



2020 RACE COMPOUND INFORMATION

The following information has been supplied as a guide only to help with selecting correct tyre and compound, for more detailed information please contact the Pirelli Race Centers in your state or speak directly with the Pirelli trackside technicians for more detailed advice for the track and conditions.

Front tread compound selection

SC1 – Medium-Soft

SC1 is the softest front compound, developed for **low outdoor temperatures and medium-severe circuits**: it maximises tread contact and delivers the most feeling. This is the choice for riders looking for a **predictable tyre offering clear feedback about the grip limit**. It is generally preferred to the SC2 on tracks with significant asphalt irregularity since it ensures the absorption of shock and vibrations (e.g. chattering).

SC2 – Medium

This compound is the most suitable for heavy braking and for riders with an aggressive riding style. It provides a stiff and compact tread, delivering high stability, consistency and precision when both riding upright and leaning.

SC3 – Medium-Hard (Club Racing / Ride day)

Compared to softer solutions, the SC3 offers a **higher performance consistency**, resulting the best solution on particularly demanding circuits and for endurance sessions, it is the **ideal solution for track-day riders requiring a tyre for numerous laps over more than one racetrack session**. Moreover, the fast warm-up allows entering the track also **without the use of tyre warmers**. – **NOTE** - riders must be advised to set tyre pressure properly to “cold pressure” recommendations and be advised that it takes **a few laps for the tyre to reach correct pressure and peak performance**.

Rear tread compound selection

SC0 – Soft

It is for National Championship level riders- Ideal for **smooth asphalt and high temperatures**, this solution features a soft compound, which delivers superb performance and great versatility across a range of operating conditions thanks to its exceptional resistance to thermal stresses. Correct settings and track conditions must be respected for optimum performance and durability.

SC1 – Medium-Soft

This option offers a medium-softness compound delivering outstanding versatility alongside great performance. SC1 is the most suitable solution when the tarmac is particularly abrasive or when operating temperature cannot be granted constantly due to cold weather.

SC2 – Medium

This compound is advisable where the tarmac is extremely abrasive or when weather is quite cold. Thanks to its characteristics, the medium compound delivers excellent resistance to both cold tearing and wear. SC2 is the most used compound where an outstanding performance consistency is required, especially during cold abrasive conditions.

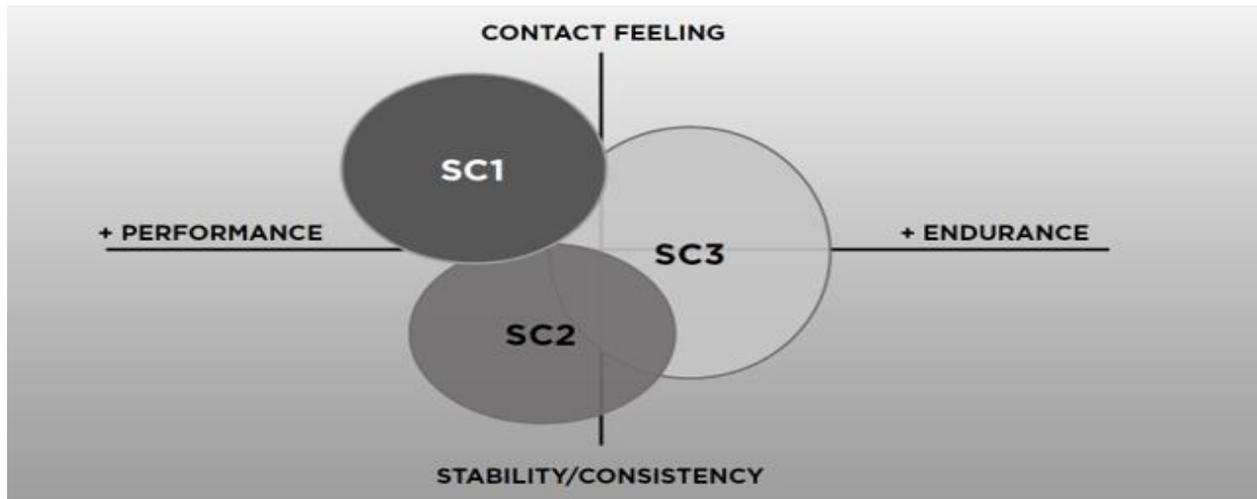
SC3 – Medium-Hard (Club Racing Ride day)

Compared to softer solutions the SC3 is considered to be our most versatile compound in the range, whilst continually delivering great performance. SC3 is the perfect choice for riders searching for performance while battling in club races or track days. Thanks to big efforts in research and development, **SC3 delivers great performance through several thermal cycles over several sessions.**

