2015 TWO-WHEEL

PROFESSIONAL TYRE GUIDE

moto.michelin.fr

moto.michelin.be

MICHELIN
A better way forward

INNOVATION IS A CONSTANT PROCESS AT MICHELIN AND ALLOWS THE BRAND TO IMPROVE ITS RANGE IN EVERY AREA.

The success of the MICHELIN Pilot Road 4 and MICHELIN Pilot Power 3 tyres, which were recently voted 'Testsieger' (test leaders) by the German magazine Motorrad, is an eloquent sign of Michelin's commitment to making ongoing improvements to its tyres. MICHELIN was also voted 'Best Brand 'by the magazine PS.

AFTER THE NUMEROUS AWARDS WON IN 2014, 2015 IS JUST AS EXCITING WITH THE RELEASE OF NEW PRODUCTS AND PREPARATIONS FOR MICHELIN'S RETURN TO THE MOTOGP WORLD CHAMPIONSHIP.

Michelin is back on track with a new generation of high-performance catalogue tyres:

- MICHELIN Power SuperMoto tyres,
- MICHELIN Power Slick Evo tyres,
- MICHELIN Power Cup Evo tyres,
- MICHELIN Power SuperSport Evo tyres.

Motorsport has been an integral part of Michelin's DNA and philosophy ever since the company was founded.
The extreme conditions encountered in competition serve as a unique laboratory where the technologies of tomorrow are developed in association with the brand's partners at circuits and on the most challenging terrains across the planet.
The renewal of our Track and Hypersport ranges for 2015 will particularly appeal to fans of track days and racing. Meanwhile, commuters looking for a blend of performance, riding pleasure, safety and resistance to perforation will appreciate the new MICHELIN City Pro tyres. There are also new sizes to cover a more extensive variety of Cruiser motorcycles, including the Harley-Davidson Street Glide.

The MICHELIN Total Performance pledge works in favour of motorcyclists of all profiles to deliver increasingly higher across-the-board performance, ever greater enjoyment, enhanced safety and longer tyre life.

SUMMARY

1891
Michelin develops the first removable bicycle tyre, which can be repaired in a quarter of an hour. A true innovation rather than just an invention, it becomes a tyre that can be used by everyone.

1898
Creation of Bibendum, the Michelin Man.

1900
The first Michelin Red Guide is published.

1906
Michelin opens its first plant outside France, in Turin, Italy.

1908
André Michelin creates a Travel Information Office in Paris that provides motorists with itinerary advice free of charge. Michelin's 'twin tyre' leads to the development of the first truck tyres.

1913
Michelin invents the spare tyre with a removable steel wheel.

1890 — 1900 — 1910

1895
Although no one believes it can be done, Michelin introduces the Éclair,the first car fitted with pneumatic tyres.

1899
Michelin develops a special tyre for the 'Jamais Contente', the first car to surpass the symbolic speed barrier of 100 km/h.
Two plots of land are purchased in Brazil to study rubber farming.

1905
Michelin Tyre Co. Ltd is founded in London.

1907
Crossing the Atlantic, Michelin opens its first plant in the United States, in New Jersey.

1910
An Information Office for motorists is opened in London.
The first 1:200,000 road map is sold.

1914-18
Michelin supports the war effort by building 2,000 Bréguet aircraft.

1959
Michelin introduces the first radial tyre for earthmovers.

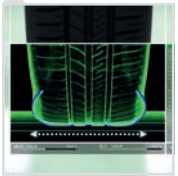
1963
A plant is built in Saigon, Vietnam.

1968
Publication of the Green Guide to New York City, the first in the series that covers a destination in North America.

1979
With Ferrari, the Michelin radial tyre wins the Formula 1 championship.

1984
Michelin develops the first radial motorcycle tyre, which will be brought to market in 1987.

1994
Launch of the fuel-efficient new MICHELIN Energy™ tyre lineup.



1960 — 1970 — 1980 — 1990

1962
A plant is built in Port Harcourt, Nigeria.

1965
Inauguration of the Ladoux Testing and Research Center, north of Clermont-Ferrand.

1977
Creation of testing centers in Laurens, South Carolina (US) and Almeria (Spain).

1981
Development of the Michelin X Air, the first radial aircraft tyre.
Start-up of operations in Brazil with two plants: Campo Grande and Resende.

1988
Michelin launches manufacturing operations in Asia with facilities in Laem Chabang and Nong Khae (Thailand) and Ohta (Japan).

1995
The space shuttle lands on Michelin tyres.

1919
In a world first, Michelin builds the first "back-and-forth" tracks to test tyre endurance.

1926
Michelin creates its first regional tourist guide, the precursor to the Green Guide series.

1927
The first plant opens in the United Kingdom, in Stoke-on-Trent.

1929
Michelin invents the Micheline locomotive and the pneumatic tyre for railway cars.

1930
Michelin files a patent for the integrated tube tyre, the precursor of the tubeless tyre.

1931
Michelin is officially certified as a manufacturer of mile markers and road signs.

1933
Construction of the Bella Vista plant in Argentina.

1934
The first plant opens in Spain, in Lasarte.

1938
Market launch of Mettalic, the first truck tyre with a steel casing.

1946
Michelin files a patent for the revolutionary radial tyre. The new tyre delivers twice as much total mileage, while improving fuel efficiency and road-holding ability.

1951
Michelin provides the tyres for Line 1 of the Paris Metro.

1952
Michelin adapts its radial technology to truck tyres.

1996
Construction of the first Michelin plant in China, in Shenyang.

1998
Michelin invents the Challenge Bibendum, the global clean vehicle and sustainable mobility event.

2000
Michelin Lifestyle is launched to develop new lines of products related to mobility or to Bibendum, the Michelin Man.

2001
Michelin designs the world's biggest earthmover tyre. Creation of ViaMichelin to develop digital traveler support services in Europe.

2002
The Michelin Performance and Responsibility approach is launched to ensure that the Group's values are applied on a day-to-day basis.

2003
Introduction of the MICHELIN XeoBib, the first agricultural tyre that operates at a constant low pressure. Michelin OnWay offers three free services for the purchase of two Michelin tyres in France.

2004
Michelin inaugurates its first plant in Russia, in Davydovo Michelin presents the Active Wheel.

2007
The Michelin Green Meters campaign is carried out in New York, Paris, Berlin and Shanghai. It displays detailed figures on the enhanced energy performance of MICHELIN tyres.

2008
Introduction of the MICHELIN Energy™ Saver, the fourth generation of Green X tyres.

2010
The Michelin Challenge Bibendum is held in South America for the first time in Rio de Janeiro.

2011
The Managing Partners present the Group's strategy: "2011-2015, A New Phase of Dynamic Growth".

2012
Two giant plants inaugurated in Brazil and China

TO BE CONTINUED...
Michelin continues to move forward ....

Michelin is dedicated to helping to enhance mobility and create value while demonstrating respect for customers, people, shareholders, the environment and facts.

Since 1889, Michelin has constantly innovated to facilitate the mobility of people and goods. Today, it is setting the benchmark across every tyre and travel-related services market, while leading a global strategy to drive sustainable, profitable growth.

Key figures

Total staff:
111 200

Staff recruited in 2013
5 800

Production facilities
67 plants in 17 countries

Net sales
20.2 Md€

Target a
45% reduction in the environmental footprint of Michelin sites by the end of 2015
Measured by Michelin Sites Environmental Footprint (compared with 2005)

Everywhere around the world

N°1
IN WORLD IN FUEL-EFFICIENT TYRES

N°1
IN THE WORLD IN RADIAL TYRES FOR TRUCKS, EARTHMOVERS, AIRCRAFTS, FARM MACHINERY

N°1
EUROPEAN LEADER ON MOTORCYCLE AND SCOOTER TYRE MARKET

171M
TYRES PRODUCED 67 PRODUCTION FACILITIES IN 17 COUNTRIES

MARKETING OPERATIONS IN MORE THAN
170 COUNTRIES

14 %
SHARE OF THE GLOBAL TYRE MARKET BY VALUE.
Tyre Business 2013 Global Tyre Company Rankings

Michelin is engaged in

2011/2020
OFFICIAL PARTNER OF THE UNITED NATION'S DECADE OF ACTION FOR ROAD SAFETY AND THE ROAD SAFETY CAMPAIGN ORGANIZED BY THE FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE (FIA).

17 bn
LITRES OF FUEL SAVED SINCE 1992

44 m Tonnes
OF CO^2 EMISSIONS AVOIDED SINCE 1992

The MICHELIN brand has existed since the Company was founded in 1889. It is the Group's main commercial brand as well as the name of the Company, which thus share the same identity and logo. For the public, the brand is associated with safety, reliability, durability, technology and innovation, expertise and services.

This confidence estimulates the decision to buy and nurtures customer loyalty, as seen in the brand's performance in all regions, even in the depths of the recession. With its extraordinary capital of trust and affinity, the MICHELIN brand ranks among the world's greatest brands. In 2010, Brand Finance, which every year publishes the estimated value of the world's leading brands, ranked the Michelin brand in 278th position, at $3.228 billion. The MICHELIN brand has already demonstrated its power in Europe and North America, where the Group holds forefront positions, and its influence is growing in emerging markets, especially China. In 2011, it accounted for 70% of worldwide net sales in the Passenger Car and Light Truck Tyre segment, 85% in Truck Tyres and 95% in Specialty Tyres.In 2012, Michelin ranked 17th in a global listing of companies with the best reputation. This was the highest ranking for a tyre company, fourth best for a company in the automotive sector, and first among French companies. Conducted in early 2012 by the Reputation Institute, the study involved 38,000 people in 15 countries.

1894

At the Universal Exposition in Lyon, two stacks of tyres are displayed at the entrance to the Michelin stand. "If arms and legs were added, it would look like a man," said Édouard Michelin.

1898

Birth of "Bibendum", the Michelin Man.

1998

Bibendum celebrates his 100th birthday and Michelin adopted a new logo.

2000

Bibendum is elected best logo of all time by a jury of professionals set up by the Financial Times.

2011

The Michelin Man joins the Madison Avenue Advertising Walk of Fame in New York.

2014

In 2014, Brand Finance – publisher of an annual financial value estimation for leading global brands – evaluated the MICHELIN brand at USD 4.65.


GMT 94 – 2014 BOL D'OR

Competition to serve innovation

With a score of 360 MotoGP wins and 26 world titles from 1976 to 2008, plus 15 endurance racing world titles, 13 wins at Le Mans (24 Heures Moto) and 13 Bol d'Or victories , Michelin has boasts an unrivalled racing record, as well as cutting-edge expertise in the field of motorcycle tyres. Motorsport is an important part of the company's DNA and serves as a valuable technological laboratory that stimulates innovation.

MotoGP

MICHELIN Motorsport will be the sole supplier of tyres to teams participating in the series from 2016.

The MotoGP World Championship features the discipline's most technologically exacting bikes, the power output of which exceeds 250hp. The level of performance they deliver both mechanically and dynamically is very high. The series also stars the world's best riders and their efficiency is notably due to the confidence they have in their machines, particularly their tyres. The discipline consequently serves as an exceptional proving ground for the technological innovations of tomorrow.

The return to MotoGP will permit the development of new technologies that will go on to be carried over to production tyres. The switch to 17-inch wheels fits perfectly with this approach and will facilitate the transfer of technologies from track to street.

Innovation accessible to all motorcyclists

Innovation is a driving force for Michelin. Its aim is to speed up the availability of new technologies on the market in order to meet the needs of customers even more quickly. Whenever a technology employed in motorsport is deemed to be useful for all motorcyclists, it is put through its paces in motorsport for a period of one or two years before entering the development phase.


DENNI SHIAVONI (CIV)

Carrying over expertise from track to street

Close collaboration between the R&D teams and their motorsport colleagues ensures an in-depth understanding of performance thanks to the combination of testing in extreme conditions, the pooling of experience and technical vocabulary and regular meetings.

Michelin RDI

Innovation is one of the essential values of the company, and is at the heart of work and processes

- 6 600 people worldwide
- Annual budget: €600 million

Michelin RdI gives the Group a unique position and allows the right response to the moving needs of the markets.

LADOUX : the heart of MICHELIN Research and Innovation

Concentrated expertise :

- 3,600 staff;
- more than 350 different specialised jobs.

450 hectare surface, among which :

- 380 hectare of test tracks;
- Access areas and cultivated land;
- 79 buildings comprising 169400 m²;
- 19 test tracks equalling 41 km;

The site is confidential and ISo 14001 certified.

75% of MICHELIN tyres are designed and developed in the Technological Centre of Ladoux

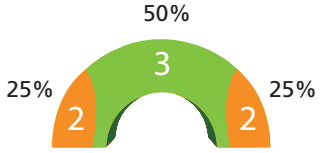
Ladoux offers numerous facilities:

- Technical direction for all Product Lines ;
- Technical direction for Materials ;
- Research and Development Laboratories ;
- Tests and measures on tracks and machines ;
- Information Systems expertise: simulation, analysis and measuring tools ;
- Production of prototype tyres ;
- Conception and production of prototype molds ;
- Associated support departments (supply chain, quality, finance, personnel, Information Systems, etc.).

The last 2CT generation !

Harder rubber underneath the softer rubber on the shoulders gives better rigidity at lean, for more stability when cornering, especially under strong acceleration.

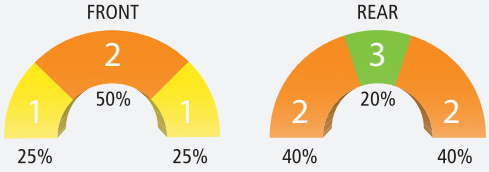
MICHELIN Total Performance — stability + longevity + Grip



MICHELIN 2 Compound Technology

Successfully accomplishes two conflicting ideals: wear resistance in the centre of the tread, and grip on the shoulders.

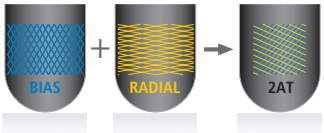
MICHELIN Total Performance — longevity + Grip



for a more stable and comfortable ride.

A revolutionary new architecture for motorcycle tyres, which provides the necessary strength & stability for heavier bikes with luggage and a pillion AND comfort for long journeys.

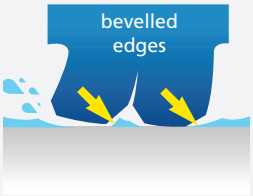
2AT exceptionally combines elements of both radial and bias construction, providing the best compromise: Bias for its ability to withstand extra weight and Radial for the pleasure of riding.



MICHELIN Total Performance — Stability + Grip

The last XST generation !

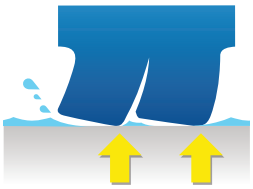
Patented sipes and integrated water 'reservoirs' allow MICHELIN XST (X-Sipe Technology) to deliver exceptional grip on wet roads. MICHELIN XST + includes transverse sipes to improve wet braking and chamfers added to the sipe edges to help prevent abnormal wear in extreme conditions. The transverse sipes allow the front tyre to break the surface film of water and ensure outstanding braking performance on wet roads.



MICHELIN Total Performance — wet Grip + longevity

XST : X Sipe Technology
PST : Progressive Sipe Technology

The MICHELIN XST featured on Michelin motorcycle tyres delivers enhanced grip on wet roads thanks to the technology's patented sipes and reservoirs which increase the tyre's water clearance capacity. In the case of scooter tyres, a gradual increase in the number of Full Depth sipes as the vehicle leans into a corner allows the tyre to break through the surface film of water until the tyre is worn.



MICHELIN Total Performance — wet Grip

NEW

MICHELIN Overlap Technology

The thick tread layer is backed by three reinforced plies to enhance the tyre's protection against puncturing.

MICHELIN Total Performance — Resistant to perforation

NEW

MICHELIN ACT ADAPTIVE CASING TECHNOLOGY

MICHELIN Adaptive Casing Technology

Adaptive Casing Technology ensures varying tyre rigidity at different angles of lean. The tyre switches gradually from a flexible crown for straight-line precision to increasingly rigid shoulders depending on lean angle for optimised cornering stability.

MICHELIN Total Performance handling

NST NEAR SLICK TECHNOLOGY

NST : Near Slick Technology

With less than 5% sea to land ratio (the ratio of grooves as a percentage of the tread surface area) it is close to a race slick. The amount of rubber in contact with the ground is important for grip, allowing lean angles of up to 60°.

MICHELIN Total Performance dry Grip

ADT AMPLIFIED DENSITY TECHNOLOGY

ADT : Amplified Density Technology

A highly dense, more rigid tyre casing, which helps deliver excellent feedback and handling.

Aramid tread plies on the rear tyre resist centrifugal growth, reduce weight and provide excellent stability.

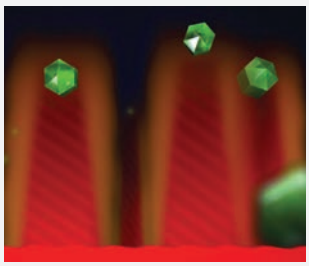
MICHELIN Total Performance handling

SRT SILICA RAIN TECHNOLOGY

SRT : Silica Rain Technology

Silica Rain Technology improves grip in cooler temperatures and on wet roads, without compromising tread life.

