



**YOKOHAMA Classic
Tire For PORSCHE**



**YOKOHAMA
A-008P**

YOKOHAMA A-008P

In 1988, a new page was written
into Yokohama's history.

This was the year that signalled the birth of
the A008P, a high-performance tyre designed
exclusively for Porsche.

The A008P was equipped
within Porsche sports cars,
including the legendary 911.

Fast-forward to the present.

YOKOHAMA is now focusing on
supporting classic car enthusiasts with
a range of classic car tyres.

This marks the return of
the YOKOHAMA A008P.



205/55ZR16

245/45ZR16



YOKOHAMA A-008P

■ Recognition from Porsche Owners Club and the switch from A008 to A008P

At the start of the 1980s, Yokohama released the ultra-high performance tyre YOKOHAMA A008 in Europe (called ADVAN HF Type D in Japan). The tyre was an instant hit with people who enjoyed track driving, and among them were members of the Porsche Owners Club. Most of these members were driving on A008 tyres fitted on Porsche sports cars models and loved the feel. Following this, Yokohama recreated the A008 and produced the A008P exclusively for Porsche.

■ Development background to the A008P

In order to make the rear engine rear wheel drive (RR) for the 911 safer and faster, Porsche needed enhanced tyre performance. In 1982, Yokohama embarked on the development of the tyre.

In 1983, Yokohama began to develop the first 15" sizes for the Porsche 911 Carrera 3.2.

As a result, Porsche recognised Yokohama's advanced technological capabilities and requested a wider tyre size range for further development.

Porsche's key requirement was a tyre that performed well in dry conditions. One of Yokohama's areas of expertise lies in its ability to develop ultra-high performance tyres, and it was this point that gained recognition from Porsche at the outset of development.

The A008P was soon adopted on more than 10 Porsche sports car models as a standard original equipment (OE) tyre.






205/55ZR16



245/45ZR16

YOKOHAMA A-008P

■ A008P Porsche-compatible models

Model	Type	Detail	FA/RA	Size	Approved				C
911	911G	911 Turbo 3.3 (G series) (from MY'86)	FA	205/55ZR16 91W	N0	E	B	2 70	C1
			RA	245/45ZR16 94W	N0	E	B	2 70	C1
	993	993 Carrera (MY'94-'98)	FA	205/55ZR16 91W	N0	E	B	2 70	C1
			RA	245/45ZR16 94W	N0	E	B	2 70	C1
924	924	924 Turbo (MY'79-'82) 924 S (MY'86-'88)	FA/RA	205/55ZR16 91W	N0	E	B	2 70	C1
944	944	944 (MY'82-'86)	FA/RA	205/55ZR16 91W	N0	E	B	2 70	C1

* EU Grade

YOKOHAMA A-008P

■ Tyre construction in pursuit of outstanding overall performance

The high performance of Porsche cars demanded several crucial elements from its tyres: stable high-speed driving performance, durability at high speed and high-speed handling stability. At the same time, standards for safety and comfort also needed to be met. The structure of the A008P was designed to realise all of these features.

●Full jointless nylon cover

The tyre uses two full jointless nylon covers around the two steel belts, succeeding in uniform tread rigidity.

●Steel belt

The tyre uses material for the belt that has a fine wire diameter and supple rigidity. This delivers safety when driving at high speeds.

●Steel reinforcement (Adopted on 16-inch size)

In order to prevent tyre warping when cornering, steel reinforcement is used on the outside of the filler to strengthen the bead section. Covering the full length of the filler section enhances sidewall strength. The use of high-density material for the filler helps accommodate the conflicting functions of power performance and comfort.

■ The compound increases the grip at very high speeds

Handling stability in the dry and the wet is greatly affected by the tread compound. To simply enhance grip performance only on traction, is achieved by using a soft compound. However, this will compromise safety and economy when cruising at high speeds. More important is the ability to achieve the right balance which is what the Yokohama A008P has accomplished.

●Dual layer tread compound

The A008P has a dual layer for the tread compound. The exterior cap tread compound provides strong grip performance while clearing issues concerning heat and wear. In addition, the internal under tread compound has exceptional heat-resistance, resolving the issue of stored heat at very high speeds. At the same time, this contributes to straight-line stability and sharp response at high speeds conditions.

●Balanced sidewall rigidity

The sidewall is critical for achieving accurate handling performance, a smooth drive and tight cornering capability. The A008P has both high rigidity and flexibility in an appropriate balance.

■ Asymmetrical tread pattern

The tyre has a unique asymmetrical tread pattern which derives from Yokohama's motorsport experience.

●Semi-slick pattern with dimples

The A008P has a semi-slick pattern for the outside of the tyre, which bears excessive load when cornering. This transmits the power of the car effectively to the road surface and gives a solid feeling for sports driving. In addition, the line of dimples enhances rigidity balance while preventing uneven heat storage when cornering at high speed conditions.

●Four wide straight grooves

Wide straight grooves provide improved water drainage and enable a sharp response and outstanding stability in wet conditions.

●Semi-helical grooves

The main role of the semi-helical grooves carved into the entire tread is to drain water when cornering. Draining water from the left side when turning right and from the right side when turning left helps maintain road-holding capability. The semi-helical pattern provides grip by ensuring ideal water drainage in a quick and efficient manner when cornering.

