

# AERO CLASSIC AIRCRAFT TUBES

## The Most Extensive Line of Aircraft Tubes in the World

When you think about what aircraft tube you want to rely on for safe landings and reliability, you may not realize that Aero Classic tubes are the market leader in aircraft tubes. You think your General Aviation aircraft is tough on its tubes? The same tube available to you also meets the needs of an “unnamed” application that must stay airborne for 24 hour periods at 50,000 feet. Aero Classic tubes meet this need where others have failed.

Aero Classic is the **sole source manufacturer** of tubes for such severe service applications as the A-4 where the tube must withstand 355 P.S.I., C-130 Transport that requires an inner tube that can withstand a tire bottoming load of over 125,000 lbs., B-52, a bomber that is so large it requires tires at the edge of the wings, as well as dozens of less critical specification, although very important aircraft nonetheless.

## More compound choices than any other manufacturer

Aero Classic's proprietary Leakguard Butyl Compound offers proven low diffusion rates combined with less stretch sizing for improved performance. Aero Classic's Natural Rubber Compound offers more durability under all conditions. It conforms to tire distortion better, dissipates heat, remains flexible in cold weather and has the ability to be re-used under conditions where a replacement tube is not immediately available.

## Size does matter

Not only does Aero Classic have almost 100 choices of aircraft tubes, but our tubes are FULL SIZE and not stretch to fit design. By developing individual matrices for each size, our tubes are in a more relaxed state when in service. This means less stretch, less air diffusion and longer life.



- Largest range of any manufacturer; Over 100 different types available.
- Nearly 50,000 Aero Classic tubes are supplied annually in over 100 countries.
- Proprietary Leakguard Butyl and Low Temperature Natural Rubber compound formulations for all types of service requirements.
- Largest Aircraft Tube supplier to the U.S. and many Foreign Militaries.
- Manufactured to Aerospace Standard SAE-AS50141, where applicable.
- Tested to ultra low -50C for superior reliability.
- Aero Classic tubes are specified by the US Military as a “critical component” in numerous applications.



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CALL (800)247-8473  
FOR CURRENT PRICING**

# TUBE SIZES/INFO

Size	Valve	Model
10.00 SC	TR-13	Low Temperature Natural
10.00 SC	TR-67	Low Temperature Natural
10/350-4	TR-87	Leakguard Butyl
1000-7	TR-25	Low Temperature Natural
11/400-5	TR-87	Leakguard Butyl
1100-12	TR-13	Low Temperature Natural
12.5-4.5	TR-67	Leakguard Butyl
1250-16	TR-101	Low Temperature Natural
13/500-6	TR-87	Leakguard Butyl
13/500-6 HD	TR-87	Leakguard Butyl AC Grade
14.50	TR-25	Low Temperature Natural
1500-12	TR-13	Low Temperature Natural
1500-12	TR-176	Low Temperature Natural
1550-20	TR-92	Low Temperature Natural
15/600-6	TR-20	Leakguard Butyl
15/600-6	TR-20	Low Temperature Natural
15/600-6	TR-87 (70/90 D)	Leakguard Butyl Easy Valve
15/600-6	TR-67	Low Temperature Natural
16-4.4	TR-67	Low Temperature Natural
1700-16	TR-91	Leakguard Butyl
18-5.5	TR-15	Leakguard Butyl
18-5.5	TR-67 (45/70/90 D)	Low Temperature Natural
19.5/675-8	TR-15	Leakguard Butyl
19.5/675-8	TR-15	Low Temperature Butyl
200-50	TR-87	Leakguard Butyl
200-80	TR-87	Leakguard Butyl
2000-20	TR-193	Low Temperature Natural
210-65/250-3	TR-87	Leakguard Butyl
22/800-8	TR-15	Leakguard Butyl
22/800-8	TR-15	Low Temperature Natural
22/725-1150	TR-150	Low Temperature Natural
24-5.5	TR-68	Low Temperature Natural
25-6.0	TR-68 (50/90 D)	Low Temperature Natural
26-6.6	TR-176	Low Temperature Natural
27" SC	TR-25	Leakguard Butyl
280/250-4	TR-87	Leakguard Butyl
29/1100-10	TR-193	Low Temperature Natural
29/1100-10	TR-150	Leakguard Butyl (Long Valve)
29/1100-10	TR-25	Low Temperature Natural
30" SC	TR-25	Low Temperature Natural
32-8.8	TR-150	Low Temperature Natural
32-8.8	TR-176	Low Temperature Natural
34-9.9	TR-176	Low Temperature Natural

**CALL 800-247-8473 WITH ANY TIRE/TUBE QUESTIONS**

355/150-4	TR-67	Low Temperature Natural
36/13-12	TR-13	Low Temperature Natural
36/13-12	TR-176	Low Temperature Natural
380/400-150-5	TR-67	Leakguard Butyl
400-6	TR-87	Leakguard Butyl
400-6 HD	TR-87	Leakguard Butyl AC Grade
410/350-6	TR-87	Leakguard Butyl
420-150	TR-67	Low Temperature Natural
44" SC	TR-176	Low Temperature Natural
47" SC	TR-176	Low Temperature Natural
500-150	TR-67	Low Temperature Natural
500-4	TR-21	Leakguard Butyl
500-4	TR-67	Low Temperature Natural
500-5	TR-67	Leakguard Butyl
500-5	TR-67	Low Temperature Natural
500-5	TR-87	Leakguard Butyl
56" SC	TR-91	Low Temperature Natural
600-6	TR-20	Leakguard Butyl
600-6	TR-20	Low Temperature Natural
600-6	TR-87 (70/90 D)	Leakguard Butyl Easy Valve
600-6.5	TR-67	Low Temperature Natural
650/700-8	TR-15	Leakguard Butyl
650/700-8	TR-15	Low Temperature Natural
650/700-8	TR-87 (70/90 D)	Leakguard Butyl Easy Valve
650-10	TR-25	Leakguard Butyl
650-10	TR-25	Low Temperature Natural
700-7.5	TR-4	Low Temperature Natural
700/800-6	TR-20	Leakguard Butyl
700/800-6	TR-20	Low Temperature Natural
700/800-6	TR-87 (70/90 D)	Leakguard Butyl Easy Valve
750-10	TR-193	Low Temperature Natural
750-10	TR-25	Leakguard Butyl
750-14	TR-150	Low Temperature Natural
750-14	TR-176	Low Temperature Natural
800-4	TR-12	Low Temperature Natural
800-7	TR-60	Low Temperature Natural
850-6	TR-20	Low Temperature Natural
850-6	TR-20	Low Temp. Natural - Larger Diam.
850-10	TR-25	Leakguard Butyl
850-10	TR-25	Low Temperature Natural
890-12.50	TR-15	Low Temperature Natural
900-6	TR-69	Low Temperature Natural

## Why Should I Replace My Tubes?

Aircraft tubes are made of natural rubber and are made slightly undersize, so they will fit easily into a new tire. Aircraft tire plies are made of nylon, and will "grow" slightly in service. The tube will also grow, and will eventually take a permanent set to the (now) larger inside-tire dimension. If this now-larger tube is later put into a new tire, it may be too large for the inside-tire cavity, with the result that the tube may have folds in it. In service, these folds may eventually wear through and destroy the tube's ability to hold air. Considering the risks in reinstalling a used innertube, we recommend a new tube installed in every new tire.

**Source: Specialty Tire Product Guide**



Example of Tube Folding