

New Product Introduction Nitto Tire INVO 275/25ZR24 96W U.T.Q.G. 260AA A

The INVO 275/25ZR24 is being introduced to accommodate car tuners' demand for a plus fitment for the 2005-2006 rear-wheel drive Chrysler 300 and 2006 Dodge Charger.



-For Identification Purposes Only-

Tire Dimensional Data:

Product Code	Size	Allowable Rim Width	Weight	Tread Depth	Inflated Dimensions	
					O.A.D. *	O.A.W. *
203-390	275/25ZR24 96W XL	10.0	31.5 lbs.	10/32nds	29.45 in.	10.63 in.

*Dimensions Based on 10.0 in. rim width

Load/Inflation Chart: The 275/25ZR24 tire is capable of carrying the following loads at the indicated pressures (lbs. per tire):

psi	22	23	25	26	28	29	30	32	33	35	36	38	39	41	42
lbs.	926	970	1069	1069	1113	1157	1213	1257	1301	1345	1389	1433	1477	1521	1565

Note: Although the information on the tire sidewall indicates a maximum pressure of 50 psi, inflating the tire beyond 42 psi will not increase each tires load capacity beyond 1,565 lbs.

Recommended Tire Inflation Pressure:

The required inflation pressure for the 275/25ZR24 in the front and rear position on the rear wheel drive 2005-2006 Chrysler 300 and 2006 Dodge Charger is **42 psi**.

WARNING!

Make sure to inflate the tires to the inflation pressure specified within this bulletin, and to inform the consumer in writing of the new inflation pressure. Failure to observe the required

inflation pressures will result in tire overloading, tire fatigue, and sudden tire failure which can cause loss of vehicle control and possible injury or death.

Important Note Regarding Wheel Specification

Nitto Tire North America, Inc. recommends the use of the following specification wheels when mounting the 275/25ZR24 tire to the **front wheel position** of the rear wheel drive 2005-2006 Chrysler 300 and rear wheel drive 2006 Dodge Charger (excluding the SRT8 models). Use of this specification wheel will minimize the risk of the tire coming into contact with the body or suspension:

24" diameter x10.0"J width, with a +10mm offset

If a wheel with a different offset is used, a spacer of a proper dimension and quality should be used. The following precautions should be exercised in its selection and use:

- Spacers are made in various quality grades. Some spacers may not be able to withstand the forces generated by aggressive or competitive vehicle use. Always use the highest quality spacers from dependable suppliers.
- Spacers that use a generic or slotted pattern (for use on a variety of hub patterns) may make proper location of the assembly very difficult. Vibration may result due to loss of hub-centricity. Avoid the use of this type of spacer.
- Spacers may necessitate the use of longer wheel studs. Minimum thread engagement must be at least one times the diameter of the stud.

WARNING!

NITTO TIRE NORTH AMERICA, INC. STRONGLY ADVISES AGAINST MAKING ANY ALTERATIONS TO THE VEHICLE'S ORIGINAL SUSPENSION COMPONENTS AND PARTS. GRINDING, BENDING OR OTHERWISE ALTERING SUCH COMPONENTS OR PARTS MAY ADVERSELY AFFECT ITS INTEGRITY, PERFORMANCE AND SAFETY.

Always use the recommended wheel offset to obtain the correct fit and to avoid interference with vehicle body and suspension components.

Always make sure to check all four wheel positions for proper clearance with the fender well and opening, brake components, shock towers, and other suspension components. Such inspection must take into account full suspension jounce and rebound, and for the steering tires, turns from full left lock to full right lock.

IF, AFTER CHECKING FOR PROPER FIT AND CLEARANCE, ANY INTERFERENCE IS DETECTED, THE TIRE/WHEEL ASSEMBLY IS IMPROPER FOR THE VEHICLE, AND IT SHOULD NOT BE INSTALLED.

For more information, please contact Nitto Tire U.S.A. Inc.'s Consumer Relations Department at (888) 529-8200.

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