MICHELIN Total Performance wet and cold Grip

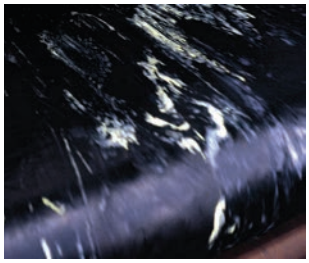


SCT SYNTHETIC COMPONENT TECHNOLOGY

SCT : Synthetic Component Technology

MICHELIN Racing Synthetic Elastomers used in the rubber compounds in conjunction with High Tech Synthetic Compound resins promote ultra-fast warm up to optimum operational temperatures. You can get your knee down at the first corner...

MICHELIN Total Performance Quick installation system



MCP MAXIMIZED CONTACT PATCH

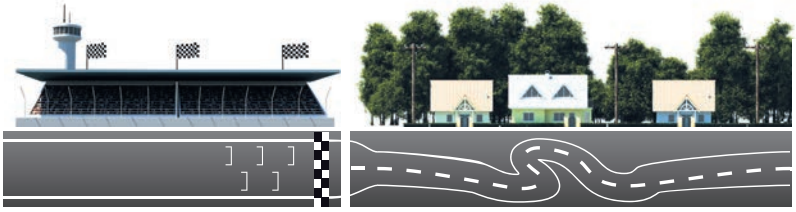
MCP : Maximum Contact Patch

With a new competition carcass with more plies, the tyre is more rigid and the contact area is increased. Increases bike stability at the front, which aids late braking and quick turn in.

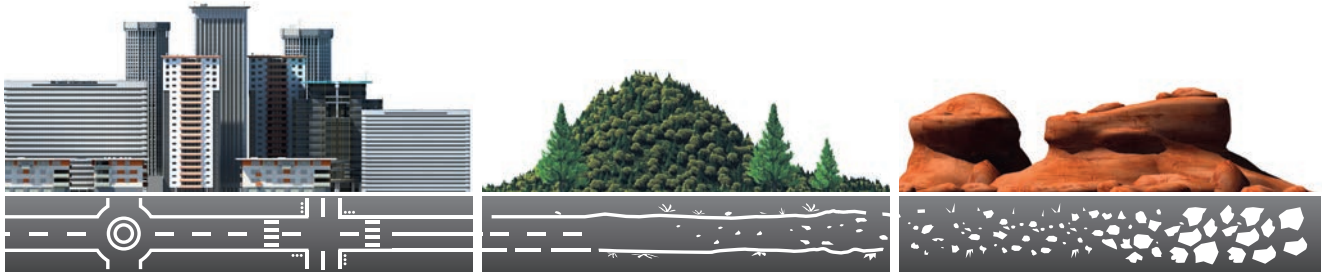
MICHELIN Total Performance Dry Grip + Stability

Larger contact patch

SEGMENTATION



	RACING	ROAD
SUPERMOTO	MICHELIN Power SuperMoto NEW	
SPORTS	MICHELIN Power Rain/Slick Evo NEW	
	MICHELIN Power Cup Evo NEW	
	MICHELIN Power SuperSport Evo NEW	
	MICHELIN Pilot Power 3	
ROADSTERS SPORTS and SPORTSTERS	MICHELIN Power SuperSport Evo NEW	
	MICHELIN Pilot Power 3	
	MICHELIN Pilot Power 2CT - Pilot Power	
		MICHELIN Pilot Road 4 - Pilot Road 3
ROADSTERS		MICHELIN Pilot Road 4 - Pilot Road 3
GT TOURING		MICHELIN Pilot Road 4 GT - Pilot Road 3
CUSTOMS		MICHELIN Commander II
RETRO		MICHELIN Pilot Activ
TRAILS		MICHELIN Anakee III - Sirac - T63
URBANS		MICHELIN Pilot Street Radial
MAXI SCOOTER		
SCOOTER + 125 CC		
SCOOTER RETRO		
SCOOTER - 50 CC		
SCOOTER BIG WHEELS		
RALLY		
ENDURO		
CROSS		
TRIAL		



CITY	TRAIL	OFF-ROAD
Pilot Road 2		
Pilot Road 2		
Pilot Road 2		
MICHELIN Pilot Street		
MICHELIN Pilot Sporty		
MICHELIN City Pro (NEW)		
MICHELIN Power Pure SC Radial		
MICHELIN Pilot Sport SC radial		
MICHELIN City Grip - City grip Winter - Power Pure SC		
MICHELIN S83 - SM 100 - ACS		
MICHELIN Bopper - Reggae - S1		
MICHELIN Sirac - T63		
MICHELIN Pilot Sporty		
	MICHELIN Desert Race	
	MICHELIN Enduro Competition IV - Competition MS - Competition VI - Competition III	
		MICHELIN Starcross - M12 XC - S12 XC
	MICHELIN AC10	
		MICHELIN Trial Competition - Competition X11 - Light - X-Light

COMPETITION

100% race	95% race 5% road	50% race 50% road	15% race 85% road	0% race 100% road
NEW MICHELIN Power SuperMoto P. 18				
MICHELIN Power Rain P. 18				
NEW MICHELIN Power Slick Evo P. 19	NEW MICHELIN Power Cup Evo P. 19	NEW MICHELIN Power SuperSport Evo P. 20	MICHELIN Pilot Power 3 P. 24	MICHELIN Pilot Road 4 P. 26
			MICHELIN Pilot Power 2CT P. 25	MICHELIN Pilot Road 3 P. 30
			MICHELIN Pilot Power P. 25	MICHELIN Pilot Road 2 P. 30


RIDE
Performance
MICHELIN
Anakee III
P. 34
MICHELIN
Commander II
P. 31
MICHELIN
Pilot Street Radial
P. 39
NEW
MICHELIN
City Pro
P. 41
MICHELIN
Pilot Activ
P. 38
MICHELIN
Pilot Street
P. 40
Economy

SPORT RADIAL SEGMENTATION

	NEW MICHELIN Power Slick Evo	NEW MICHELIN Power Cup Evo	NEW MICHELIN Power SuperSport Evo	MICHELIN Pilot Power 3	MICHELIN Pilot Road 4
RANGE					
GROOVING RATIO*	0 %	5 %	7,5 %	10 %	13 %
2CT DISTRIBUTION ON FRONT	2CT TWO COMPOUND TECHNOLOGY: 1 37.5% / 2 25% / 1 37.5%		2CT TWO COMPOUND TECHNOLOGY: 1 25% / 2 50% / 1 25%		2CT TWO COMPOUND TECHNOLOGY: 1 30% / 2 40% / 1 30%
2CT DISTRIBUTION ON REAR	2CT TWO COMPOUND TECHNOLOGY: 2 35% / 3 30% / 2 35%		2CT+: 2 25% / 3 50% / 2 25%		2CT TWO COMPOUND TECHNOLOGY: 1 40% / 3 20% / 1 40%
TIRE BEHAVIOUR	GRIP ON DRY / HANDLING — WET GRIP / LONGEVITY				
USAGE	100 % TRACK NON HOMOLOGATED ON ROAD	95 % TRACK	50 % TRACK 50 % ROAD	15 % TRACK 85 % ROAD	100 % ROAD

HARDNESS OF THE COUMPOUND SOFT 1 ⟷ 2 ⟷ 3 HARD

*is the percentage of grooves (indentations, holes, sipes, wells) comparing to the total area of the tread: 0% = slick, 50% as much grooves than holes.

TRACK
& HYPER SPORT

Find the right Tyre to chase the stopwatch on the track in the MICHELIN racing range.

		HYPER SPORT ROAD	HYPER SPORT TRACK (track days)	COMPETITION
TRACK not for highway service (NHS)	NEW **MICHELIN** *Power SuperMoto*			↔
	MICHELIN *Power Rain*			↔
	NEW **MICHELIN** *Power Slick Evo*			↔
road legal	NEW **MICHELIN** *Power Cup Evo*		↔	
TRACK & ROAD	NEW **MICHELIN** *Power SuperSport Evo*	↔		

Tire Performance → +

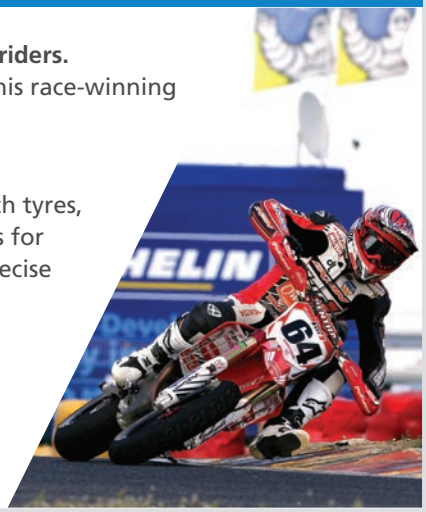
MICHELIN
Power SuperMoto

The number one SuperMoto World Championship tyre range

Developed in conjunction with the world's best riders.
Thanks to feedback from the SuperMoto stars, this race-winning tyre is now available over the counter.

Michelin still one step ahead
After pioneering with the production of 16.5-inch tyres, Michelin's new 16-inch tyre is acclaimed by riders for its enhanced agility, additional grip and more precise feedback via the front wheel.

New compounds have enabled higher grip and longer tyre life to be achieved in parallel.



FRONT	Width	Height		Diam.	TL/TT	Version	CAI
	12	60	-	17	TL	18B	040971
	12	60	-	17	TL	17B	951794
	12	60	-	17	TL	29B	237015
	120	80	-	16	TL	A	120870
	120	80	-	16	TL	B	313249
N	120	75	R	16,5	TL	A	715737
N	120	75	R	16,5	TL	B	366559
N	120	75	R	16,5	TL	Rain	060771

REAR	Width	Height		Diam.	TL/TT	Version	CAI
	160	60	R	17	TL	B	883879
	160	60	R	17	TL	C	487703
	160	60	R	17	TL	Rain	784399

VERSION :
29: soft compound / 17: medium compound / 18: wet weather compound
A, B and C: from the very softest to the very hardest compounds.

MICHELIN
Power Rain

The track tyre for performance in the wet

Superb grip and longevity

Maximises water clearance thanks to its 'fountain' tread design

Effective in a wide range of temperatures

FRONT	Width	Height	Diam.	TL / TT	CAI
	12	60	17	TL	824200

REAR	Width	Height	Diam.	TL / TT	CAI
	19	69	17	TL	891701

MICHELIN
Power Slick Evo

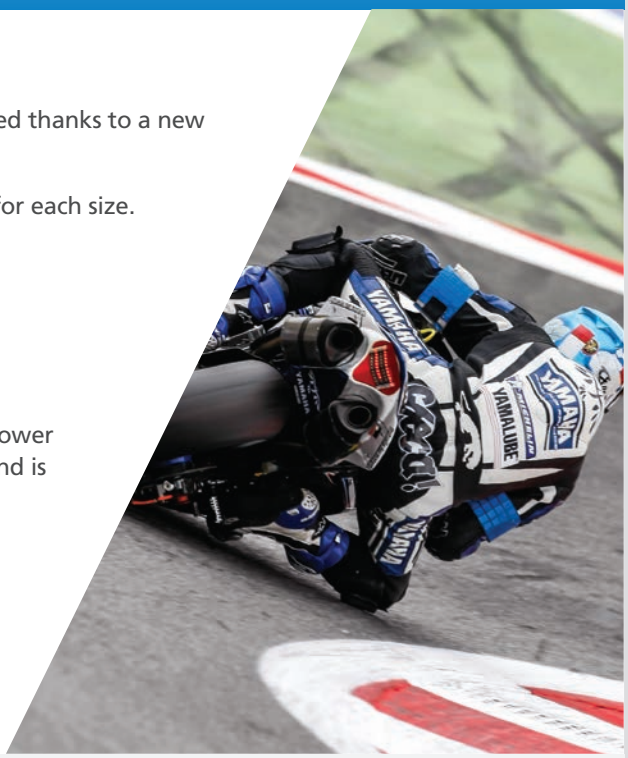
MICHELIN
Power Cup Evo

THE weekend's trackdays tyre

Easy and versatile:

- No specific bike set-up required thanks to a new MICHELIN ACT construction.
- A single versatile compound for each size.

MICHELIN Power Cup Evo :
This version of the MICHELIN Power Slick tyre has a tread pattern and is approved for highway use.



MICHELIN ACT ADAPTIVE CASING TECHNOLOGY · 2CT TWO COMPOUND TECHNOLOGY · SCT SYNTHETIC COMPONENT TECHNOLOGY · NST NEAR SLICK TECHNOLOGY

MICHELIN
Power Slick Evo

FRONT	Width	Height		Diam.	TL/TT	CAI
	120	70	R	17	TL	079725

REAR	Width	Height		Diam.	TL/TT	CAI
	190	55	R	17	TL	563738
	200	55	R	17	TL	043762

MICHELIN
Power Cup Evo

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	120	70	R	17	58	(W)	TL	149126

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	180	55	R	17	73	(W)	TL	857557
	190	55	R	17	75	(W)	TL	534402
	200	55	R	17	78	(W)	TL	140448

MICHELIN
Power SuperSport Evo

Pole-winner on the race track and on the street!

in Brief

On-track performance

Grip on dry and wet roads

More manoeuvrable

FRONT	Width	Height		Diam.	Load Index	Speed Index	TL / TT	CAI
	120	70	R	17	58	(W)	TL	503125

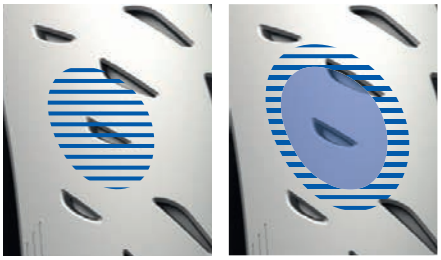
REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	190	55	R	17	75	(W)	TL	334492
	180	55	R	17	73	(W)	TL	722244
	200	55	R	17	78	(W)	TL	703385
	190	50	R	17	73	(W)	TL	917871
	N 180	60	R	17	75	(W)	TL	146143

In detail...

MORE MANOEUVRABLE

Enhanced front tyre agility for greater confidence, plus a rear tyre that benefits from the same new MICHELIN ACT construction as that developed for MICHELIN Power Cup and MICHELIN Power Slick tyres.

ADAPTABLE LOW PRESSURE CASING



The contact patch is up to 52% bigger* at lower pressures for use on race tracks.

GRIP ON DRY AND WET ROADS

Thanks to MICHELIN 2CT (Dual Compound Technology) at the front and MICHELIN 2CT+ at the rear, MICHELIN Power SuperSport Evo tyres deliver outstanding grip in dry and wet conditions alike.

ON-TRACK PERFORMANCE

The adaptable 'low pressure' casing of MICHELIN Power SuperSport Evo tyres ensures a bigger contact patch for added grip and higher performance on race tracks.

A better grip thanks to the adapted pressure

MICHELIN ACT

The rigidity of the casing differs as a function of the angle of lean. The more flexible crown ensures straight-line stability while the casing becomes increasingly rigid towards the shoulders for optimum handling when cornering.

Is the MICHELIN Power SuperSport Evo a road tyre or a combined road/track tyre? Is the Power SuperSport Evo a racing tyre or a track days tyre?

The MICHELIN Power SuperSport Evo tyre is a 50/50 tire designed for road AND track use. It delivers excellent performance on the track. Tyre pressure can also be reduced when driving on the track to increase the size of the contact patch and thus improve grip. The balance between grip and longevity make it an excellent tyre for track days or amateur races.

Can the MICHELIN Power SuperSport Evo tyre be fitted on all types of motorcycles, regardless of load index and speed rating?

The entire MICHELIN Power SuperSport Evo range has been approved for use at speeds of up to 310 km/h. As a result, these tyres can be fitted to any motorcycle whose original tyres are of the same size as those available in the range.

Can two different tyre models be mounted on the same bike?

For optimum performance, Michelin recommends using tyres from the same range.

It is nonetheless possible to fit a MICHELIN Pilot Power 3 tyre at the front and a MICHELIN Power SuperSport Evo tyre at the rear. What's important is to always have the tyre that performs better on wet surfaces on the front. It is similarly possible to fit a MICHELIN Power SuperSport tyre at the front and a MICHELIN Power Cup tyre at the rear wheel for extra race track performance.

* Up to 52% larger contact patch at the rear. For example, with a bike whose cold pressure is adjusted from 2.9 Bar to 1.5 Bar for the rear, exclusively for track use, Michelin recommends cold pressure of 2.1 Bar at the front and 1.7 bar at the rear (or 1.5 bar if used with tyre warmers) for the MICHELIN Power SuperSport Evo on the track.

