\* = Different Tread Style



**17" Matching Mirada Sizes**  
**See page 25**

## Other Popular 16" Sizes

215/75R16	28.7	2¾	6.1	8.5	Hankook	\$219
215/75R16		3			Wider White	\$224
215/85R16	30.4	3½	5.7	8.5	Falken	\$214
215/85R16		3¾			Wider White	\$224
750R16	31.9	3¾	6	8.3	Cooper	\$234

Tires Pictured Top of Page

### MORE 16" SIZES

16" Diamond Back HR See Page 6  
Speed Rated 130 mph

16" Sport Fury See Page 12

## 175/60R16

**Short  
Narrow 16"**



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

## FANTASTIC FRONT TIRE FOR...

• RAT RODS • STREET RODS

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

Manufacturer - Federal

UTQG 420 AA "H" Speed Rated

# 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 \$182

Page 12

## 700R15



Brand: Yokohama

## 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 - \$179
  - Optional White Wall Widths

3" - \$229 3½" - \$234 3¾" - \$244

Looks Fantastic With Beauty Ring!

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

# Diamond Back Exclusive Products

## The Largest Available 13" Radial Tire



### 640/700R13

Height 25.3"

Blackwall \$119

2 1/4 White \$189

2 3/4 White \$194

#### An Ideal 13" Size

The 640X13 is a European size. The largest 13" radial size in the U.S. is 185/80R13 - 24.7". The 640/700X13 at 25.3" is an excellent fitment for many classic Mercedes and many U.S. cars.

Early Mercedes' were equipped with a 2.75" white wall.

Brand:

Vredestein Classic  
(see page 16 for image)

## 205R14

### New 800-850X14 Radial Replacement

European Metric Size

Height 27"

Tread Width 6"

Cross Section 8"

Extra Load Rated

Max Load 2464 Lbs

Manufacturer - Vredestein

Replaces 225/75R14 - 27.1"

- 1", 1 1/4," or 1 1/2" Whitewalls \$196

- 2 1/2" Wide White \$196

- 2 3/4" Wide White \$199

- 3" Wide White \$214

Please call for availability.

Limited availability.



## 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!

# Diamond Back Exclusive Products

## Hard To Find - 16" Sizes

### Great Big Little Combinations

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	PRICE	REPLACES
175/75R16	26.4	2¼	4.9	6.9	\$198	500x16
185/75R16	27.1	2½	5.1	7.2	\$199	550x16
195/75R16	27.7	2¾	5.4	7.6	\$209	600x16
195/75R16		3	Wider White		\$219	
205/75R16	28.3	2¾	5.6	7.8	\$214	600x16
205/75R16		3	Wider White		\$224	

- Street Rods
- Rat Rods



Manufacturer: Federal

### Limited Availability

Extra Ply Rated - No Compromise In Ride

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 bead 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.

# Diamond Back 16"

## Small Sizes

### "H" Speed Rating - UTQG 400 AA



205/60R16    215/60R16    225/60R16

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	PRICE
◦205/55R16	25	1¼	6.7	8.4	\$182
◦215/55R16	25.5	1½	7.7	8.5	\$189
•215/65R16	27.1	2¼	7	8.7	\$179
205/60R16	25.4	1½	6.2	8.1	\$182
215/60R16	25.9	2	6.5	8.7	\$182
225/60R16	26.4	2	6.8	9	\$186
235/60R16	27.1	2¼	7.5	9.5	\$194

Mirada Brand      Built in USA by Yokohama

◦ = "V" Speed Rating

• = Firestone Brand - picture page 9

# Diamond Back 17" – Falken Brand



"W" Speed Rated  
UTQG  
360 AA A



- 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.

	TIRE-SIZE	HEIGHT	WW	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
45 Series	225/45R17	25.2	1¼	8.1	8.8	7-8½	\$224
	235/45R17	25.6	1¼	8.5	9.3	7½-9	\$234
	245/45R17	25.9	1¼	8.7	9.4	7½-9	\$239
50 Series	215/50R17	25.7	1¼	7.6	8.7	6-7½	\$234
	225/50R17	26.1	1¼	7.9	8.9	6-8	\$239
	235/50R17	26.3	1½	8.3	9.4	6½-8½	\$244
55 Series	215/55R17	26.3	1½	7.5	8.9	6-7½	\$244
	225/55R17	27	2	8	9	6-8	\$239
	235/55R17	27.2	2	8.3	9.3	6½-8½	\$244
*60 Series	215/60R17	27.2	2	7	8.6	7-8½	\$234
	225/60R17	27.7	2¼	7.3	8.8	6-8	\$244
			2½	Wider White			\$254
	235/60R17	28.1	2¼	7.6	9.4	6½-8½	\$246
			2½	Wider White			\$256
*65 Series	215/65R17	28	2¼	7	8.7	6-7½	\$249
			2½	Wider White			\$259

