

2018 2 WHEEL

PROFESSIONAL TYRE GUIDE



www.moto-michelin.co.uk



EDITORIAL

MICHELIN REMAINS THE SOLE OFFICIAL TYRE SUPPLIER FOR MOTOGP™ UNTIL 2023!

Michelin Motorsport and DORNA have extended their partnership for the next five years.

Michelin remains the sole tyre supplier of the MotoGP class. At the Michelin Australia Motorcycle Grand Prix at Phillip Island Pascal Couasnon (Director Michelin Motorsport) and Carmelo Ezpeleta (CEO Dorna Sports) signed the contracts. The development of new ever more advanced racing tyres continues. From innovations developed for the most demanding bikes on the planet, MICHELIN road tyres will also benefit.

NEW FOR THE SPORT TOURING SEGMENT 2018

Exceptional driving pleasure and lasting performance combined with optimal Safety on wet roads.

With the new MICHELIN Road 5 Michelin lifts the performance in the sport touring segment to a new level. The successor to the very popular MICHELIN Pilot Road 4 is setting new standards in wet grip - even after many miles. It fulfills the claim of Michelin to offer its customers consistently higher performance. The latest innovations of the Michelin Group offer the motorcyclist more safety, more confidence and more driving pleasure. With its numerous technologies the New MICHELIN Road 5 is the perfect proof of that.

NEW MICHELIN MOTORCYCLE TYRES FOR HARLEY-DAVIDSON®

Long standing companies Michelin and Harley-Davidson® have been working together since 2008 and develop new technologies together. The strong connection of the brands has resulted in the co-branding of Scorchers products: the premium Harley Davidson tyres from Michelin carry Harley-Davidson® lettering on the sidewalls. From 2018, the Softail Fat Boy® and Breakout® models will be rolling out of the factory on the new MICHELIN Scorchers 11. Like many Sportster models, the new Harley Davidson® Low Rider® will come equipped with the MICHELIN Scorchers 31, as will many other Harley-Davidson® motorcycles such as the Harley-Davidson® Fat Bob®. All MICHELIN Scorchers tyres were developed, tested and produced with Harley-Davidson® for Harley-Davidson® bikes only.

NEW FOR THE OFF-ROAD SEGMENT 2018

More grip and better cushioning ensures an improved ability to tackle terrain (especially at low speed !) – this is thanks to the work done on both the tread block pattern and location, as well as the internal structure of the tyre.








































































More versatility and exceptional wet grip thanks to new rubber compounds – especially designed for off-road riding.

15%* improvement in longevity and significantly more stable, reliable performance time after time.

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Eric Malherbe, pages 1, 5 (Harley-Davidson® motorcycle), 14, 15, 17, 19, 20, 22, 24, 26, 28 (Harley-Davidson® motorcycles), 29, 32, 33, 35, 36, 37, 41, 43, 45, 47, 48, 49, 52, 53, 54, 55, 61, 62; Michelin Archives, pages 4, 5, 7, 8, 9, 11, 16, 40, 56, 57; TBWA, pages 18, last cover page; Kawasaki, page 23 (Kawasaki motorcycle); Yamaha, pages 28 (Yamaha motorcycle), 38; Pierre Chambon, pages 31, 38, 42, 70, 72; Jérôme Cambier, page 45 (Yamaha T-Max scooter); Benoît Jallat, page 55 (Mathias Bellino).



*According to the results of tests carried out by Dekra in September 2016 and January 2017 with the dimension 140/80-18 70R comparing the new Enduro Medium with the Enduro Comp. 111e

 TRACK	 MICHELIN Power SuperMoto P 16	 MICHELIN Power Rain P 16	 MICHELIN Power Slick Evo P 17	 MICHELIN Power Cup Evo P 17		
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MICHELIN MOTORCYCLE HISTORY

1890



1891

The 1st bike that happens upon the Michelin brothers is being pulled by oxen. Its owner is exhausted after trying to fix a flat tyre. Edouard Michelin has a 'flash of inspiration' of how to remove and repair tyres: it is a revelation and the beginning of history

1896

Michelin buys 200 Léon Bollée microcars and 100 De Dion-Bouton tricycles to equip them with their tyres.