ROAD

RIDE SOLO OR WITH PILLION

BMW K1600 GT

MICHELIN Pilot Power 3

Pleasure without compromise

MOTORRAD testsieger

2CT+ 2CT TWO COMPOUND TECHNOLOGY

© E.Malherbe

in Brief

Grip and handling

Maximum grip on wet roads

Lasts 20% longer compared to MICHELIN Pilot Power 2CT*

TECHNOLOGIE 2CT+

MICHELIN 2CT permits ongoing improvements to grip and tyre life. In addition, MICHELIN 2CT+ delivers enhanced cornering stability, notably under hard acceleration.

NEW PROFILE AND COMPOUND

The MICHELIN Power 3 tyre delivers outstanding grip in the dry and exceptional handling thanks to the new profiles and compounds developed for Sport bikes and Roadsters. Compounds benefitting from SBR technology (Styrene Butadiene Rubber) also optimise grip on wet roads and promote long tyre life.

Discover the MICHELIN Pilot Power 3 tyre on video!

Discover the MICHELIN Pilot Power 3 tyre on video!

FRONT	Width	Height		Diam.	Load index	Speed Index	TL / TT	CAI
	120	60	ZR	17	55	(W)	TL	563278
	120	70	ZR	17	58	(W)	TL	421457

REAR	Width	Height		Diam.	Load index	Speed Index	TL / TT	CAI
	160	60	ZR	17	69	(W)	TL	011906
	180	55	ZR	17	73	(W)	TL	951109
	190	50	ZR	17	73	(W)	TL	015450
	190	55	ZR	17	75	(W)	TL	796739
Available in May >	N 240	45	R	17	82	(W)	TL	926270

Why is MICHELIN 2CT+ not available for front tyres?

MICHELIN 2CT+ provides greater cornering stability, notably under hard acceleration. The need for cornering stability under constraint does not apply to front tyres. This technology is consequently not necessary for front tyres.

Why isn't a 200/50 ZR 17 version of the MICHELIN Pilot Power 3 tyre available?

This size (200/50 ZR17) is in the process of being phased out. It has been replaced by the 190/55 ZR17 for Sport bikes and by the 200/55 ZR17 for Hyper Sport bikes. This is why Michelin proposes a 200/55 ZR17 version of the MICHELIN Power SuperSport tyre.

*According internal tests organsied in 2012 in Ladoux Technological Center

MICHELIN Pilot POWER 2CT

The affordable dual-compound Sport tyre

Benefits of MICHELIN 2CT (Dual-Compound Technology)

A versatile, durable tyre with exceptional wet and dry grip.

2CT TWO COMPOUND TECHNOLOGY

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	120	60	ZR	17	55	(W)	TL	925136
N	120	65	R	17	56	(W)	TL	854437
	120	70	ZR	17	58	(W)	TL	461948

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
N	150	60	R	17	66	(W)	TL	353471
	160	60	ZR	17	69	(W)	TL	405333
	180	55	ZR	17	73	(W)	TL	565081
	190	50	ZR	17	73	(W)	TL	091745
	190	55	ZR	17	75	(W)	TL	549705

MICHELIN Pilot POWER

Performance versus its price point makes it a superb choice

From the moment it was launched, MICHELIN Pilot Power's performance credentials and technologies derived from the world of racing, revolutionised the Sport tyre market

MICHELIN Pilot Power's price point makes it a superb choice

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	110	70	ZR	17	54	(W)	TL	494418
	120	70	ZR	17	58	(W)	TL	815148

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	170	60	ZR	17	72	(W)	TL	872669
	180	55	ZR	17	73	(W)	TL	990721
	190	50	ZR	17	73	(W)	TL	632398
	190	55	ZR	17	75	(W)	TL	039922

MICHELIN Pilot Road 4

*Feel more secure, whatever the road conditions**

2014 awards MCN

MOTORRAD testsieger

in Brief

Braking distance on wet roads 17% shorter than that of its best-performing rival tyre**.

Lasts 20% longer than the MICHELIN Pilot Road 3 tyre*

Outstanding grip even in difficult conditions*

Three versions: Standard, GT and Trail

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	120	60	ZR	17	55	(W)	TL		451037
	120	70	ZR	17	58	(W)	TL		103565

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	150	70	ZR	17	69	(W)	TL		282338
	160	60	ZR	17	69	(W)	TL		099715
	180	55	ZR	17	73	(W)	TL		694117
	190	50	ZR	17	73	(W)	TL		866175
	190	55	ZR	17	75	(W)	TL		029239

* Except on snow and ice
** Braking distance tests on wet surfaces and on very slippery wet surfaces carried out in July 2013 by Dekra. Tests compared the new MICHELIN Pilot Road 4 tyre with the DUNLOP Sportmax Roadsmart II, the METZELER Roadtec Z8 Interact M/O, the PIRELLI Angel GT Gran Tourismo and the BRIDGESTONE Battlax Sport Touring T30F. Sizes: 120/70 R 17 M/C 58W (front) and 180/55 ZR17 M/C 73W (rear).
*** In-house tests carried out in 2013

MICHELIN
A better way forward

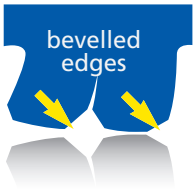
In detail...

MICHELIN XST+

Michelin is the only manufacturer to master MICHELIN XST siping technology which has been further enhanced by the introduction of new XST+.

Discover MICHELIN Pilot Road 4 tyre wet performance on vidéo

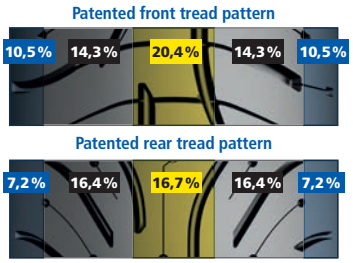
Bevelled sipe edges help to prevent abnormal wear in extreme conditions and under heavy braking.



VARIABLE SEA-TO-LAND RATIO

The variable sea-to-land ratio ensures optimum grip whatever the angle of lean.

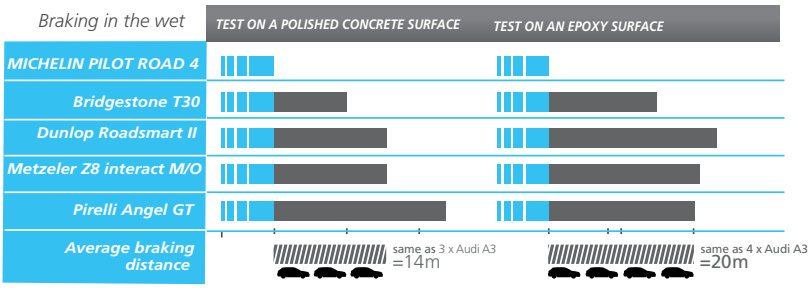
It also increases the tyre's water clearance capacity.



BRAKING ON WET ROADS

The braking distance of the MICHELIN Pilot Road 4 tyre is shorter than that of all rival tyres in its segment.

The braking distance of the new MICHELIN Pilot Road 4 tyre is 17% shorter in the wet than that of its best-performing rival and 24% shorter on slippery surfaces such as painted road markings. The result is a safer, more reassuring ride.



Why isn't MICHELIN XST+ used for the rear tyre?

The front tyre is exposed to abnormal wear because it has to absorb a high amount of energy under braking. The bevelled edges which differentiate MICHELIN XST from MICHELIN XST+ are designed to prevent this sort of abnormal sipe wear. The influence of braking does not affect the rear tyre.

Is the MICHELIN Pilot Road 4 tyre an M+S tyre?

The MICHELIN Pilot Road 4 was not developed for use on snow or ice. It can be used in cold temperatures as low as -5°C in dry conditions.

The Michelin tyre guide recommends the standard MICHELIN Pilot Road 4 tyre for my motorbike. However, is the MICHELIN Pilot Road 4 tyre suitable for weekend journeys away complete with luggage, a passenger and accessories?

Even when carrying heavy loads, the standard version should be fitted because it was developed for optimum performance on a standard, non-GT motorbike.

MICHELIN Pilot Road 4 GT

*Feel more secure, whatever the road conditions**

in Brief

Carries over all the characteristics of the MICHELIN Pilot Road 4 tyre

Enhanced stability for GT bikes

Approved for and equips the 2014-model BMW R 1200 RT.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	120	70	ZR	17	58	(W)	TL	GT	429567
	120	70	ZR	18	59	(W)	TL	GT	340248

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	170	60	ZR	17	72	(W)	TL	GT	534051
	180	55	ZR	17	73	(W)	TL	GT	024138
	190	50	ZR	17	73	(W)	TL	GT	319435
	190	55	ZR	17	75	(W)	TL	GT	271932

* Except on snow and ice

In detail...

BMW R1200 RT

The MICHELIN Pilot Road 4 GT tyre is approved for and equips the 2014-model BMW R1200 R.

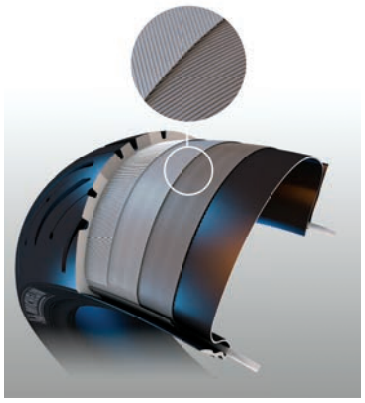
Discover the MICHELIN 2AT technology !

MICHELIN 2AT

Blends the best of cross-ply and radial constructions

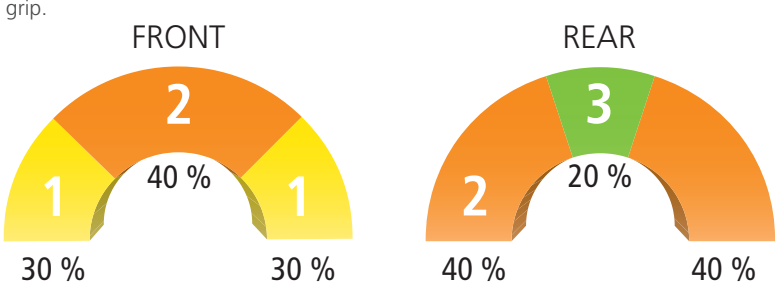
Cross-ply: tightly angled crown plies for impeccable performance when carrying a heavy load.

Radial: flexible sidewalls for enhanced ride comfort, plus the safety associated with the belt ply of a radial construction, a signature feature of modern high-speed tyres.



MICHELIN 2CT

The central part of the tread features hard compound rubber to withstand acceleration and braking forces, while the shoulders use a softer compound for enhanced cornering grip.



Is it possible to improve grip by running the MICHELIN Pilot Road 4 tyre at a lower pressure?

No. Not only would this fail to improve grip but it would also affect tyre life.

Important: failure to comply with tyre pressure recommendations engages the motorcyclist's responsibility.

Why doesn't the MICHELIN Pilot Road 4 tyre feature MICHELIN 2CT+?

MICHELIN 2CT+ is notably for Sport et Hyper Sport use (high angles of lean, hard acceleration). It is consequently not necessary for the level of performance targeted by the MICHELIN Pilot Road 4 tyre.

Is it possible to fit the MICHELIN Pilot Road 4 GT tyre to any type of motorcycle?

No. The GT version of the MICHELIN Pilot Road 4 tyre is only for use with GT bikes, even if a standard bike is carrying a heavy load.

MICHELIN Pilot Road 3

Dual compound tyre featuring sipes for better grip in the wet and long life

Excellent grip in the wet* thanks to the revolutionary MICHELIN Sipe Technology (XST)

Excellent longevity thanks to MICHELIN's 2CT dual-compound technology

All of this plus even wear and full life performance thanks to full-depth MICHELIN XST sipes

Original equipment fitment for the YAMAHA MT07.

XST X SIPE TECHNOLOGY 2CT TWO COMPOUND TECHNOLOGY

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	110	70	ZR	17	54	(W)	TL	058630
	110	80	ZR	18	58	(W)	TL	196815
	120	60	ZR	17	55	(W)	TL	553168
	120	70	ZR	17	58	(W)	TL	948428
	120	70	ZR	18	59	(W)	TL	155373
	N 160	60	R	17	69	(W)	TL	587278
	N 190	50	R	17	73	(W)	TL	895661
	N 150	70	R	17	69	(W)	TL	240458

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	150	70	ZR	17	69	(W)	TL	240458
	160	60	ZR	17	69	(W)	TL	587278
	160	60	ZR	18	70	(W)	TL	463725
	170	60	ZR	17	72	(W)	TL	920361
	180	55	ZR	17	73	(W)	TL	736243
	190	50	ZR	17	73	(W)	TL	895661

* Based on in-house tests

MICHELIN Pilot ROAD 2

The original dual compound Sport Touring tyre

Excellent longevity, grip and handling thanks to:

A softer rubber compound on the tyre shoulders for superb grip while cornering

A harder rubber compound in the centre of the tyre to maximise tyre life

2CT TWO COMPOUND TECHNOLOGY

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	120	70	ZR	17	58	(W)	TL		405043

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	150	70	ZR	17	69	(W)	TL		174174
	160	60	ZR	17	69	(W)	TL		003500
	180	55	ZR	17	73	(W)	TL		816300
	190	50	ZR	17	73	(W)	TL		871087

MICHELIN COMMANDER II

More mileage with no compromise

in Brief

Life expectancy of the rear tyre up to 40,000km.

Uncompromising handling and stability

Innovative, spectacular look

A NEW BENCHMARK FOR LONG TYRE LIFE

A rear MICHELIN Commander II can last up to 40,000km.

ADT AMPLIFIED DENSITY TECHNOLOGY

A SPECTACULAR LOOK

An awesome, radically different design!

A premium sidewall finish to heighten your bike's impeccable look!

UNCOMPROMISING HANDLING AND STABILITY

MICHELIN Ampliflied Density Technology: the more rigid high-density casing enhances handling and feedback.

The rear tyre's aramid-fibre crown plies combine strength and light weight to ensure perfect stability, even at high speeds.

The unprecedented longitudinal tread pattern facilitates the clearance of water and consequently improves grip on wet roads.

FRONT	Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
	110	90	B	18	61	H		TL/TT	440376	
	110	90	B	19	62	H		TL/TT	360180	
	140	80	B	17	69	H		TL/TT	704451	
	100	90	B	19	57	H		TL/TT	325101	19MF
	120	70	B	21	68	H		TL/TT	426553	
	120	90	B	17	64	S		TL/TT	938253	17MH
	130	70	B	18	63	H		TL/TT	409318	18MG
	130	80	B	17	65	H		TL/TT	701621	17MH
	130	90	B	16	73	H	REINF	TL/TT	465548	16MI2
	80	90	-	21	54	H	REINF	TL/TT	735219	21MD
	90	90	-	21	54	H		TL/TT	999082	21MD
	120	70	ZR	19	60	W		TL	540829	
	140	75	R	17	67	V		TL	084865	
N	MT90		B	16	74	H		TL/TT	183947	16MI2
N	MH90		-	21	54	H		TL/TT	027803	21MD
N	130	60	B	19	61	H		TL/TT	989044	

REAR	Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
	180	70	B	15	76	H		TL/TT	301558	
	130	90	B	16	73	H	REINF	TL/TT	155624	16MI2
	140	90	B	15	76	H		TL/TT	087407	15MJ
	140	90	B	16	77	H		TL/TT	362316	16MI2
	150	70	-	18	76	H	REINF	TL/TT	323613	
N	150	80	B	16	71	H		TL/TT	753531	16MI2
	150	80	B	16	77	H	REINF	TL/TT	849199	16MI2
	150	90	B	15	74	H		TL/TT	189425	15MJ
	160	70	B	17	73	V		TL/TT	184801	17MI
	170	80	B	15	77	H		TL/TT	102708	15MJ
	180	65	B	16	81	H		TL/TT	152619	
	200	55	R	17	78	V		TL/TT	679248	
	240	40	R	18	79	V		TL	596934	

MICHELIN A better way forward

MICHELIN ANAKEE III

Rediscover the pleasure of riding your trail bike… for longer!

in Brief…

- *Excellent handling and optimal performance whether riding solo or with a pillion, thanks to a more rigid tyre casing and innovative tread*
- *Outstanding tyre life for the Trail segment*
- *Unique design*
- *Approved for and available as original equipment for the BMW R 1200 GS, R 1200 GS Adventure and F 700 GS*

© E.Malherbe

MICHELIN
A better way forward

In detail...

BMW R 1200 GS, R 1200 GS ADVENTURE AND 700 GS

The MICHELIN Anakee III tyre is approved for and fitted as original equipment for 80% of 2013-model BMW R 1200 GS bikes.

© E.Malherbe

UTILITY OF THE BEVELLED GROOVE EDGES

A proportion of the pattern's groove edges are bevelled, forming 'scoops' which facilitate the clearance of the mud and grit that can be encountered on non-sealed roads.

As the tyre wears, the amount of rubber in contact with the ground increases, providing added grip, thanks to the angled surface of these 'scoops'.