**Recommend 50 psi**

\*60/65 Series - "H" Speed Rated  
UTQG 480 A A



Photo Courtesy of LT Gibson

# Diamond Back 17" Muscle Car Sizes

*Red Line*

**NEW**

**"V" Speed Rated**

**UTQG 300 A A**



## Nitto 450

### Exceptional Wet Performance

The double-V tread design utilizes slanted grooves and lateral slits to optimize water drainage in wet weather so you maintain contact with the road. This provides superior wet traction.

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
225/50R17	26	1¼	8	9	6 - 8	\$229
255/50R17	27.1	2	9	10.2	7 - 9	\$248
275/50R17	27.9	2¼	10	11.1	7½ - 9½	\$256

**Also available in wide whitewall.**

### Enhanced Tread Life

The tread compound was engineered to reduce wear. This increases the longevity and durability of the tire.

### Excellent Stability

The double center rib pattern is made from solid circumferential tread block elements which help maintain stability in straight-line driving.



## Nitto 555

**1" or 1¼" Whitewall Available**

TIRE SIZE	HEIGHT	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/45R17	25.3	8.5	9.3	7½ - 9	\$225
245/45R17	25.7	8.7	9.6	7½ - 9	\$229
255/45R17	26	9	10.1	8 - 9½	\$239
255/50R17	27.1	9.5	10.4	7 - 9	\$249
275/40R17	25.6	10	11.2	9 - 11	\$249
285/40R17	26	10.2	11.4	9 - 11	\$259

"W" Speed Rated  
UTQG 300 A A

# Diamond Back 18" – Nitto Brand

## Extreme Performance

**EXPANDED - NEW SIZES!**



**Also Available  
In Small White**



**Matching 17" NT555  
See page 23**

### NT555 "W" Speed Rated

The NT555 is a summer-oriented ultra-high performance street tire designed with the performance driver in mind. With one of the largest contact patches available, the NT555 provides superior traction and reliable handling - without sacrificing tread life. Both tread pattern and compounds were optimized for dry performance. The highly rigid tread blocks provide stability while prolonging the life of the tire. The NT555 will get you off the line quicker, provide stability in the straights and confidence in the corners.

TIRE-SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
225/45R18	25.9	1	8	8.8	7 - 8	\$248
235/40R18	25.5	1	8.7	9.5	8 - 9½	\$249
245/40R18	25.7	1	8.5	9.7	8 - 9½	\$246
245/45R18	26.6	1¼	8.6	9.7	7½ - 9	\$258
255/45R18	27	1½	8.8	10.2	8 - 9½	\$259
235/50R18	27.2	1½	8.3	9.45	6½ - 8½	\$249
275/40R18	26.6	1¼	9.8	10.9	9 - 11	\$284
285/40R18	27	1½	10.3	11.4	9½ - 11	\$297
295/45R18	28.3	1¾	10.3	11.5	9½ - 11	\$298
265/50R18	28.4	1¾	9.8	10.6	7½ - 9½	\$284
245/55R18	26.8	see BFG Radial T/A page 8				
225/60R18	28.7	1¾	7.3	8.8	6 - 8	\$274
		2	Wider White			\$279

o = Falken 912 Brand - Picture on page 22

UTQG 300 AA



Tom Veale's 33 Ford

**NEW**

# Diamond Back 17" and 18"

*Larger Sizes*

- **Standard Profile**
- **Wide Whitewalls**

Manufacturer: Yokohama

Brand: Mirada

Made in USA

UTQG 640 A B



TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
235/60R17	28.3	2¼	7.4	9.3	6½ - 8½	\$224
		2½	Wider Whitewall			\$234
245/60R17	28.3	2	8	9.7	7 - 8½	\$289
225/65R17	28.6	2½	7.1	8.9	6 - 8	\$224
		2¾	Wider Whitewall			\$234
235/65R17	28.9	2½	7.5	9.4	6½ - 8½	\$229
		2¾	Wider Whitewall			\$239
245/65R17	29.4	2½	8	9.8	7 - 8½	\$229
		2¾	Wider Whitewall			\$239
265/65R17	30.2	3	8.9	10.8	7½ - 9½	\$239
		3½	Wider Whitewall			\$249
245/70R17	30.3	3	7.3	10	7 - 8½	\$239
		3½	Wider Whitewall			\$249
265/70R17	31.3	3¼	8.3	10.6	7 - 9	\$239
		3½	Wider Whitewall			\$249