●Wide straight ribs

Employing straight ribs without lug grooves that tend toward the outside of the tyre primarily enhances driving on straights and traction in dry conditions.

■ Asymmetrical design used in more than just tread pattern

To draw out more advanced and unique performance from the A008P, Yokohama designed the asymmetrical profile as was done with the tread pattern. By altering the profile of the inside and outside of the tyre, Yokohama made further improvements on the outstanding cornering capabilities of Porsche sports cars.

●Square shoulders on the outside

Yokohama gave the shoulders on the outside of the tyre a slightly square shape to further enhance the rigidity that had been improved via the semi-slick pattern. Additionally, the radius of the shoulders was made slightly larger than that for the shoulders on the inner side of the tyre. This helps prevent warping and rolling when road contact pressure shifts to the outer side of the tyre when cornering.

●Round shoulders on the inside

Whereas square shoulders on the outside of the tyre are designed to enhance rigidity when cornering, the shoulders on the inside of the tyre were given a smaller radius. This lessens the impact from the road surface and improves road holding. At the same time, giving the inside of the tyres a round shape enables a sharper, steering feel.

●Different design for front and rear tyre

The tyre has a different profile for the front and rear. This helps draw out all the abilities of the Porsche sports cars equipped with the different dimension sized tyres on the front and rear axle.

Porsche and Yokohama in the racing field

Porsche racing cars have been recording numerous excellent results in the racing field equipped with the Yokohama ADVAN racing tyres.

In the early 1980's, many of the legendary prototype sports racing cars 956 and 962, 962C have competed with Yokohama racing tyres around the world including at Le Mans, IMSA and, JSPC. Heritage from those was the Porsche 956 and 962C with the iconic

“red and black” Yokohama ADVAN brand colours, which won four All-Japan Endurance/All-Japan Sports Prototype Championships from 1985, including three consecutive wins. Beside this, the 911RSR-T won the All-Japan GT Championship in 1994. Continuously to the present, Yokohama has been supplying its ADVAN racing tyres to Porsche racing cars around the world.



911 RSR-T (1994 All-Japan GT Championship, GT1 class)



PORSCHE 962C (All-Japan Endurance/All-Japan Sports Prototype Championship)



History of Yokohama's ultra-high performance tyres for Porsche



ADVAN Sport V105 for Porsche 911 Carrera type 991

Since the A008P gained technical approval from Porsche in 1988, Yokohama has continued to develop and supply ultra-high performance tyres for a wide range of Porsche cars, including the 911, Boxster and Cayman sports cars as well as the SUV Cayenne and 4-door sports sedan Panamera. Yokohama will continue to develop ultra-high performance tyres for Porsche.



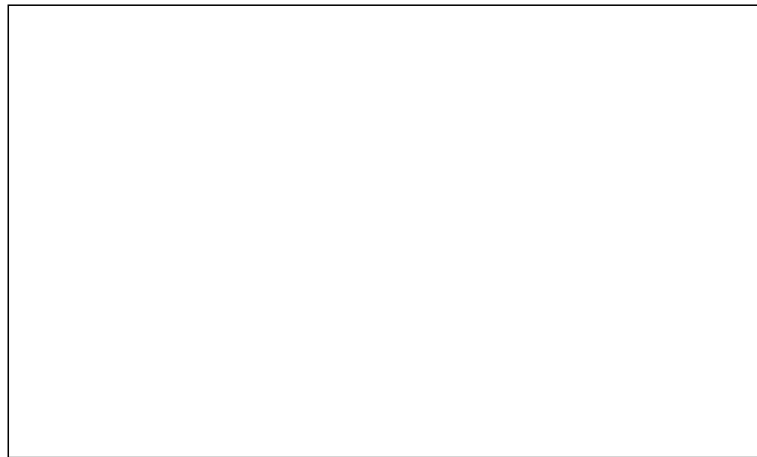
The "NO" mark engraved on the sidewall expresses Porsche approval.

1988	YOKOHAMA A-008P gains technical approval as a tyre for the 911 Turbo 3.3 (G-series).
	YOKOHAMA A-008P gains technical approval as a tyre for the 911 Carrera 2 and 4 type 964.
1989	YOKOHAMA A-008P gains technical approval as a tyre for the 928 S4 and GT.
	YOKOHAMA A-008P gains technical approval as a tyre for the 944 S2 and Turbo.
1990	YOKOHAMA A-008P gains technical approval as a tyre for the 911 Turbo 3.3 type 964.
1991	YOKOHAMA A-008P to come factory-equipped on the 911 Turbo 3.3 type 964.
	YOKOHAMA A-008P gains technical approval as a tyre for the 928.
1992	YOKOHAMA A-008P to come factory-equipped on the 911 Turbo 3.6 type 964.
1997	AVS S1-Z gains technical approval for the Boxster 2.5 type 986.
2001	A.V.S Sport to come factory-equipped on the Boxster S type 986.
2005	ADVAN Sport V103 to come factory-equipped on the 911 Carrera 4 type 997.
2006	ADVAN Sport V103 to come factory-equipped on the Cayenne type 957.
2010	ADVAN Sport V103 to come factory-equipped on the Cayenne type 958.
2014	ADVAN Sport V105 to come factory-equipped on the Cayenne type 958 and Panamera type 970.
2016	ADVAN Sport V105 to come factory-equipped on the 911 Carrera type 991, 718 Boxster and 718 Cayman.

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