UTILITY OF THE SERRATIONS ON THE GROOVE SIDES

In the course of the tyre's working life, the way these 3D serrations wear enables the amount of rubber in contact with the ground to remain beneficial to grip in dry weather, while the additional edges contribute to grip on wet roads.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	100	90	-	19	57	H	TL/TT	404946	19MF
	110	80	R	19	59	V	TL/TT	004703	19MF
	110	80	R	19	59	H	TL/TT	239706	19MF
	120	70	R	19	60	V	TL/TT	258411	19MF
	90	90	-	21	54	H	TL/TT	828628	21MD
	90	90	-	21	54	V	TL/TT	118941	21MD
	90	90	-	21	54	S	TL/TT	050114	21MD

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	120	90	-	17	64	S	TT	839798	17MH
	130	80	R	17	65	S	TL/TT	004444	17MH
	130	80	R	17	65	H	TL/TT	593686	17MH
	140	80	R	17	69	H	TL/TT	667397	17MI
	150	70	R	17	69	H	TL/TT	201447	17MI
	150	70	R	17	69	V	TL/TT	712798	17MI
	170	60	R	17	72	V	TL/TT	280499	

Why doesn't the MICHELIN Anakee III tyre feature MICHELIN 2CT?

The way owners use their maxi-trail bike does not call for MICHELIN 2CT. Given the conditions they tend to encounter, Michelin favoured other technologies in order to deliver performance benefits that are more in keeping with users' requirements (tyre life, stability, etc.).

Why doesn't the MICHELIN Anakee III tyre's tread pattern have sipes?

Michelin's perfect grasp of this technology ensures above-average performance on wet roads. In the case of the MICHELIN Anakee III tyre, however, Michelin favoured the employment of deep grooves with bevelled 'scoops' to cover the 10% usage off-road.

MICHELIN Pilot Road 4 Trail

*Feel more secure, whatever the road conditions**

2CT TWO COMPOUND TECHNOLOGY

in Brief

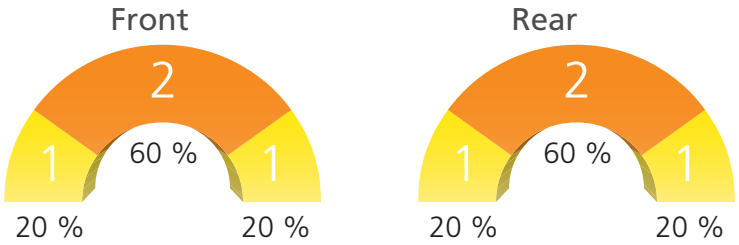
All the same features as the MICHELIN Pilot Road 4 tyre

The Trail tyre that's perfectly at home on ordinary roads

TECHNOLOGY

This Trail version is a road tyre in its own right, so its chief characteristic is its ability to deliver good grip on wet roads:

- The two softer compounds of the three that were developed for the MICHELIN Pilot Road 4 range were selected.
- A specific distribution of the 2CT across the tyre's width (20/60/20).



FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	110	80	R	19	59	V	TL	Trail	778876
	120	70	R	19	60	V	TL	Trail	386917

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	Version	CAI
	150	70	R	17	69	V	TL	Trail	901192

What is the difference in terms of performance between the MICHELIN Pilot Road 4 Trail tyre and the MICHELIN Anakee III tyre?

These two ranges were designed for two different usages:

The MICHELIN Pilot Road 4 Trail tyre is designed entirely for road use, whereas the MICHELIN Anakee III tyre is designed for 10% off-road usage. The MICHELIN Pilot Road 4 tyre delivers extra grip and enhanced handling on wet roads.

The MICHELIN Anakee III combines greater riding enjoyment with the necessary stability for off-road use

* Except on snow and ice

MICHELIN *SIRAC*

The street/trail tyre for mid-sized trail bikes

Excellent on and off-road performance;

Excellent value.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	80	90	-	21	48	R	TT	104754	21MD
N	90	90		19	52	P	TT	854348	19ME
	90	90	-	21	54	T	TT	104753	21MD
N	2,75	-	-	21	45	R	TT	104806	21MD
	3.00	-	-	21	51	T	TT	104899	21MD

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	110	80	-	18	58	R	TT	104975	18MF
	110	90	-	17	60	P	TT	717852	17MG
	120	80	-	18	62	T	TT	104763	18MF
	120	90	-	17	64	T	TT	104271	17MH
	130	80	-	17	65	T	TL/TT	257527	
	4.10	-	-	18	60	R	TT	104900	18MG
	4,6	-	-	18	63	T	TT	104825	18MG

MICHELIN *T63*

The on and off-road tyre for mid-sized trail bikes

Transforms your Trail bike into a leisure Enduro bike at the weekend.

Delivers efficient on-road performance the rest of the week!

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	80	90	-	21	48	S	TT	695931	21MD
	90	90	-	21	54	S	TT	104550	21MD

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	110	80	-	18	58	S	TT	373779	18MF
	120	80	-	18	62	S	TT	104557	18MF
	130	80	-	17	65	S	TT	104552	17MH
	130	80	-	18	66	S	TT	104558	18MG

MICHELIN Pilot ACTIV

Grip, durability and design for classic, middleweight and neo-retro bikes

A large range of sizes for major brands like Royal Enfield, Moto Guzzi

Good tread life

A classic design that adds the final touch to your bike

Outstanding grip whatever the weather

© E.Malherbe

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	100	90	-	18	56	H	TL/TT	460834	18ME
	100	90	-	18	56	V	TL/TT	162908	18ME
	100	90	-	19	57	H	TL/TT	198754	19MF
	100	90	-	19	57	V	TL/TT	242604	19MF
	110	80	-	17	57	H	TL/TT	335163	17MG
	110	80	-	17	57	V	TL/TT	670411	17MG
	110	80	-	18	58	V	TL/TT	229695	18MF
	110	90	-	18	61	V	TL/TT	579628	18MF
	120	70	-	17	58	V	TL/TT	714160	17MG
	120	80	-	16	60	V	TL/TT	784134	16MG
	3.25	-	-	19	54	H	TL/TT	287002	19MF
	90	90	-	18	51	H	TL/TT	017071	18ME

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	120	90	-	18	65	V	TL/TT	697619	18MG
	120	90	-	18	65	H	TL/TT	336788	18MG
	130	70	-	18	63	H	TL/TT	967480	18MG
	130	80	-	17	65	H	TL/TT	366542	17MH
	130	80	-	18	66	V	TL/TT	656585	18MG
	130	90	-	17	68	V	TL/TT	229748	17MI
	140	80	-	17	69	V	TL/TT	703603	17MI
	150	70	-	17	69	V	TL/TT	247845	17MI
	150	70	-	17	69	H	TL/TT	495154	17MI
	4.00	-	-	18	64	H	TL/TT	787145	18MG

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Royal Enfield Classic 500

MICHELIN Pilot Street Radial

The radial revolution for added riding enjoyment

in Brief

Outstanding grip in wet conditions

Comfortable ride and handling performance

Long tyre life

A smart, sporty look

ADDED SAFETY THANKS TO ITS GRIP ON WET ROADS

Excellent grip in wet conditions thanks to an all-silica compound, as well as to the tread pattern's variable land-to-sea ratio and high water-clearance capacity.

GREATER RIDING ENJOYMENT

Its radial construction ensures a highly comfortable ride and reassuring handling performance

The radial construction also promotes long tyre life by ensuring that pressure is spread more evenly across the contact patch for more even wear and longer-lasting performance.

DERIVED DIRECTLY FROM MICHELIN'S SPORT TOURING RADIAL TYRE RANGES

Derived directly from Michelin's Sport Touring radial tyre ranges

Watch this video to discover the difference between radial and cross-ply tyre constructions.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	110	70	R	17	54	H	TL/TT	401784
	120	70	R	17	58	H	TL/TT	298796
N	120	70	R	17	58	(W)	TL	152108

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	130	70	R	17	62	H	TL/TT	269189
	140	70	R	17	66	H	TL/TT	566085
	150	60	R	17	66	H	TL/TT	720861
N	160	60	R	17	69	H	TL/TT	342211
N	160	60	R	17	69	(W)	TL	932566
N	180	55	R	17	73	(W)	TL	813153

MICHELIN Pilot Street

Boost your riding pleasure

Everyday riding enjoyment is assured thanks to its highly appreciated agility in heavy traffic.

in Brief

The reliable tyre for everyday journeys, even on wet roads

Lasts 35% longer than the MICHELIN Pilot Sporty*

Good agility and riding enjoyment

A smart sporty look

HIGHER SEA-TO-LAND RATIO FOR ENHANCED BALANCE, GRIP AND LOW WEAR.

The grooves which extend from the centre of the tread pattern to the shoulders facilitate the clearance of water to ensure good grip on wet roads.

FRONT

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
90	80	-	17	46	S		TL/TT	191781	17ME
100	80	-	17	52	S		TL/TT	510280	17ME
110	70	-	17	54	S		TL/TT	393922	17MG
N 110	70	-	17	54	H		TL/TT	627009	17MG
2.75	-	-	18	42	P		TL/TT	342827	18ME

REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
N 80	100	-	14	49	L	REINF	TT	417470	14MCG
130	70	-	17	62	S		TL/TT	758449	17MH
N 100	90	-	18	56	P		TL/TT	391925	18ME
140	70	-	17	66	S		TL/TT	024137	17MH
90	90	-	18	57	P	REINF	TL/TT	898552	18ME
N 140	70	-	17	66	H		TL/TT	666756	17MH

FRONT / REAR

Width	Height	Diam.	Indice charge	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
N 120	70	14	61	P	REINF	TL	696105	
N 120	70	17	58	S		TL	744651	
N 110	80	14	59	P	REINF	TT	106725	
N 110	80	14	59	P	REINF	TL	919818	
N 110	80	17	57	S		TL/TT	010712	17ME
N 100	90	14	57	P		TL/TT	944867	
100	80	14	48	P		TL/TT	020016	
100	70	17	49	S		TL/TT	765043	17ME
90	90	14	52	P	REINF	TL/TT	582269	
90	80	14	49	P	REINF	TL	256067	
80	90	14	46	P	REINF	TL/TT	902535	14MCG
80	90	16	48	S	REINF	TL/TT	749130	
N 80	90	17	50	S	REINF	TL/TT	446544	
80	80	17	46	S	REINF	TL	701696	
80	80	14	43	P	REINF	TL	320632	
70	90	14	40	P	REINF	TL/TT	277463	
N 70	90	17	38	S		TT	654098	
70	90	17	43	S	REINF	TL/TT	788900	
N 60	100	17	33	L		TL/TT	810954	
60	90	17	30	S		TT	372991	
2,5	-	17	43	P	REINF	TT	517102	17MC

Why is the direction of rotation of the front and rear tyres different?

Having different directions of rotation for the front and rear tyres is a typical Michelin feature. It allows tyre life to be optimised by opposing the forces at play within the front and rear contact patches. By changing the direction of rotation, the way the tread pattern handles these forces is improved to reduce wear.

* Based on in-house tests

MICHELIN CITY Pro

Resistant to perforation

NEW

in Brief

Unprecedented strength

Outstanding long tyre life

Grip even in wet conditions

LASTS 10% LONGER THAN THE BEST-PERFORMING RIVAL TYRE **

The new, specifically developed rubber compound marks an improvement over that of the MICHELIN M35 tyre to ensure 10% longer life for the MICHELIN CITY Pro tyre compared with its best-performing rival**.
Average recorded tyre life is 30,000km (front) and 20,000km (rear)*.

RESISTANT TO PUNCTURING

Thanks to the combination of MICHELIN MOT, three reinforced plies and a layer of rubber beneath the tread, the MICHELIN City Pro tyre is extremely robust in order to significantly reduce the risk of perforation. During a test involving 48 motorbikes totalling 400,000km, only four punctures were reported*.
The improved sealing thanks to the layer of rubber on the inside of the tyre limits rubbing of the inner tube. This in turn minimises the risk of pressure loss.

Discover MICHELIN City Pro tyre performance

GRIP ON WET ROADS

Thanks to its central circumferential groove, barley ear pattern and variable sea-to-land ratio depending on the motorcycle's angle of lean (from 30% at the centre to 35% along the shoulders), the MICHELIN CITY Pro tyre's water clearance capacity has been upgraded. The result is enhanced grip on dry, wet and slippery roads alike.

FRONT

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
60	90	-	17	36	S	REINF	TT	901047	
80	80	-	16	45	S	REINF	TL/TT	305452	16MD
2,75	-	-	18	42	P		TT	943866	18ME
2,75	-	-	18	48	S	REINF	TT	175322	18ME

REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Chambre à air
80	90	-	16	48	P	REINF	TT	067076	
80	90	-	17	50	S	REINF	TT	933934	
90	80	-	16	51	S	REINF	TL/TT	345625	
110	80	-	14	59	S	REINF	TT	637986	

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
50	100	-	17	30	P	REINF	TT	715270	
70	90	-	14	40	P	REINF	TT	376131	
70	90	-	17	43	S	REINF	TT	835288	
80	90	-	14	46	P	REINF	TT	662942	14MCG
80	90	-	17	50	S	REINF	TT	119984	
90	80	-	14	49	P	REINF	TT	987637	
90	90	-	14	52	P	REINF	TT	007393	
90	90	-	18	57	S	REINF	TT	859919	18ME
100	80	-	16	50	P		TL/TT	518358	16MF
100	90	-	18	56	P		TT	469475	18ME
120	80	-	16	60	S		TL/TT	944215	16MG
3,5	-	-	16	58	P	REINF	TL/TT	445718	16MF
3	-	-	18	52	S	REINF	TT	589411	18ME

*Result of a product placement test carried out by Michelin Siam Co., Ltd. Involving 48 motorcycle taxis in Bangkok, Thailand, from November 2013 to March 2014. Results may vary depending on the motorcycle and road/traffic conditions.

**Test carried out by Dekra in June 2013 comparing the MICHELIN CITY Pro tyre with the IRC Maxing NR58, Dunlop D104 and the MICHELIN M35 tyre. Rear tyre 70/90-17 (MICHELIN CITY Pro / Dunlop D104) or 2.50-17 (IRC Maxing NR58 / MICHELIN M35).

MICHELIN
M45

Street tyres for smaller-engined bikes

Perfectly suited for urban riding

Outstanding tyre life

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
2,25	-	-	17	38	S	REINF	TT	104458	17MC
2,5	-	-	17	43	S	REINF	TT	104314	17MC
2,75	-	-	17	47	S	REINF	TT	057019	17MD
2,75	-	-	18	48	S	REINF	TT	104384	18ME
3	-	-	18	52	S	REINF	TT	104109	18ME
3,25	-	-	18	59	S	REINF	TT	057282	18MF
80	80	-	16	45	S	REINF	TL/TT	057408	16MD
90	80	-	16	51	S	REINF	TL/TT	057346	16MD
110	90	-	16	59	S		TT	057283	16MG

SCOOTER

MICHELIN POWER PURE SC RADIAL

Advanced dual-compound technology available for the first time for scooters of a capacity of less than 500cc

Excellent grip thanks to 2CT technology: harder rubber in the centre to withstand hard acceleration and braking, and softer rubber on the edges to maximise lean angles.

A tyre design directly inspired by our sport touring motorcycle ranges, offering increased stability on the straights and grip in the bends for greater safety.

Excellent handling and smooth cornering thanks to its sports profile: pure riding pleasure.

© E.Malherbe

2CT TWO COMPOUND TECHNOLOGY

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	120	70	R	15	56	H	TL	616634

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	160	60	R	15	67	H	TL	162285

MICHELIN POWER PURE SC

The first scooter tyre with dual compound technology

Excellent grip thanks to 2CT technology: harder rubber in the centre to withstand hard acceleration and braking, and softer on the edges to maximise lean angles.

Increased mileage thanks to a harder tread compound in the center of the tyre.

Great performance and looks thanks to the Hypersport motorcycle tyre inspired tread pattern.

2CT TWO COMPOUND TECHNOLOGY

FRONT	Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
	110	90	-	12	64	P	REINF	TL	387736
	110	90	-	13	56	P		TL	796466
	120	70	-	13	53	P		TL	424346
	120	70	-	14	55	P		TL	338633
	120	70	-	15	56	S		TL	888685
	120	80	-	14	58	S		TL	459869

FRONT / REAR	Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
	110	70	-	12	47	L		TL	024497
	130	60	-	13	53	P		TL	146100
	130	60	-	13	60	P	REINF	TL	382282
	120	70	-	12	58	P	REINF	TL	614566
	120	70	-	12	51	P		TL	101866

REAR	Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
	130	70	-	12	56	P		TL	905276
	130	70	-	12	62	P	REINF	TL	305000
	130	70	-	13	63	P	REINF	TL	738847
	130	80	-	15	63	P		TL	286927
	140	60	-	13	57	P		TL	068265
	140	60	-	13	57	L		TL	566401
	140	70	-	12	60	P		TL	458242
	150	70	-	13	64	S		TL	923566
	150	70	B	14	66	S		TL	610441

MICHELIN CITY GRIP

Optimal safety on wet road surfaces

MICHELIN's Progressive Sipe Technology (PST) helps prevent sliding on wet roads and slippery surfaces

An extensive range that covers the majority of the market's 125cc and bigger engined scooters, including big-wheeled models

Chosen by the world's most prestigious scooter manufacturers with more than 69 standard fitments!