◦ = Michelin Brand

**NEW**

**Tall - Skinny 17"**  
**Ideal for Hi Boys**



235/75R17      BFG Touring T/A  
 Height: 31"      Tread Width: 6.9"  
 3½" White: \$264      3¾" White: \$274

## 18" Sizes

235/55R18	28	2	8	9.6	7 - 8½	\$234
		2¼	Wider Whitewall			\$244
235/60R18	29	2¼	7.7	9.3	6½ - 8	\$234
		2½	Wider Whitewall			\$244
245/60R18	29.4	2¼	7.8	9.8	6½ - 8½	\$239
		2½	Wider Whitewall			\$249
235/65R18	29.9	2½	7.8	9.4	6½ - 8	\$234
		2¾	Wider Whitewall			\$244
265/60R18	30.3	2½	9.6	10.7	7½ - 9	\$244
		2¾	Wider Whitewall			\$254
◦255/55R18	29	2¼	9	10	7½ - 9	\$244
		2½	Wider Whitewall			\$254
◦285/60R18	31.5	2¾	10	11.5	8 - 9½	\$249
		3	Wider Whitewall			\$259

◦ = Different Tread Style

# Diamond Back 20" Radials

**Red Line, Gold Line or Small Whitewall**

TIRE SIZE	HEIGHT	WW WIDTH	TREAD WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
N245/35R20	26.7	¾	8.5	9.6	8 - 9½	\$274
N255/35R20	27	¾	9	10.2	8½ - 10	\$279
N265/35R20	27.3	1	9.3	10.7	9 - 10½	\$284
N275/35R20	27.6	1	9.5	10.9	9 - 11	\$294
N245/40R20	27.7	1	8.5	9.8	8 - 9½	\$288
N255/45R20	29	1¼	9.1	10	8 - 9½	\$299
°245/45R20	28.7	1	8.4	9.6	7½ - 9	\$298
°245/50R20	29.5	1½	8.5	9.9	7½ - 9	\$298
°255/50R20	30.1	1¾	8.6	10.4	7 - 9	\$299

N Nitto 555      ° Goodyear RSA

**Recommend 50 psi**

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



UTQG 300 A A

# Diamond Back 22" Radials

**Red Line, Gold Line or Small Whitewall**

Minimum Diameter: 28"



2008 Charger 22" Red Lines

Photo Courtesy of Upholstery Limited

TIRE SIZE	HEIGHT	WW WIDTH	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
*255/30R22	28.1	¾	10.1	8½ - 9½	\$297
265/35R22	29.3	1	10.6	9 - 10½	\$314
285/35R22	29.9	1	11.7	9½ - 11	\$339
265/40R22	30.3	1½	10.6	9 - 10½	\$329
•285/40R22	31.1	1¾	11.4	9½ - 11	\$339
305/40R22	31.6	2	12.3	10 - 12	\$329

\* Falken 952 - ¾ Stripe Only

• Nitto 420 S

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

# 2010 Camaro Redlines

*A Diamondback Exclusive!*

## **NITTO INVO - ULTRA HIGH PERFORMANCE - "W" Speed Rated**



- Standard Size: 245/55R18  
BFG Radial T/A: \$239  
Picture on page 8
- Optional Sizes - NITTO

TIRE SIZE	HEIGHT	SECTION WIDTH	RECOMMENDED RIM WIDTH	PRICE
245/45R20	28.7	9.65	7½ - 9	\$289
275/40R20	28.6	10.9	9 - 10½	\$329
295/35R20	28.1	11.7	12 - 13	\$379

### **Luxury-Sport Ultra-High Performance**

- Exceptional Dry Performance

The outer shoulder is made of large, nearly continuous tread blocks, which increase the amount of surface area contacting the road. This optimizes dry performance and cornering.

- Excellent Stability

The inner shoulder has a continuous rib formed from a single, solid block. This design increases the tire's rigidity and stability. This rigid design keeps you connected to the road during hard braking and acceleration.