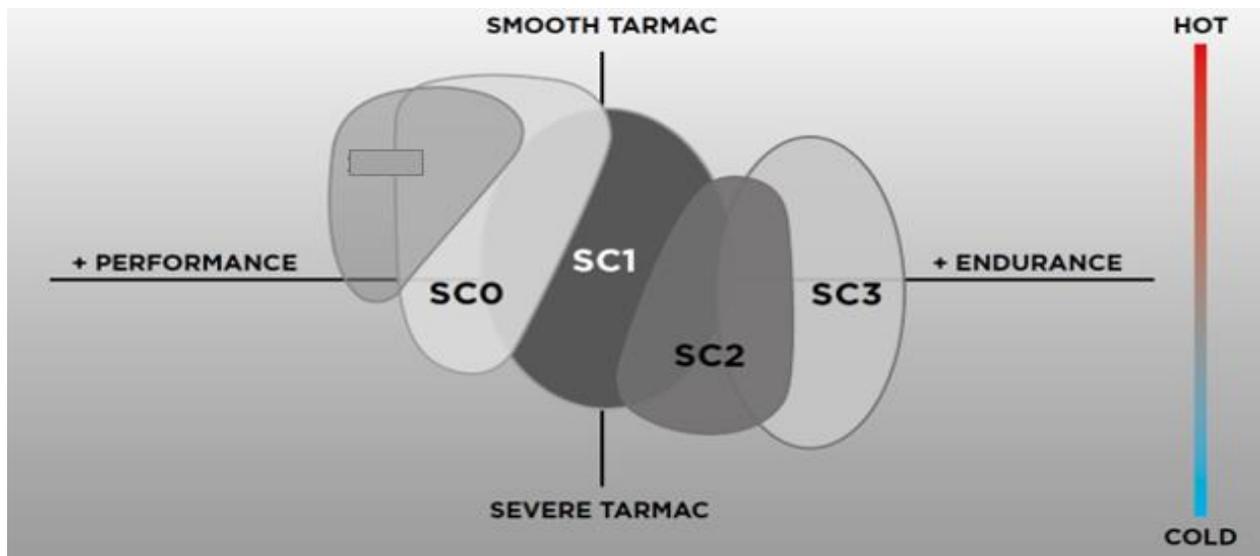
Pirelli engineers designed SC3 compound to work properly also **without the use of tyre warmers**. When used without tyre warmers, riders must be advised to set tyre pressure properly to “cold pressure” recommendations and be advised that it takes **a few laps for the tyre to reach correct pressure and peak performance.**

Compound reference charts

FRONT



REAR



Product Range
Diablo
Superbike

F/R	Description	IP Code by Compound Selection				
		RAIN SCR1	SC0	SC1	SC2	SC3
FRONT	100/70 R 17	61-224-31		61-224-26		
	110/70 R 17	61-313-09		61-310-70		
	120/70 R 17	61-224-38		61-233-29	61-233-30	61-273-84
	125/70 R 17			61-375-52	61-386-92	61-386-93
REAR	120/70 R 17				61-281-86	
	125/70 R 17	61-224-32				
	140/70 R 17	61-269-01		61-310-71	61-386-94	
	160/60 R 17	61-160-26			61-163-18	
	180/55 R 17				61-163-22	
	180/60 R 17		61-270-61	61-256-18	61-256-19	61-273-85
	190/55 R 17				61-173-60	
	190/60 R 17	61-224-39	61-388-77	61-388-78		
	200/60 R 17		61-233-31	61-233-32	61-233-33	61-273-86
	200/65 R 17		61-375-51	61-386-96	61-393-88	61-386-97

Product Range
Diablo Supercorsa
SC

F/R	Description	Diablo Supercorsa SC - IP Code by Compound Selection				
		RAIN SCR1	SC0	SC1	SC2	SU1149
FRONT	110/70 R 17	61-313-09		61-314-17		
	120/70 R 17	61-224-38		61-330-91	61-330-92	
REAR	120/70 R 17					
	125/70 R 17	61-224-32				
	140/70 R 17	61-269-01				
	150/60 R 17			61-330-93	61-230-37	
	160/60 R 17	61-160-26		61-330-95	61-330-96	
	180/55 R 17				61-330-97	
	180/60 R 17		61-330-98	61-330-99		
	190/55 R 17				61-331-01	
	190/60 R 17	61-224-39				61-242-20
	200/55 R 17			61-331-03	61-331-04	

Technical data

Diablo Superbike / Diablo Supercorsa SC

F/R	SIZE	Recommended RIM SIZE	RECOMMENDED COLD PRESSURE range		RECOMMENDED HOT PRESSURE range		TYRE WARMERS GUIDELINE S	DIABLO RAIN	RECOMMENDED HOT PRESSURE range		TYRE WARMERS GUIDELINE S
		[in]	[bar]	[psi]	[bar]	[psi]			[bar]	[psi]	
FRONT	100/70 R17	2.5	1,7 - 1,9	25 - 28	1,8 - 2,0	26 - 29	50 min	100/70 R17	2.0	29	30 min
	110/70 R 17	3	2,0 - 2,2	29 - 32	2,0 - 2,3	29 - 34	@	110/70 R 17	2.4	35	@
	120/70 R17	3.5	2,1 - 2,2	30 - 32	2,35 - 2,5	34 - 36	80°C (176°F)	120/70 R17	2.4	35	80°C (176°F)
	125/70 R 17										
REAR	120/70 R17	3.5	1,6 - 1,8	23 - 26	1,7 - 1,9	25 - 28	50 min	125/70 R 17	1.9	28	30 min
	140/70 R17	3.50 - 4.00	1,7 - 1,9	25 - 28	1,8 - 2,0	26 - 29	@	140/70 R 17	2.0	29	@
	160/60 R17	4.50 - 5.00	1,6 - 1,8	23 - 26	1,7 - 1,9	25 - 28	80°C (176°F)	160/60 R17			2.0
	180/55 R17	5.5						190/60 R17			
	180/60 R17	5.50 - 6.00	6	1,6 - 1,8	23 - 26	1,7 - 1,9	25 - 28		190/60 R17	2.0	29
	190/60 R17	5.5									
	200/60 R17	6	1,6 - 1,8	23 - 26	1,7 - 1,9	25 - 28	80°C (176°F)	190/60 R17	2.0	29	80°C (176°F)
	200/65 R17										

Important –

- Hot pressures to be checked / set only when tyre has reached correct minimum temperature.
- Set Hot pressure as tyre warmers are removed for beginning of track session.
- DO NOT rely on tyre warmer settings – check tyre temperature with pyrometer to ensure correct temperature.
- Repeat above points each time prior to starting session – this ensures tyres are correctly heated and pressured ensuring consistent performance and durability.
- DO NOT leave tyre warmers turned on for extended periods as this will cause tyre overheating and affect performance.



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