THE NEW PIAGGIO MP3 500

PST PROGRESSIVE SIPE TECHNOLOGY

FRONT

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	Version	CAI
90	80	-	16	51	S	REINF	TL		447525
90	90	-	14	46	P		TL		208244
100	80	-	16	50	P		TL		566094
110	70	-	11	45	L		TL		243953
110	70	-	13	48	P		TL		455848
N 110	70	-	13	48	S		TL		527163
110	70	-	16	52	S		TL		924029
110	70	-	16	52	P		TL		701614
110	80	-	16	55	S		TL		714401
110	90	-	12	64	P	REINF	TL		000601
110	90	-	13	56	P		TL		857917
120	70	-	12	51	S		TL		236719
120	70	-	12	51	P		TL		671895
120	70	-	12	51	P		TL	GT	291900
120	70	-	14	55	S		TL		894453
120	70	-	14	55	P		TL		996576
120	70	-	15	56	P		TL		640949
120	70	-	15	56	S		TL		556230
120	70	-	16	57	P		TL		427212

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	Version	CAI
N 100	80	-	10	53	L		TL		616514

REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	Version	CAI
100	90	-	14	57	P	REINF	TL		002954
110	80	-	14	59	S	REINF	TL		960051
N 120	70	-	10	54	L	REINF	TL		352614
120	70	-	11	56	L		TL		024149
120	80	-	16	60	P		TL		694709
130	70	-	12	62	P	REINF	TL		501322
130	70	-	12	56	P		TL		814939
130	70	-	13	63	P	REINF	TL		487598
130	70	-	16	61	P		TL		877073
140	60	-	13	63	P	REINF	TL		466678
140	60	-	14	64	S	REINF	TL		183878
140	60	-	14	64	P	REINF	TL		279649
140	70	-	14	68	P	REINF	TL		418951
140	70	-	14	68	S	REINF	TL		567160
140	70	-	15	69	P	REINF	TL		304636
140	70	-	16	65	P		TL		276895
140	70	-	16	65	S		TL		310553
150	70	-	13	64	S		TL		008719
150	70	-	14	66	P		TL		012177
150	70	-	14	66	S		TL		224619

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YAMAHA XMAX 125

MICHELIN CITY GRIP Winter

Greater peace of mind

in Brief

Grip on fresh snow, slush, on wet ground, in cold weather and in dry conditions

Fast warm-up, even in winter

Welcome comfort in difficult conditions

FRONT	Width	Height	Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
	120	70	12	58	P	REINF	TL	455964
N	120	70	12	58	S	REINF	TL	017953
	120	70	15	56	S		TL	744536
	120	80	14	58	S		TL	184802

REAR	Width	Height	Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
	140	60	14	64	S	REINF	TL	777466
	140	70	14	68	S	REINF	TL	332733
	150	70	13	64	S		TL	118835

FRONT / REAR	Width	Height	Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI
N	130	60	13	60	P		TL	744536
	130	70	12	62	P	REINF	TL	139263
	3,5	0	10	59	J	REINF	TL/TT	461127

* Results of an in-house test carried out in 2013 revealed that the grip potential of the MICHELIN City Grip Winter tyre is superior to that of the MICHELIN City Grip tyre

In detail...

THERMO-ACTIVE RUBBER

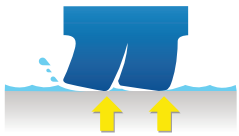
The chief characteristic of thermo-active rubber is that it does not become hard at temperatures below freezing point, down to -10°C. It consequently continues to ensure grip in wintry conditions (on cold and wet roads) when a 'normal' tyre would lose its grip potential.

A TREAD PATTERN DESIGNED FOR WINTRY CONDITIONS:

The sipes break through the surface water which is a useful feature in wet conditions in winter and summer alike.

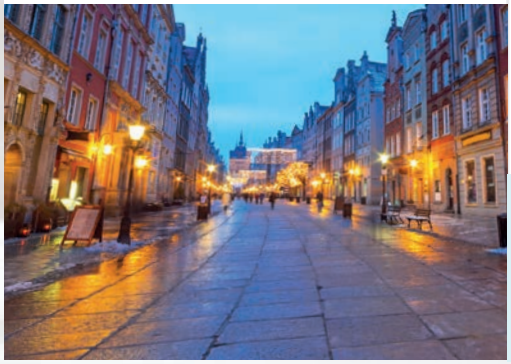
> The grooves clear water via the shoulders.

> The pattern's land-to-sea ratio varies depending on use: fewer grooves along the shoulders for extra grip on dry roads, plus significant grooving of the crown for grip in wet conditions and on snow.



M+S MARKING

M+S tyres (Mud and Snow) are specially designed to enhance performance on mud, snow and slush.
The term M+S refers to the tyre's significantly grooved tread pattern.



< Grip on snow explained on video !

< Discover MICHELIN City Grip Winter on video !

Can MICHELIN City Grip Winter tyres be used in summer?

Yes. Michelin developed the MICHELIN City Grip Winter tyre for people who travel all-year round and who do not want to change their tyres as a function of the season. The brief for the tyre called for outstanding grip on wet roads and slush, as well as in cold weather and in dry conditions.

MICHELIN *Pilot Sport SC*

RADIAL

The best of Sport touring radial motorcycle tyre technology for maxi-scooters

Excellent stability at high speed thanks to radial technology.

Deeply-grooved tread pattern for enhanced water clearance.

Derived from the world of motorcycle racing, Michelin radial technology delivers handling similar to that of high performance bikes.

FRONT

Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
120	70	R	14	55	H	TL	111031
120	70	R	15	56	H	TL	382137
120	70	R	16	57	H	TL	430000

REAR

Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
160	60	R	14	65	H	TL	448935
160	60	R	15	67	H	TL	810100

MICHELIN *S1*

An excellent value choice for urban scooters

Combines performance with great looks.

Outstanding performance versus price ratio.

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
100	80	-	10	53	J	-	TL/TT	057008	10B
3,5	0	-	10	59	L	-	TL/TT	534454	10B
100	90	-	10	56	J	-	TL/TT	104697	10B
110	80	-	10	58	J	-	TL/TT	104721	10C
130	70	-	10	62	J	-	TL/TT	104714	-
3	0	-	10	42	J	-	TL/TT	104694	10B
3	0	-	10	50	J	-	TL/TT	871893	10B
3,5	0	-	10	59	J	-	TL/TT	968820	10B
80	100	-	10	46	J	-	TL/TT	309015	10B
80	90	-	10	44	J	-	TL/TT	601859	10B
90	90	-	10	50	J	-	TL/TT	104720	10B

MICHELIN *S83*

Retro looks plus modern-day performance

Retro looks combined with modern performance, including particularly outstanding grip on wet roads.

Factory equipment on the most retro of all Vespa scooters, the PX125 and PX 150.

Ideal for classic scooters with 8 or 10 inch wheels.

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	Standard / enhanced	TL / TT	CAI	Tubes
100	90	-	10	56	J		TL/TT	104696	10B
3.00	-	-	10	42	J		TL/TT	057199	10B
3.50	-	-	10	51	J		TL/TT	057201	10B
3.50	-	-	10	59	J	REINF	TL/TT	057203	10B
3.50	-	-	8	46	J		TT	057237	8B

MICHELIN *ACS*

A special 9-inch tyre

Designed specifically for urban scooters with nine-inch wheels.

Great quality for its price, plus retro looks.

FRONT / REAR

Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
2.75	-	-	9	35	J	TT	366314	9AB3

MICHELIN *Bopper*

Sporty performance for scooters such as BW's, Typhoon, Booster, Speedfight and others

A semi-slick tread pattern for extraordinary performance.

Easy turn in and good lean angles with maximum grip!

Excellent feedback puts you in control.

FRONT / REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Tubes
	120	70	-	12	51	L	TL/TT	057023	
	120	90	-	10	57	L	TL/TT	057030	
	130	70	-	12	56	L	TL/TT	057024	
	130	90	-	10	61	L	TL/TT	057031	10CG

MICHELIN *Reggae*

Off-road looks for scooters like BW's, Typhoon, Booster, Speedfight and others

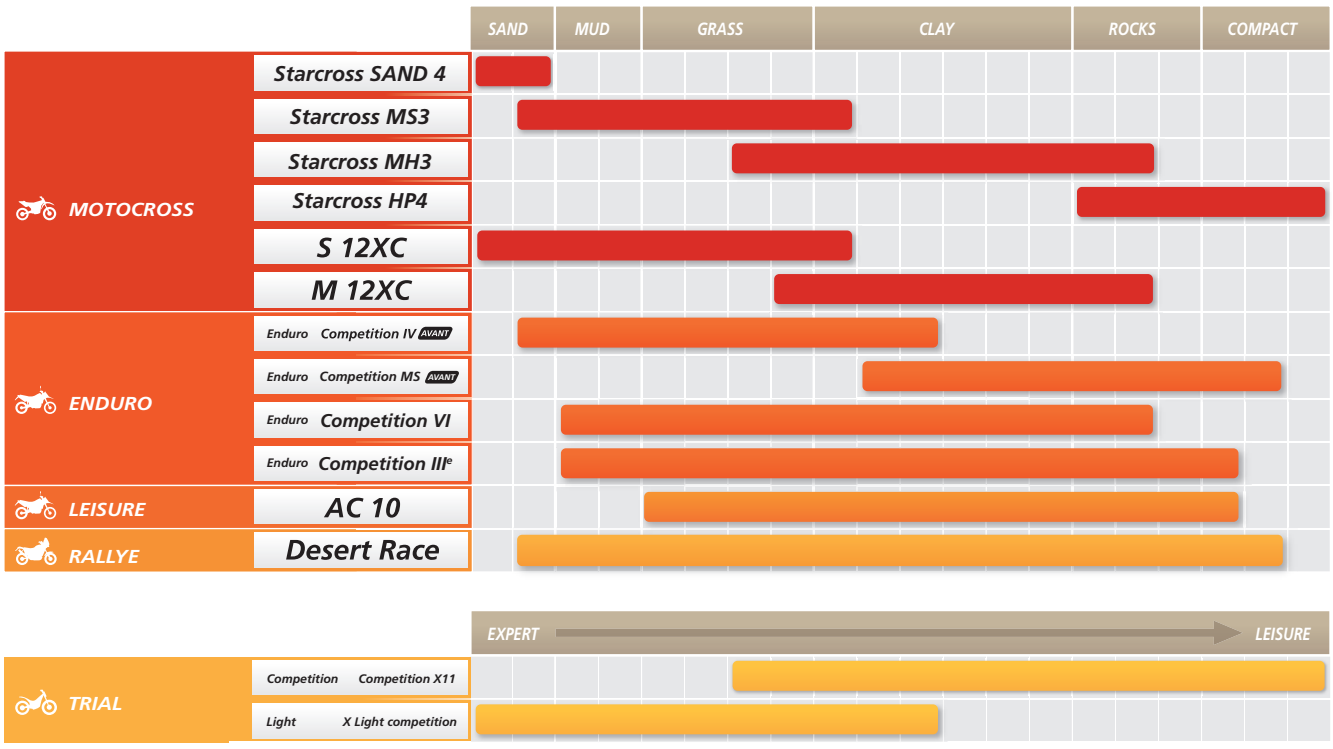
Trendy looks for scooter owners on the go.

A chunky tread pattern, ideal for on- off-road surfaces.

FRONT / REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI
	120	90	-	10	57	J	TL	057104
	130	90	-	10	61	J	TL	104647

OFF-ROAD

Choose the right tyre for the type of terrain and type of motorcycle



MICHELIN
Starcross SAND 4

for sandy tracks

Superior traction in the sand thanks to its scoop-shaped tread blocks.

The ideal tyre choice for such legendary tracks as Le Touquet, Lommel and Weston.

For use in conjunction with the MICHELIN S12 XC tyre.

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Dim. Chambre UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	100	90	-	19	57	M	TT	134111	UHD	M22	057333	19 UHD	842770	19MER	754720
	110	90	-	19	62	M	TT	750804	UHD	M199	057335	19 UHD	842770	19MFR	623140

MICHELIN
Starcross MS3

for mixed/soft ground

Elite Motocross winner in 2014 with Sébastien Pourcel.

Elite Motocross winner in 2013 with Cédric Soubeyras.

THE soft terrain tyre choice for Michelin's MX1 and MX2 World Championship sponsored riders.

The front MICHELIN Starcross MS3 is the benchmark in terms of cornering performance and turn-in precision under braking.

photo : nicolas Provost

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	80	100	-	21	51	M	TT	974141	UHD	M15	057333	21 UHD	827203	21MDR	833092
	2.50	-	-	12	36	J	TT	916447	-	-	-	-	-	12MCR	974530
	60	100	-	14	30	M	TT	321509	-	-	-	-	-	14MBR	931670
	70	100	-	17	40	M	TT	001161	-	-	-	-	-	70/100 - 17	125391
	70	100	-	19	42	M	TT	242166	-	-	-	-	-	70/100 - 19	125392

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	100	90	-	19	57	M	TT	796003	UHD	M22	057334	19 UHD	842770	19MER	754720
	110	100	-	18	64	M	TT	792469	UHD	M14	057337	18 UHD Medium	34757	18MFR	830920
	110	90	-	19	62	M	TT	231046	UHD	M199	057335	19 UHD	842770	19MFR	623140
	120	90	-	18	65	M	TT	994400	UHD	M14	057337	18 UHD Large	600967	18MGR	795250
	2.75	-	-	10	37	J	TT	766896	-	-	-	-	-	10MBR	155574
	80	100	-	12	41	M	TT	205310	-	-	-	-	-	12MCR	974530
	90	100	-	14	49	M	TT	322659	-	-	-	-	-	90/100 - 14	125389
	90	100	-	16	51	M	TT	990227	-	-	-	-	-	90/100 - 16	125390

FRONT / REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	2.50	-	-	10	33	J	TT	561755	-	-	-	-	-	10 MBR	155574

MICHELIN Starcross MH3

for mixed/hard-packed ground

Elite Motocross winner in 2014 with Sébastien Pourcel and in 2013 with Cédric Soubeyras.

THE hard terrain tyre choice for Michelin's MX1 and MX2 World Championship sponsored riders.

Superb lean angle turn-in performance for extra confidence.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	80	100	-	21	51	M	TT	560859	UHD	M15	057333	21 UHD	827203	21MDR	833092
	2.50	-	-	12	36	J	TT	950463	-	-	-	-	-	12MCR	974530
	60	100	-	14	30	M	TT	447286	-	-	-	-	-	14MBR	931670
	70	100	-	17	40	M	TT	733617	-	-	-	-	-	70/100 - 17	125391
	70	100	-	19	42	M	TT	064205	-	-	-	-	-	70/100 - 19	125392

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	100	90	-	19	57	M	TT	469483	UHD	M22	057334	19 UHD	842770	19MER	754720
	110	100	-	18	64	M	TT	355620	UHD	M14	057337	18 UHD Medium	34757	18MFR	830920
	110	90	-	19	62	M	TT	013095	UHD	M199	057335	19 UHD	842770	19MFR	623140
	120	90	-	18	65	M	TT	833839	UHD	M14	057337	18 UHD Large	600967	18MGR	795250
	2.75	-	-	10	37	J	TT	186919	-	-	-	-	-	10MBR	155574
	80	100	-	12	41	M	TT	848292	-	-	-	-	-	12MCR	974530
	90	100	-	14	49	M	TT	594539	-	-	-	-	-	90/100 - 14	125389
	90	100	-	16	51	M	TT	017158	-	-	-	-	-	90/100 - 16	125390

MICHELIN Starcross HP4

for hard, hard-packed or rocky ground

Excellent grip on hard-packed surfaces with consistent performance - from the holeshot to the end of the race - even on extremely diffi cult terrain.

Designed for Supercross use.

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	90	100	-	21	57	M	TT	608348	UHD	M16	338000	21 UHD	827203	21 MDR	833092

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	110	90	-	19	62	M	TT	582068	UHD	M199	057335	19 UHD	842770	19 MFR	623140

MICHELIN S 12XC

For muddy and grassy ground

THE muddy/grassy terrain tyre choice for Michelin's 2013 MX1 and MX2 sponsored riders.

25 percent extra tyre life over the MICHELIN S12 thanks to its new high-resistance compound.

Superior traction and grip on greasy cross-slopes thanks to its tall 18mm tread blocks and Maximised Contact Patch casing.

FRONT														
Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
90	90	-	21	54	M	TT	782934	UHD	M15	057333	21 UHD	827203	21MDR	833092

REAR														
Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
120	80	-	19	63	M	TT	783126	UHD	M22	057334	19 UHD	842770	19MER	754720
120	90	-	18	65	M	TT	393645	UHD	M18	057338	18 UHD Medium	34757	18MFR	830920
130	70	-	19	64	M	TT	857775	UHD	M199	057335	19 UHD	842770	19MFR	623140
130	80	-	18	66	M	TT	654696	UHD	M14	057337	18 UHD Medium	34757	18MFR	830920
140	80	-	18	70	M	TT	826954	UHD	M14	057337	18 UHD Large	600967	18MGR	795250

MICHELIN M 12XC

For leisure use on mixed/hard-packed ground

25% extra tyre life over the MICHELIN M12 thanks to its new high-resistance compound.