### **Drag Radials - Buy 2 For The Strip**

275/40R20	28.8	10.7	9 - 11	\$365
305/35R20	28.6	12.2	10 - 12	\$365

### **22" Option**

255/30R22	28	10	8½ - 9½	\$339
275/30R22	28.6	10.7	9 - 10	\$384



Photo Courtesy Nickey Chicago - Camaro Conversions - NickeyChicago.com

# 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 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.



Paul Zanetti's Custom 54 Cadillac, Queensland Australia



Mid-year Corvette running 17" Goldlines

## 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

Z-rating <

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

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

## **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 rims 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, sidewall 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.



2007 NSRA Giveaway Car-Photo Courtesy of NSRA

"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](http://www.nhtsa.com)

# 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.*



## 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 laser 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.

# 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.

# Load Index and Size Locator

Tire Size	Load Index	Page	Tire Size	Load Index	Page
13" Sizes			235/65R16	1924	18
185/75R14	1279	9,10,12	215/70R16	1709	6,18
195/75R14	1389	9,10,12	225/70R16	1820	6,18
205/75R14	1532	7,9,10,12	235/70R16	1984	6,12
215/75R14	1653	9,10,12	245/70R16	2094	12
225/75R14	2464	20	255/70R16	2271	6,12
175/70R14	1102	9,12	265/70R16	2403	6,12
185/70R14	1201	9,12	275/70R16	2601	6
195/70R14	1356	9	205/55R16	1279	21
205/70R14	1433	6,7,9,13	215/55R16	1609	21
215/70R14	1554	6,7,13	315/35R17	1650	23
225/70R14	1675	8,13	275/40R17	1653	23
225/60R14	1455	8	225/45R17	1477	22
235/60R14	1565	8	235/45R17	1477	22
245/60R14	1675	8	245/45R17	1521	22,23
135R15	805	16	205/50R17	1326	23
145R15	937	16	215/50R17	1356	22
155/80R15	1069	8,16	225/50R17	1477	22,23
165/80R15	1201	11	235/50R17	1565	22
185/80R15	1433	11	255/50R17	1819	23
205/75R15	1598	6,9,10,15	275/50R17	2337	23
215/75R15	1742	6,9,10,12	215/55R17	1477	22
225/75R15	1874	9,10,12	225/55R17	1819	22
235/75R15	2028	6,7,9,10,12	235/55R17	1709	6,22
0235/75R15	2271		255/55R17	1874	6
0 Extra Load		12	215/60R17	1521	22
700R15	2040	19	225/60R17	1819	22
265/75R15	2469	12	235/60R17	1874	22,25
205/70R15	1497	6,7,9,10,12,15	245/60R17	2265	25
215/70R15	1626	7,8,9,10,12	255/60R17	1885	6
225/70R15	1753	6,8,12,13	275/60R17	2337	6
235/70R15	1896	6,8,13	285/60R17	2601	6
255/70R15	2183	8,13	215/65R17	1653	22
265/70R15	2469	6	225/65R17	1819	25
185/65R15	1168	11	235/65R17	1984	6,25
195/65R15	1279	7,9,11,12	245/65R17	2039	25
205/65R15	1400	9,11,12	245/70R17	2205	25
215/65R15	1510	8,11,12	265/70R17	2535	6,25
185/60R15	1102	11	750R17	N/A	20
195/60R15	1190	8,11,13	235/75R17	2005	25
205/60R15	1301	8,11,13	235/40R18	1521	24
215/60R15	1411	8,11,13	245/40R18	1609	24
225/60R15	1521	8,11	275/40R18	1929	24
235/60R15	1642	6,8,13	285/40R18	1819	24
245/60R15	1764	6,8,13	225/45R18	1356	24
255/60R15	1885	6,8,13,15	245/45R18	1565	24
275/60R15	2150	6,8,13	255/45R18	1709	24
295/50R15	2061	6,13	295/45R18	2469	24
175/75R16	1709	21	235/50R18	1819	24
185/75R16	1984	21	265/50R18	2210	24
195/75R16	2160	21	235/55R18	1764	25
205/75R16	2336	21	245/55R18	1825	8
215/75R16	1984	18	255/55R18	2039	25
225/75R16	1984	18	225/60R18	1709	24
235/75R16	2094	18	235/60R18	2419	25
265/75R16	2469	12	245/60R18	2039	25
215/85R16	2337	18	265/60R18	2337	25
750R16	2440	18	285/60R19	2756	25
175/60R16	1047	18	235/65R18	1984	25
205/60R16	1389	21			
215/60R16	1477	12			
225/60R16	1609	21			
235/60R16	1764	21			
275/60R16	2271	6			
285/60R16	2403	8			
215/65R16	1653	6			



## World's Most Beautiful Tires

Wide Whites   Redlines   Goldlines   Bluelines   and Many More