Superior traction thanks to Maximised Contact Patch casing, its strength and long life make it an ideal tyre for practice.

MCP MAXIMIZED CONTACT PATCH

FRONT														
Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
90	90	-	21	54	M	TT	460639	UHD	M15	057333	21 UHD	827203	21MDR	833092

REAR														
Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
120	80	-	19	63	M	TT	428540	UHD	M22	057334	19 UHD	842770	19MER	754720
120	90	-	18	65	M	TT	748848	UHD	M18	057338	18 UHD Medium	34757	18MFR	830920
130	70	-	19	64	M	TT	269959	UHD	M199	057335	19 UHD	842770	19MFR	623140
130	80	-	18	66	M	TT	654919	UHD	M14	057337	18 UHD Medium	34757	18MFR	830920
140	80	-	18	70	M	TT	123997	UHD	M14	057337	18 UHD Large	600967	18MGR	795250

MICHELIN
Enduro Competition IV FRONT

For soft and extremely slippery ground

The choice of Enduro World Champions Pierre-Alexandre Renet (2014 E2 champion) and Matthew Phillips (2013 EJ champion).

Ideal for wintry conditions and early season races, its open tread pattern and tall tread blocks efficiently clear out mud and deliver outstanding cornering grip.

Outstanding road holding in very slippery conditions: the ideal ally for muddy terrain.


PIERRE-ALEXANDRE RENET

© JM Pouget

FIM approved

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	90	90	-	21	54	R	TT	104864	UHD	M15	057333	21 UHD	827203	21 MDR	833092

MICHELIN
Enduro Competition MS FRONT

For mixed and hard-packed ground

The choice of Enduro World Champion Pierre-Alexandre Renet (2014 E2 champion) for hard ground.

Chosen for its versatility in summer conditions: it allows precise control through its more rigid tread blocks.


PIERRE-ALEXANDRE RENET

© JM Pouget

FIM approved

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	90	90	-	21	54	R	TT	005959	UHD	M15	057333	21 UHD	827203	21MDR	833092

MICHELIN
Enduro
Competition VI

THE tyre choice for all types of terrain

Extremely versatile for use on all terrains: soft, sandy, mixed or hard ground.

Excellent sturdiness and wear resistance, plus improved* grip on hard-packed ground thanks to its taller reinforced tread blocks.

Enhanced ride comfort due to improved* shock absorption (over roots, stones, etc.) and better stability under braking, allowing harder braking.

The choice of Enduro World Champions Pierre-Alexandre Renet (2014 E2 champion) and Matthew Phillips (2013 EJ champion).

FIM approved

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	90	100	-	21	57	R	TT	479755	UHD	M16	338000	21 UHD	827203	21 MDR	833092

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	120	90	-	18	65	R	TT	458646	UHM	M18	057338	18 UHD MEDIUM	034757	18MFR	830920
	140	80	-	18	70	R	TT	563565	UHD	M14	057337	18 UHD LARGE	600967	18MGR	795250

MICHELIN
Enduro
Competition IIIe REAR

For all types of ground

Used by all the Michelin-equipped riders in every class of the 2014 Enduro World Championship, including Mathias Belllino and Pierre-Alexandre Renet.

The benchmark rear tyre for all conditions. Enhanced traction thanks to its ultra-high grip compound. Flexible casing for a more comfortable ride.

MATHIAS BELLINO

© JM Pouget

FIM approved

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	120	90	-	18	65	R	TT	104637	UHD	M18	057338	18 UHD Medium	34757	18MFR	830920
	140	80	-	18	70	R	TT	104620	UHD	M14	057337	18 UHD Large	600967	18MGR	795250

MICHELIN AC 10

for motocross practice, non fiM enduro and leisure use including green lanin

Lasting performance and outstanding value for money.

Homologated for road use, but is not designed for prolonged use in a single journey.

Approved for highway use

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	80	100	-	21	51	R	TT	395809	UHD	M15	057333	21 UHD	827203	21MDR	833092

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	100	100	-	18	59	R	TT	388771	UHD	M18	057338	18 UHD Medium	34757	18MFR	830920
	100	90	-	19	57	R	TT	340727	UHD	M22	057334	19 UHD	842770	19MER	754720
	110	100	-	18	64	R	TT	227535	UHD	M14	057337	18 UHD Medium	34757	18MFR	830920
	110	90	-	19	62	R	TT	473840	UHD	M199	057335	19 UHD	842770	19MFR	623140
	120	90	-	18	65	R	TT	820067	UHD	M14	057337	18 UHD Large	600967	18MGR	795250

PIERRE-ALEXANDRE RENET,
Enduro 2014 world champion, category E2

MICHELIN Desert RACE

Designed for rally raid use

An unrivalled Dakar Rally record: 31 victories since 1982!

Excellent handling in tight conditions.

Excellent stability at high speeds.

Paired with a MICHELIN Bib Mousse, it's the perfect solution for Rallye Raid use.

Chosen by Team KTM Factory Rally, winner of the 2013 Dakar Rally, for its exceptional performance no matter the type of terrain, temperature, motorcycle displacement or weight of the machine.

Approved for highway use

FRONT	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	90	90	-	21	54	R	TT	209230	UHD	M15/M16	057337 / 338000	21UHD	827203	21MDR	833092

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	140	80	-	18	70	R	TT	111636	UHD	M02	057331	18 UHD Large	600967	18MGR	795250

MICHELIN DESERT RACE

MICHELIN
Trial Competition

MICHELIN
Trial Competition X11

The great value Michelin trial tyre

Combines flexibility, grip and strength.

A great value tyre for pros and amateurs alike.

Approved for highway use

FRONT : MICHELIN Trial Competition

FRONT	Width	Height	Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	2.75	-	21	45	L	TT	057230	-	-	-	-	-	21 TRIAL	135666

REAR : MICHELIN Trial X11

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	4.00	-	R	18	64	L	TL	097047	-	-	-	-	-	N/A	-

MICHELIN
Trial Light

MICHELIN
Trial X-Light Competition

MICHELIN's benchmark trial tyre

Winner of the 2014 Indoor and Outdoor Trial world titles with Tony Bou for the eighth year running.

Its light weight* facilitates sideways manoeuvring and jumping.

Literally hugs obstacles and rocks thanks to its Maximized Contact Patch casing.

* The MICHELIN Trial Light (front and rear) is six percent lighter than the MICHELIN Trial Competition (front and rear).

TONI BOU

MCP MAXIMIZED CONTACT PATCH

Approved for highway use

FRONT : MICHELIN Trial Light

FRONT	Width	Height	Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	80	100	21	51	M	TT	436147	-	-	-	-	-	21 TRIAL	135666

REAR : MICHELIN Trial X-Light Competition

REAR	Width	Height		Diam.	Load index	Speed index	TL / TT	CAI	Renf/UHD	Size Mousse	CAI mousse	Size Tubes UHD	CAI Tubes UHD	Size Tubes	CAI Tubes
	120	100	R	18	68	M	TL	546774	-	-	-	-	-	N/A	-

MICHELIN *Bibmousse*

The Michelin solution to punctures and pinch fl ats

Invented by Michelin for Cross Country, Rallye, Enduro and Motocross use.

An unrivalled Dakar Rally record: 30 victories since 1982!

Lighter than a reinforced inner tube, equivalent to an inflation pressure of 0.9 bar (13psi).

Not for use on the public highway. (NHS) Only to be used in conjunction with MICHELIN offroad competition tyres.

BIBMOUSSE

MARKING	DIMENSIONS	CAI	gamme	dim. tyre	CAI tyre	Size Tubes UHD	CAI Tubes UHD
M15	80/100-21 et 90/90-21	057333	AC10	80/100 - 21	395809	21 UHD	827203
			Désert race	90/90 - 21	104262	21 UHD	827203
			Enduro IV	90/90 - 21	104864	21 UHD	827203
			Enduro MS	90/90 - 21	005959	21 UHD	827203
			MS 3	80/100 - 21	974141	21 UHD	827203
			MH 3	80/100 - 21	560859	21 UHD	827203
			S 12 XC	90/90 - 21	782934	21 UHD	827203
			M 12 XC	90/90 - 21	460639	21 UHD	827203
M16	90/100-21	338000	HP4	90/100 - 21	608348	21 UHD	827203
			Enduro VI	90/100 - 21	479755	21 UHD	827203
M22	100/90 - 19	057334	MS 3	100/90 - 19	796003	19 UHD	842770
			MH 3	100/90 - 19	469483	19 UHD	842770
			S 12 XC	120/80 - 19	783126	19 UHD	842770
			M 12 XC	120/80 - 19	428540	19 UHD	842770
			AC10	100/90 - 19	340727	19 UHD	842770
M199	110/90-19	057335	Sand 4	110/90 - 19	750804	19 UHD	842770
			MS 3	110/90 - 19	231046	19 UHD	842770
			MH 3	110/90 - 19	013095	19 UHD	842770
			HP 4	110/90 - 19	582068	19 UHD	842770
			S 12 XC	130/70 - 19	857775	19 UHD	842770
			M 12 XC	130/70 - 19	269959	19 UHD	842770
			AC10	110/90 - 19	473840	19 UHD	842770
M18	120/90-18	057338	S 12 XC	120/90 - 18	393645	18 UHD Medium	34757
			M 12 XC	120/90 - 18	748848	18 UHD Medium	34757
			AC10	100/100 - 18	388771	18 UHD Medium	34757
			Enduro IIIe	120/90 - 18	104637	18 UHD Medium	34757
M14	140/80-18	057337	S 12 XC	130/80 - 18	654696	18 UHD Medium	34757
			S 12 XC	140/80 - 18	826954	18 UHD Large	600967
			M 12 XC	130/80 - 18	654919	18 UHD Medium	34757
			M 12 XC	140/80 - 18	123997	18 UHD Large	600967
			AC10	110/100 - 18	227535	18 UHD Medium	34757
			AC10	120/90 - 18	820067	18 UHD Large	600967
			Enduro IIIe	140/80 - 18	104620	18 UHD Large	600967
M02	140/90-18	057331	Désert race	140/80 - 18	111636	18 UHD Large	600967

MICHELIN Bibmousse fitting gel

For optimum durability, use MICHELIN gel when fitting MICHELIN Bibmousse.

DIMENSIONS	CAI
GEL BIBMOUSSE PACK 12 TUBES	551165

OTHER PRODUCTS

Tubes on road

DESCRIPTION	CAI		CARTON QUANTITY
15MI VALVE 2171	605348	130/90-15	12
15MJ VALVE 2171	012116	180/70-15 ; 140/90-15 ; 150/90-15 ; 170/80-15	8
16MG VALVE TR4	178176	110/90-16 ; 120/80-16	20
16MI2 VALVE TR4	959484	MT90-16 ; MU90-16 ; MU85-16; 120/90-16 ; 130/90-16 ; 140/90-16 ; 150/80-16 ; 160/80-16	12
16MI VALVE 2171	099604	MT90-16 ; MU90-16 ; MU85-16; 120/90-16 ; 130/90-16 ; 140/90-16 ; 150/80-16 ; 160/80-16	12
16MD VALVE TR4	190223	2.50-16 ; 2.75-16 ; 80/80-16 ; 90/80-16	30
16MF VALVE TR4	668275	3.25- 16 ; 3.50-16 ; 100/80-16 : 100/90-16 ; 90/90-16	20
17MG VALVE TR4	306786	120/60-17 ; 110/70-17 ; 120/70-17 ; 110/80-17; 110/90-17 ; 4.00-17 ; 4.60-17 ; 120/80-17	20
17MH VALVE TR4	166806	130/70-140/70-130/80-120/90x17	12
17MI VALVE TR4	899702	150/70-160/70-140/80-130/90x17	12
17MC VALVE TR4	524451	2.25-17 ; 2.50-17	30
17MD VALVE TR4	143858	2.75-17	30
17ME VALVE TR4	788345	3.00-17 ; 100/80-17 ; 90/80-17	20
18MF VALVE TR4	929348	110/80-18 ; 120/80-18 ; 100/90-18 ; 110/90-18; 3.25-18 ; 3.50-18	20
18MG VALVE TR4	410943	130/70-18 ; 110/80-18 ; 120/80-18 ; 130/80-18 ; 100/90-18; 110/90-18 ; 120/90-18 ; 3.25-18; 3.50-18 ; 4,00-18; 4.10-18 ; 4.60-18	20
18MC VALVE TR4	528151	2.50-18	30
18ME VALVE TR4	718703	2.75-18 ; 3.00-18 ; 80/100-18 ; 90/90-18	20
19ME VALVE TR4	390115	2.50-19 ; 3.00-19 ; 90/90-19	20
19MF VALVE TR4	032532	3.25-19 ; 110/80-19 ; 100/90-19 ;110/90-19; 120/60-19 ; 90/100-19	20
21MD VALVE TR4	206108	2.50-21 ; 2.75-21 ; 3.00-21 ; MH90-21 ; 80/90-21; 90/90-21 ; 80/100-21 ; 90/100-21	20

Tubes Off-road bike

DESCRIPTION	RENF/ UHD	CAI	SIZE	CARTON QUANTITY
10MBR VALVE TR4	-	155574	2.50-10 ; 2.75-10	30
12 MCR VALVE TR4	-	974530	2.50-12 ; 80/100-12	30
14 MBR VALVE TR4	-	931670	60/100-14	30
90/100-14 RSTOP REINF ST30F MI	Renf	125389	90/100-14	30
90/100-16 RSTOP REINF ST30F MI	Renf	125390	90/100-16	30
17MHR VALVE TR4	-	335733	140/80-150/60-160/60x17	8
70/100-17 RSTOP REINF ST30F MI	Renf	125391	70/100-17	30
18 UHD MEDIUM TR4	UHD	034757	100/100-18 ; 110/100-18 ; 120/90- 18 ; 130/80-18	6
18MFR VALVE TR4	-	830920	130/80-18 ; 100/100-18 ; 110/100-18	12
18MGR VALVE TR4	-	795250	130/80-18 ; 140/80-18 ; 120/90-18 ; 130/90-18 ; 100/100-18 ; 110/100-18	12
18 UHD LARGE TR4	UHD	600967	140/80-18	6
19 UHD TR4	UHD	842770	100/90-19 ; 110/90-19 ; 120/80-19 ; 130/70-19	6
19MFR VALVE TR4	-	623140	110/90-19 ; 130/70-19	12
19MER VALVE TR4	-	754720	120/80-19 ; 100/90-19	12
70/100-19 RSTOP REINF ST30F MI	Renf	125392	70/100-19	30
21MDR VALVE TR4	-	833092	"2.50-21 ; 2.75-21 ; 3.00-21 ; 80/90-21 ; 90/90-21 80/100-21 ; 90/100-21"	12
21 TRIAL VALVE TR4	-	135666	2.75-21 Special Trial	20
21 UHD TR4	UHD	827203	80/100-21 ; 90/90-21	6

TR4

MOTO - R1466

MOTO - R2171

UHD : Ultra Heavy Duty inner tube, 4.0mm thick
Reinforced : Reinforced inner tube, 2.5mm thick

Tubes Scooter

DESCRIPTION	CAI	SIZE	CARTON QUANTITY
4AB VALVE 673	454110	4,00 - 4	30
8B 1 VALVE 741	125611	3.50-8 ; 4.00-8	30
8B 3 VALVE 1202 (51-90)	125614	3.50-8 ; 4.00-8	30
8B 4 VALVE 742	125615	3.50-8 ; 4.00-8	30
8C 3 VALVE 1202	125599	4.50-8	30
9AB 3 VALVE 1202	125521	2 3/4 ; 2.75-9	30
10B 1 VALVE 741	125616	3.00-10 ; 3.50-10 ; 100/80-10 ; 100/90-10 ; 90/90-10	30
10B 4 VALVE 1202	733003	3.00-10 ; 3.50-10 ; 100/80-10 ; 100/90-10 ; 90/90-10	30
10C 3 VALVE 1202	125603	4.00-10 ; 110/80-10	30
10CG 13 VALVE 746	125683	4.00-10 ; 4.50-10 ; 5.00-10 ; 130/90-10	20
10D VALVE 673	125638	4.50-10 ; 4.80-10 ; 5.00-10 ; 110/80-10	20
12B 1 VALVE 741	125627	3.00-12 ; 3.50-12	30

SCOOTER - R742, R746

SCOOTER - R745, R746

SCOOTER - Bent 90° : R673, R102 / SCOOTER - Bent 90° : R673, R102

Rim-band

DIMENSIONS	CAI
RIM BAND 1.35/1.85 X 17/18 (1200X25)	919627
RIM BAND 1.60/1.85 X 21 (1400X25)	949947
RIM BAND 1.60/2.00 X 18/19 (1300X25)	656415
RIM BAND 2.15/3.00X17/18/19(1200X33)	359215

TECHNICAL DATA

FUNCTIONS OF A TYRE

TALKING ABOUT THE FUNCTIONS OF A TYRE MEANS THAT WE MUST HAVE THE RIGHT DEFINITIONS:

« A tyre is a combination of a tyre/casing, a wheel and pressurised air »

THE MAIN FUNCTIONS OF A TYRE ARE:

- TO TRANSMIT : the power of the engine to the road surface
- TO DAMP : the irregularities in the road surface
- TO CARRY : the load of the whole vehicle
- TO ROLL : ensuring good grip in the dry and in the wet
- TO RESPOND : to the braking and acceleration demands
- TO STEER : by reflecting the movements of the steering system
- TO LAST : guaranteeing good mileage performance

MAXIMUM SPEED OF TYRES WITH (W) SPEED INDEX

EACH MOTORCYCLE REQUIRES TYRES WITH A GIVEN SPEED INDEX

The table below defines the Speed Index commonly applicable to our tyres.

The Speed Index defines the maximum speed at which any tyre, displaying this index, is approved.

This level of approval is unambiguous when it comes to bounded speed index. (J = 100, S = 180, H = 210, …….)

This is not the case for the (W) speed index which is not bounded. In this case, it is the tyre manufacturer's responsibility to ensure a maximum speed for the tyre which corresponds at least to the maximum speed of the motorcycle on which the tyre can be mounted.

It is thus important to know, for each (W) rated tyre equipment, its actually approved maximum speed, and consequently to recommend it or not on motorcycles.

SPEED INDEX			
SPEED SYMBOLS	SPEED (KM/H)	SPEED SYMBOLS	SPEED (KM/H)
J	100	T	190
K	110	U	200
L	120	H	210
M	130	V	240
N	140	(V)*	> 240
P	150	W	270
Q	160	(W)*	> 270
R	170	(*) combined load and speed eg (73W) and not alone eg (W)	
S	180		

MARKING (HOW TO READ A TYRE SIDEWALL, LOAD AND SPEED INDEX)

The SPEED INDEX indicates the maximum speed at which the tyre can carry a load corresponding to its Load Index under service conditions specified by the tyre manufacturer.

Index	km/h	Index	km/h	Index	km/h	Index	km/h	Index	km/h	Index	km/h	Index	km/h	Index	km/h
B	50	E	70	J	100	M	130	Q	160	T	190	V	240	(W)	>270
C	60	F	80	K	110	N	140	R	170	U	200	(V)	>240	Y	300
D	65	G	90	L	120	P	150	S	180	H	210	W	270		

The LOAD INDEX is a numerical code associated with the maximum load a tyre can carry at the speed indicated by its Speed Symbol under service conditions specified by the tyre manufacturer.

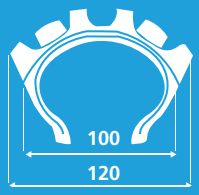
Index	kg	Index	kg	Index	kg	Index	kg	Index	kg	Index	kg	Index	kg	Index	kg
20	80	30	106	40	140	50	190	60	250	70	335	80	450	90	600
21	82,5	31	109	41	145	51	195	61	257	71	345	81	462	91	615
22	85	32	112	42	150	52	200	62	265	72	355	82	475	92	630
23	87,5	33	115	43	155	53	206	63	272	73	365	83	487	93	650
24	90	34	118	44	160	54	212	64	280	74	375	84	500	94	670
25	92,5	35	121	45	165	55	218	65	290	75	387	85	515	95	690
26	95	36	125	46	170	56	224	66	300	76	400	86	530	96	710
27	97,5	37	128	47	175	57	230	67	307	77	412	87	545	97	730
28	100	38	132	48	180	58	236	68	315	78	425	88	560	98	750
29	103	39	136	49	185	59	243	69	325	79	437	89	580	99	775

EQUIVALENT TABLE

ALL TYPES OF DIAGONAL ARCHITECTURE TIRES	
DIMENSIONS IN MM	DIMENSIONS IN INCHES
50/100	2.00
60/100	2.25
70/100	2.50
80/80	2.75
80/90	2.75 - 3.00
90/90	3.00 - 3.25 - 3.60
100/90	3.50 - 4.10
110/90	4.00 - 4.10 - 4.60
120/80	4.25 - 4.50 - 4.60
120/90	4.25 - 4.50
130/80	4.50 - 4.60 - 5.10
130/90	4.50 - 4.60 - 5.10
140/80	4.50 - 5.10 - 5.50
140/90	5.10 - 5.50

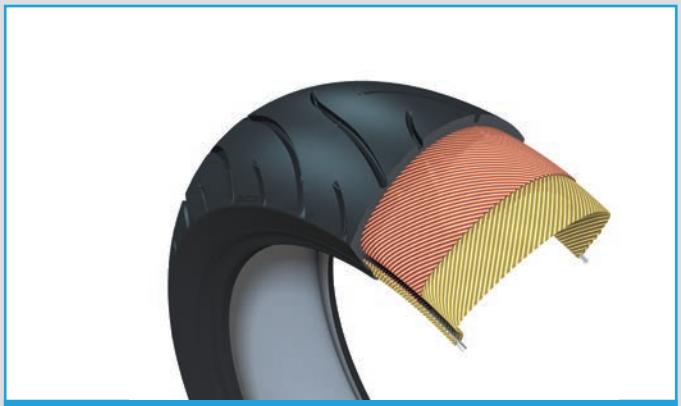
OFF ROAD EQUIVALENT	
ENDURO TIRES & MICHELIN S12 XC & M12XC	CROSS TIRES
90/90-21	80/100-21
120/80-19	100/90-19
130/70-19	110/90-19
120/90-18	100/100-18
130/80-18	110/100-18
140/80-18	120/90-18

THE WIDTH OF CROSS TYRES IS MEASURED AT THE LEVEL OF THE BASE OF THE TREAD BLOCKS, WHILE FOR ENDURO TYRES, IT IS MEASURED BY THE OVERALL DIMENSION, THAT IS TO SAY THERE ARE HUGE DISPARITIES IN THE WORLD OF MOTORBIKES AND SCOOTERS. WHATEVER THE TYPE, ALL THESE 2-WHEELERS CAN BE FITTED WITH MICHELIN TYRES. TO ADAPT ITS OFFERING TO THIS WIDE VARIETY OF REQUIREMENTS, MICHELIN HAS 2 TYPES OF TYRE ARCHITECTURE : THE BIAS, OR CROSS-PLY, STRUCTURE AND THE RADIAL STRUCTURE. AT THE WIDEST POINT WHICH IS THE TOP OF THE TREAD BLOCKS.

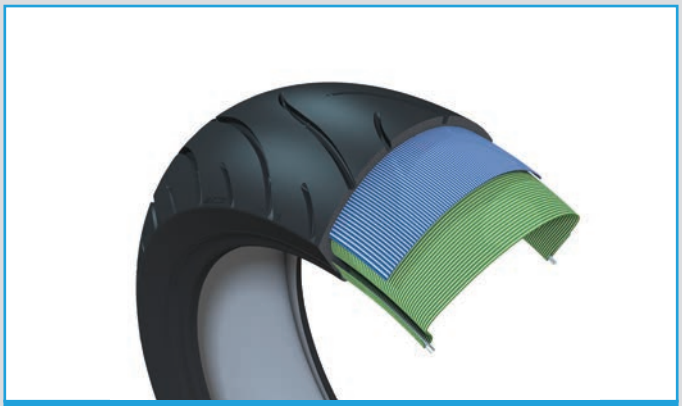


STRUCTURE RADIAL / BIAS

THERE ARE HUGE DISPARITIES IN THE WORLD OF MOTORBIKES AND SCOOTERS. WHATEVER THE TYPE, ALL THESE 2-WHEELERS CAN BE FI TTED WITH MICHELIN TYRES. TO ADAPT ITS OFFERING TO THIS WIDE VARIETY OF REQUIREMENTS, MICHELIN HAS 2 TYPES OF TYRE ARCHITECTURE : THE BIAS, OR CROSS-PLY, STRUCTURE AND THE RADIAL STRUCTURE.



The carcass of a bias tyre consists of diagonally-oriented cable plies. The plies are stacked crosswise over the direction of the cables. The structure is uniform and the tyre crown and sidewalls have similar mechanical properties.



In a radial structure, the cables radiate around the axis of the tyre. In addition, the crown consists of plies forming a belt. The sidewalls and crown therefore have specific characteristics.

In contact with the ground, thanks to more flexible sidewalls, a radial tyre crown grips the road. Its footprint is not as long as that of a bias tyre but wider, offering more grip at a sharper angle when taking bends.

Pressure in the radial tyre contact area is more evenly distributed which ultimately means more uniform wear.

Thanks once again to its flexible sidewalls, a radial tyre offers greater ride comfort at high speed by cushioning irregularities in the road surface.

A bias tyre, however, is better able to withstand a heavy load as its sidewalls are more rigid. At high speed, the profile of a bias tyre becomes deformed, to the extent that it affects behavior.

A radial tyre, however, remains stable thanks to its crown belt with a continuous integrated cable around the circumference.

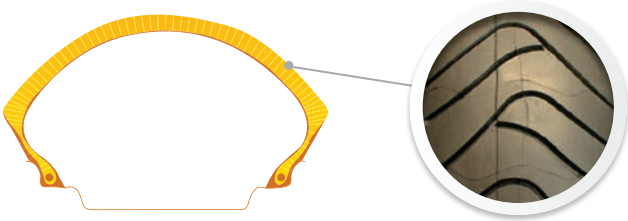
As we have seen, the bias structure is suitable for vehicles traveling at a moderate speed with small or mediumsized engines and a reasonably flexible chassis. It is also suitable for heavy or heavily-loaded bikes.

The radial structure becomes a necessity for more powerful vehicles with extremely rigid chassis and ones used for sport. It enables speeds in excess of 150 mph to be reached.

THE ANTI STATIC STRIP

A UNIQUE FEATURE NECESSARY ON A TREAD

- A vehicle is charged with static electricity and must be able to discharge this electricity into the ground. Since the tyre is the only point of contact between the vehicle and the ground, there is a regulation in this respect governing the minimum level of conductivity of tyres.
- When carbon black is used as a reinforcement filler, tyres normally have an acceptable level of conductivity.
- When other reinforcement fillers are used, such as silica, the level of conductivity may decrease. It then becomes necessary to apply design artifices to restore conductivity to an acceptable level.
- Hence the "zebrure" on the tread: this is a fine slice of rubber, the conductivity of which is such that it will enable the vehicle to discharge its static electricity into the ground.



- Hence the "zebrure" on the tread: this is a fine slice of rubber, the conductivity of which is such that it will enable the vehicle to discharge its static electricity into the ground.

ENEMIES OF THE TYRE

THE THREE MAIN ENEMIES OF THE THE TYRE ARE PHYSICAL, ENVIRONMENTAL AND HUMAN.

They are usually related to the inflation pressure, injury, the level of wear of the tread, weather conditions, maintenance, load conditions and speed, ... etc. With so many parameters involved, it is impossible to accurately predict the lifespan of a tyre.

PHYSICAL

- Age
- Poor conditions of storage
- Wear and damage (punctures, cuts, impacts, cracking/ crazing of the tread/sidewall rubber, lumps and bulges, etc).

ENVIRONMENTAL HAZARDS

- Extreme temperature.
- Moisture
- ozone
- Solvents, Hydrocarbons
- Fuel
- Chemicals

HUMAN

- Do not perform routine tyre checks for wear or damage.
- Do not maintain proper tyre pressure (under inflation or over inflation).
- Re-inflate a tyre that has run flat or seriously under-inflated.
- Do not change a tyre before it reached the legal wear limit.
- Neglecting a change in behavior of the bike, loss of pressure, vibration, noise, ...
- Do not inspect a tyre after a severe shock.
- Have an aggressive driving style.
- Using tyres of different sizes or types.
- Do not replace the valve when replacing a tubeless tyre.
- Repair a tyre yourself rather thango to a tyre specialist.
- Temporary repairs that become a permanent solution.
- Mount a tyre on a wheel damaged, distorted or changed.
- Do not store tyres correctly

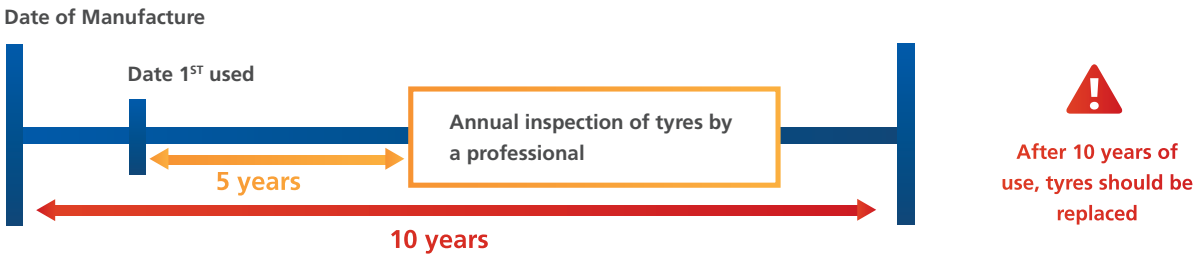
AGE AND PERFORMANCE ON A DELIVERED TYRE

EXCESSIVE AGEING OF A TYRE MAY AFFECT ITS PERFORMANCE AND EVEN ITS SERVICE SUITABILITY.

A correlation should not be made between the age of a tyre and its ageing. The ageing of a tyre depends solely on the conditions in which it has been stored and the way it has been used.

For example, a new tyre, parked or stored next to a transformer can incur irreversible damage to the sidewalls (cracking) within a few days: this will affect its performance and its ability to maintain pressure.

Michelin guarantees the integrity of the performance of tyres delivered to its customers. All tyres produced by Michelin are subject to demanding storage conditions that will guarantee the long-term durability of performance throughout storage life prior to delivery.



CHECKING TYRE FOR WEAR

F THE LEGAL OR TECHNICAL WEAR LIMIT HAS BEEN REACHED AT ONE POINT ON THE TREAD, THE TYRE MUST BE REPLACED.

The legal limit is the one laid down by the law of the country. The technological limit is the one evidenced by the wear indicator (0.8 mm on MICHELIN tyres).

The legal limit, if there is one, takes precedence over the technological limit. Since it is normally stricter than the technological limit (E.g.: Germany = 1.6 mm, France/UK/USA = 1.0 mm).

DURATION OF USE

Tyres are made of materials and components many of which are based on rubber. Rubber properties are essential to its correct functioning. These properties change over time and depend on many factors which the tyre is subjected throughout its life: climate, storage conditions, conditions of use (load, speed, pressure, ...).

USEFUL TIPS FOR YOUR MOTORCYCLE CUSTOMERS

Factors which influence ageing are so varied that it is impossible to accurately predict the life of a tyre. It is therefore recommended to:

- Have your motorcycle/scooter tyres inspected frequently by a qualified professional in addition to your own regular checks.
- After 5 years of use, have tyres inspected annually.
- After 10 years of use, replace tyres with new ones as a precautionary measure, even if their condition appears satisfactory and even if they have not reached the legal wear limit. This precaution should also be applied to inner tubes and to rubber-based accessories (e.g. rim tape), with the exception of accessories where another age recommendation is specified by the manufacturer (e.g. Bib Mousse).

PRESSURE

USEFUL TIPS FOR YOUR MOTORCYCLE CUSTOMERS

Check tyre pressure every 2 weeks and when cold (a tyre that has not run for at least 2 hours or has run for less than 3 km at a reduced speed).
Adhere to the pressure recommended by constructors or manufacturers.
A tyre should never be deflated when hot.
After checking the tyre pressures do not forget to replace the valve cap which in addition to the valve body, ensures an airtight seal.
Inflation with nitrogen does not mean that frequent pressure checks are not to be made.

IF A CHECK IS MADE AFTER USE, IT WILL BE MADE ON A HOT TYRE. SINCE PRESSURE INCREASES WITH THE TEMPERATURE, A TYRE SHOULD NEVER BE DEFL ATED WHEN HOT.

If a tyre is infl ated when hot, the pressure must be adjusted in line with manufacturer recommendations. To be correct, you should be aware that the pressure may be around 0.3 bars higher than the recommended level when cold.

Example:

- Pressure read when a tyre is hot = 2.6 bars
- Recommended pressure when cold = 2.5 bars
- The pressure required = 2.8 bars
- Add 0.2 bars

- In all cases, adhere to the pressure recommended by constructors or manufacturers.
- Inflation with nitrogen does not mean that frequent pressure checks are not to be made.
- After checking the tyre pressures do not forget to replace the valve cap which in addition to the valve body, ensures an airtight seal.

(A valve cap is essential to ensure a correct airtight seal. In fact, at high speed, the valve body can be pushed in by simple centrifugal force. This leads to a loss of pressure.)

These recommendations apply to tyres for use on the road. On a track and for racing in general there are special recommendations for this type of use.

WARM UP

TO GIVE THE BEST PERFORMANCE AND OPTIMAL GRIP TYRES NEED TO BE AT THE CORRECT OPERATING TEMPERATURE.

USEFUL TIPS FOR YOUR MOTORCYCLE CUSTOMERS

Advise your customers to start all journeys at a moderate speed in order to give their tyres sufficient time to reach their optimum working temperature and therefore deliver better grip.

CONTROL

RIDING ON UNDER INFLATED TYRES CAN CAUSE PREMATURE WEAR, IRREVERSIBLE DAMAGE TO THE TYRE AND POSSIBLY SUDDEN LOSS OF AIR WHICH CAN HAVE CATASTROPHIC CONSEQUENCES.

USEFUL TIPS FOR YOUR MOTORCYCLE CUSTOMERS

When making visual checks pay particular attention to the tread area and the sidewalls. Look for unusual, excessive or uneven tread wear, foreign objects, bulges or deformation, signs of penetration, cracking of the rubber or any deteriation or damage.

TYRE LEGISLATION

The tyre is one of the factors that determines the geometry and thus the handling and balance of the bike.

Staying with recommended tyre sizes ensures the handling and balance of the bike is not compromised.

Each motorcycle is tested and designed to perform to a standard set by the manaufacturer.

This is why it is important to follow the recommendations of the manufacturer.

TO CONFORM TO THE ROAD TRAFFIC LAWS IT IS IMPORTANT TO RESPECT:

- The tyre sizes front and rear recommended by the bike manufacturer.
- The speed and load capabilities of the tyres, which should be equal to or greater than the minimum recommendation of the manufacturer.
- The tyre construction (radial or bias) front and rear, which should only be mixed under the direction of the manufacturer, and if mixed must have the radial tyre fitted to the rear.

Follow rules of common sense when there are no legal restrictions, the riders safety can be directly affected by their tyres.

- When replacing only one tyre it is important to fit the same type of tyre, to maintain a pair of racing tyres, a pair of sports tyres or a pair of touring tyres for example. For best results a matching pair should be fitted.
- It is not recommended to fit different brands of tyre on the same machine, and definately not if they are of different types such as a sports tyre with a touring tyre.

Each manufacturer tests and validates the tyre dimension and type suitable for the front and rear of their machine, and these are different for each manufacturer.

STORAGE ADVICE

DAMP, TEMPERATURE, LIGHT AND CERTAIN CHEMICALS OR ELECTRICAL EQUIPMENT ARE KNOWN FACTORS AFFECTING AGEING: IT IS THEREFORE ESSENTIAL THAT PRODUCTS ARE STORED CORRECTLY.

DAMP : Store tyres in a cool, dry room with natural ventilation to avoid condensation. If outside, cover them with an opaque, waterproof tarpaulin.

LIGHT: Protect tyres from UV rays (sunlight and artificial light).

TEMPERATURE: It must be below 35°C. Avoid direct contact with pipes and radiators.

ELECTRICAL EQUIPMENT, SOLVENTS, HYDROCARBONS, FLAMMABLE SUBSTANCES, CHEMICALS: Never store tyres in a room where this equipment or these products are present.

STOCK ROTATION: First in, first out storage of tyres should be organized.

SHORT-TERM STORAGE (<4 weeks):
Stack tyres on pallets, preferably lying flat. Stacks should not exceed 1.20m (4 feet) in height. After 4 weeks, the stacks should be reformed with tyres piled up in reverse order.

When fitted onto wheels, tyres should be inflated when stored and kept in a vertical position or in only one layer on shelves.

LONG-TERM STORAGE:
Store tyres vertically on shelves at least 10cm (4 inches) from the floor. To prevent deformation, rotate slightly once a month.

TYRE DAMAGE/WEAR

DAMAGE

SOMMET :



DESCRIPTION

Crown damage with or without perforation and/or tears Localized braking.

ORIGINS

External aggression either by running over sharp/blunt objects or by rubbing against a foreign body.

DEVELOPMENT

damage to a tyre by rolling flat, breakage of plies, product decohesion.

CHECKING / ADVICES

- Check conditions of use.
- Check pressure used.
- Replace the product(s) concerned if the damage is extensive and has reached plies or the carcass.

SIDEWALL:

DESCRIPTION

damage to sidewalls with or without perforation and/or tears.

ORIGINS

External aggression either by running over sharp/blunt objects or by rubbing against a foreign body.

DEVELOPMENT

Rubber and ply broken on the sidewall, flat rolling.

CHECKING / ADVICES

- Check the conditions of use:
- Check pressure used:
- Replace the product(s) concerned if the damage is extensive and has reached plies or the carcass.

IMPACT

CROWN:

DESCRIPTION

Impact with plies broken on the crown. Traces of impact are generally found on the tread.

ORIGINS

External aggression by running over sharp/blunt objects.

DEVELOPMENT

Rubber and ply broken on the sidewall, flat rolling.

CHECKING / ADVICES

- Check conditions of use.
- Replace the tyre, examine the other tyres on the vehicle.

SIDEWALL:



DESCRIPTION

Extension or folds in the carcass ply with or without broken cords.

Radial break between cords

Nipping impact.

Immediate break without nipping.

ORIGINS

Impact or nipping of the sidewalls after running over a pothole or sudden mounting of the sidewalk.

DEVELOPMENT

Rubber and ply broken on the sidewall, fl at rolling.

CHECKING / ADVICES

- Check conditions of use.
- Replace the product(s) concerned if the carcasses are damaged.

TYRE DAMAGE/WEAR

CRACKS

CROWN:

DESCRIPTION

Cracks in the tread.Cracks at the base or edge of the shoulder tread pattern.

ORIGINS

Product aging.

Exposure to ozone, UV.

Use of an aggressive cleaning product.

Risk of developing into breaks.

DEVELOPMENT

Breaks

CHECKING / ADVICES

- Check the conditions of use, parking / storage and servicing of the vehicle.
- Replace the product(s) concerned if the breaks are deep and reach the plies or carcass.

SIDEWALL:

DESCRIPTION

Cracks in black rubber.

ORIGINS

Excessive overheating due to the carcass working too hard (used when underinfl ated).

Exposure to ozone, prolonged exposure to light. Wax, varnish, washing products, etc.

DEVELOPMENT

Risk of developing into breaks

CHECKING / ADVICES

- Check conditions of use.
- Type of driving, speed load, pressure.
- Check the tyre storage or servicing conditions (in a store or park).
- Check pressure used.

BREAKS

CROWN:

DESCRIPTION

Breaks in the rubber on the crown, edge or base of tread, with or without radial or circumference tears.

ORIGINS

Conditions of use.

DEVELOPMENT

Risk of infi ltration with damage to crown or sidewall.

CHECKING / ADVICES

- Check conditions of use
- Replace the product(s) concerned if the damage is extensive and has reached plies or the carcass.

SIDEWALL:

DESCRIPTION

Localized or widespread cracks in the rubber - radial, oblique or on the circumference - of varying sizes that may reach the plies. These breaks may be on all sidewall areas of the tyre.

ORIGINS

Major mechanical stress at the level of bending areas.

CHECKING / ADVICES

- Check conditions of use.
  - > Roads, paths, accesses.
  - > Type of driving, speed load, pressure.
- Inspect the other tyres on the vehicle.
- Adapt pressure to use.
- Replace the product(s) concerned if the breaks are deep or have reached the plies or carcass.

TYRE DAMAGE/WEAR

WEAR FORM

CROWN:

DESCRIPTION

Uneven wear,

Form of wear on crown: sawtooth wear in the rolling direction, max-min. wear, wear with partial or total collapse on the shoulder, rail-type wear, range wear.

ORIGINS

Type of driving, pressure.

DEVELOPMENT



If wear is too pronounced, risk of damage to the crown plies.

CHECKING / ADVICES


- Go over the history of the tyre (mileage, dates changed, load, rolling location, etc.).
- Check conditions of use.
- Check if the size is suitable and the one recommended by the manufacturer.
- Check inflation pressure.
- Check the mechanical condition of suspension, steering and wheel bearing elements.
- Quickly put right all mechanical anomalies on the vehicle.
- Do not exceed the recommended load.

WEAR FORM

CROWN:



DESCRIPTION

Uneven wear

Form of wear on crown: sawtooth wear in the rolling direction, max-min. wear, wear with partial or total collapse on the shoulder, rail-type wear, range wear.

DEVELOPMENT

If wear is too pronounced, risk of damage to the crown plies.

CHECKING / ADVICES

- Go over the history of the tyre (mileage, dates changed, load, rolling location, etc.)
- Check conditions of use.
- Check the mechanical condition of suspension, steering and wheel bearing elements.
- Check infl ation pressure.
- Check the mechanical condition of suspension, steering and wheel bearing elements.
- Quickly put right all mechanical anomalies on the vehicle. do not exceed the recommended load.

TYRE REPAIR ADVICE

A PROCESS AS COMMONPLACE AS REPAIRING A PUNCTURE CAN AFFECT THE SAFETY OF THE VEHICLE IF THE FOLLOWING FACTORS ARE NOT RESPECTED WHICH GUARANTEE THE QUALITY OF THE REPAIR:

Always work on a clean surface	***Use qualify products only***	***Use the right tools for the job***	***Use the services of a suitably qualified professional***

VERIFICATION AND DIAGNOSIS OF TYRES TO BE REPAIRED

Before making a repair, the tyre systematically undergoes a careful inspection by the professional.In fact, a tyre that has been running flat or insufficiently inflated may have suffered irreversible damage and only an exhaustive verifi cation of the inside of the tyre can diagnose whether or not the tyre can be reused.

It is therefore essential to remove the tyre to properly ascertain its actual condition and the type of repair to be made.

Tyres showing signs of the following cannot be repaired and MUST be taken off the road:

- Exposed or deformed bead wire
- Heating or separation of internal plies
- damage by oil, grease or corrosive materials
- Plucking or mottling of the interior rubber
- Cracking of the rubber due to aging of the tyre.

REPAIR PATCHES

To repair a tubeless motorbike or scooter tyre, MICHELIN recommends the use of mushroom PRP patches ("Mushroom type" repair patches)

HANDLING DIFFICULTIES

HANDLING DIFFICULTIES ARE:

- WEAVING is a wavering movement, of variable extent occurring on straight lines or bends, starting at an average speed of around 140 kph (90 mph)

- HANDLEBAR VIBRATION is a sharp sideways movement at the front (fork moves back and forth); it is intermittent and very fast, occurring particularly in an acceleration phase, triggered by an external source (bump, join)

- SHIMMY is sideways, continuous oscillation of the fork at low speed (<100 kph (60 mph)) in the deceleration phase.

- VIBRATION appears at the level of the fork / wheel assembly at speeds of around 90 to 130 kph (55 to 80 mph).

It is not always easy to determine the causes and origins of various handling problems. Handling problems may come from tyres (type of tyre, incorrect pressure) and/or a change to the vehicle (accessory, load, etc.) Tyres are not always the only cause.

WHEN THE TYRES ARE PARTLY RESPONSIBLE FOR HANDLING PROBLEMS

	Weaving	*Handlebar vibration*	*Shimmy*	*Vibration*
Level of wear	Big effect	Some effect	Some effect	Some effect
Inflation pressure	Big effect	Some effect	Some effect	No effect
Dimensions other than original sizes	Big effect	No effect	Some effect	No effect
Structure (Bias or Radial) other than original fitment	Big effect	Some effect	Some effect	No effect
Centering of tyre on rim	Big effect	No effect	Some effect	Some effect
Balance of wheel and tyre assembley	Big effect	No effect	Some effect	Big effect
Mixing different types front and rear	Some effect	Some effect	Some effect	No effect

Find out more

BUT THE TYRES ARE NOT ALWAYS THE CAUSE...

- Load distribution has a significant impact on occurrence of vehicle handling difficulty

- The presence of added or modified accessories: Top-case, bags, streamlining, windscreen, handles, seat, nonorigin wheels, etc.

- The general condition of the motorcycle:

> Uniformity of spoked wheels, damaged wheels

> Bearing wear

> Fork: Alignment, seals, oil, etc.

> Steering column

> Swingarm

> Shock absorber

> Damaged frame, engine mounting points

...

FITTING A TYRE

IN ALL CASES, IT IS ESSENTIAL TO REFER TO THE TECHNICAL INSTRUCTIONS OF THE TYRE MANUFACTURER, VEHICLE MANUFACTURER AND WHEEL MANUFACTURER, AS WELL AS THE USER MANUAL FOR THE TYRE-FITTING MACHINERY OR EQUIPMENT.

IF THE RIM SHOWS EVIDENCE OF DAMAGE, THE TYRES MUST BE DEFLATED PRIOR TO REMOVAL OF THE WHOLE FITMENT.

Step 1 : Fitting

Step 2 : Levering

Step 3 : Levering

Step 4 : Removing the tyre

MOUNTING

FOR TUBELESS TYRE:

The rim must be clean and in good condition.

Make sure it is appropriate to tubeless tyres.

The valve replacement is recommended.

Lubricate all the inner part of the rim and the bead of the casing, on both sides, with a suitable lubricant.

Observe the rolling direction indicated by an arrow on one side.

Perform bead to rim mounting using suitable levers and finishing at the location of the valve.

Inflate without the valve core, and without interruption, until the the beads are well seated on the rim.

Continue inflation up to 3.5 bar (51 psi) for a proper bead seating.

Replace the valve core, inflate to the recommended pressure and screw the valve cap.

FOR A TUBETYPE TYRE:

The rim must be clean and in good condition.

For safety reasons, it is recommended to use a new inner tube.

Ensure the proper installation of the rim band (when needed).

Put the tube in round (slightly inflated) and place it in the envelope.

Observe the rolling direction indicated by an arrow on one side.

Lubricate the beads on both sides Perform the mounting using suitable levers and terminate at the valve location.

Slowly inflate to 3.5 bar (51 psi) while ensuring the proper centering of the tyre on the wheel.

Completely deflate the in order to eliminate air.

pockets or correct a possible wrong position of the tube.

Inflate to the recommended pressure and screw the valve cap.

REMOVAL

Unscrew the valve and allow the tyre to deflate completely.

Break the seal between the tyre beads and the rim and lubricate the rim and beads.

Remove the tyre using two tyre levers.

MICHELIN BIBMOUSSE FITMENT RECOMMENDATIONS

THE MICHELIN RECOMMENDATIONS

- Bib Mousses should not be stored regularly at temperatures over 30 degrees C, and temperatures above 40 degrees C should be avoided all together.
- MICHELIN Bib Mousses are designed for off road competition use fitted to Michelin tyres. The fitting of Bib Mousse in other tyre brands is not recommended.
- Not designed for use on the public highway (NHS). The maximum speed for a tyre with a Bib Mousse fitted is 80 mph.
- The date of first use of the Bib Mousse should be no later than 18 months from manufacture.
- The Bib Mousse should be used within 6 months of first fitting.

OPERATING MODE : DISMOUNTING A BIBMOUSSE

- Place the wheel on the fitting unit
- Unseat the first bead and lubricate abundantly
- Put 3 levers in position, 10 cm apart.Remove the bead by inclining the 3 levers one after the other. Keep only one lever, straighten it then turn the tyre on the wheel to completely remove the bead.
- Turn the wheel around on the fitting unit then unseat the 2nd bead.
- Finish removing the tyre by hooking the 2nd bead with a lever.
- Extract the Bib Mousse insert from the tyre.

OPERATING MODE : MOUNTING A BIBMOUSSE

- The rim must be in good condition. Check the spokes to prevent abnormal friction between the Bib Mousse and wheel.
- Position a rim well strip inside the wheel or, failing this, a piece of adhesive tape covering the spoke nuts.
- Place the wheel on the fitting unit.
- Place the Bib Mousse inside the tyre (Avoid getting the gel on the tyre beads => Risk of rotation on the rim).
- If necessary apply vertical pressure on the tyre to prise the beads apart.
- Position the Bib Mousse inside the tyre.
- Lubricate the first tyre bead and the part of the Bib Mousse that will be in contact with the rim (a Michelin liquid lubricant should be used).
- Make sure there is no valve on the rim.
- Put the first bead onto the rim. Start by positioning it in the rim well then use a fitting lever if necessary. Insert the Bib Mousse as far as it will go into the rim well.
- Lubricate the 2nd tyre bead.
- First put the bead onto the rim using a fitting lever. Immobilize this lever and then use a 2nd lever around 30 cm from the first to continue inserting the bead. Immobilize this 2nd lever then use a 3rd one to continue positioning of the bead, Etc… until the bead is fully in position.
- once the beads are fully installed on the rim, make certain the tyre is concentric at the wheel fl ange. If not, unseat the beads and turn the tyre on the rim until correctly positioned
- To wedge the beads of the tyre correctly against the rim fl anges, it is recommended to infl ate it to approximately 3.5 bars using a rubber TL valve. The valve is fixed on the inflation connector and simply positioned over the valve hole orifice.

For information
about how to fit MICHELIN Bibmousse

FITMENT GUIDE

delete this page with Acrobat Pro

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