1897

First appearance of the word «motorcycle» in Michelin's promotional literature. The term most often refers to motorized vehicles produced by De Dion-Bouton.

1899

Michelin wins several races in the motorcycle category including the Nice-Castellane, Paris-Roubaix, Critérium des Motocycles, and the Coupe des Motocycles.



1900

1905

Michelin produces its first price list exclusively for bicycle and motorcycle tyres.

1911

Michelin publishes a new version of its guide for cyclists, entitled «Michelin's Advice to Cyclists». This version includes a section devoted to motorcycle tyres.

1926

Michelin launches a sturdy, skid-resistant motorcycle tyre.

1928

Michelin launches the MICHELIN Confort-Bibendum motorcycle tyre. Michelin produces a 1:200,000 scale map of France for cyclists and motorcyclists.

1930

The motorcycle tyre range includes «Confort à tringles» (straight-sided), «Confort-Bibendum», «Confort à talons» (beaded edge), «Câblé à tringles» (straight-sided with layers of textile cords), and «Câblé à talons» (beaded edge with layers of textile cords).

1933

Michelin launches its MICHELIN «skid-proof» motorcycle tyre with ribbed sides.

1935

Sale of MICHELIN Flèche d'Or and MICHELIN Zigzag tyres.



1950

1950

Michelin develops tyres for the new two-wheeled motorized vehicles that are very popular after the war: scooters and mopeds (50 cc engines).

1960

Michelin launches the «Rapido» and «ACS» tyres - for Adherence, Comfort, and Safety. These tyres are designed for vehicles with small- and mid-sized engines, such as various kinds of mopeds and light motorcycles.



MICHELIN MOTORCYCLE HISTORY

1970



1973

Jack Findlay wins the Senior Tourist Trophy and gives Michelin its first victory in the 500 cc category, the premier class race.

1974

The first Slick tyre in the motorcycle Grand Prix.

1976

Barry Sheene and Michelin win the GP500 Championship.

1977

Michelin sweeps all five categories in the world championships: 50, 125, 250, 350 and 500 cc.

1982

Michelin designs the «Desert» tyre for all-terrain rally raid motorcycles. That year the tyre wins the Rally de l'Atlas and the Rally des Pharaons, and demonstrates its amazing potential by winning the Paris-Dakar Rally: 1st of continuous victories for 34 years.

1984

Michelin's first Radial tyre in the GP500.

1987

Michelin's first series-production Radial tyre: the MICHELIN A59X/M59X.



1990

1992

The first racing tyre with silica integrated into the rubber compound for the GP500.

1993

At the International Motorcycle Show, Michelin presents two tyres for the latest generations of scooters: the «MICHELIN Reggae» and the «MICHELIN Dexter».

1997

At the International Motorcycle Show, Michelin presents its ZR technology for motorcycle tyres.

1999

Launch of the «MICHELIN Pilot Sport», which provides riders with hypersport performance on the road.

2000



2005

Launch of the MICHELIN Power Race tyre, the first sport tyre approved for road use with MICHELIN 2CT technology.

2008

Michelin and Harley-Davidson sign a historic partnership agreement: MICHELIN Scorcher tyres are co-developed and co-branded as original equipment and replacement tyres for many of the iconic brand's models.

2010

Michelin presents the MICHELIN City Grip tyre for scooters, a tyre with exceptional grip, even on wet surfaces. It's the 1st scooter tyre with siping.

2011

Michelin succeeds in integrating siping into MICHELIN Pilot Road 3 tyres thanks to its patented XST technology, a great improvement for safety on wet roads.

2013

MICHELIN Anakee III tyres, developed with and for BMW, equips the worldwide best seller in its category : BMW R1200 GS.

2014

Launch of the MICHELIN Pilot Road 4, with the GT version using revolutionary MICHELIN 2AT Dual Angle Technology that combines elements of both radial and bias construction.

2016

MICHELIN return to MotoGP as sole tyre provider in the premier class, breaking lap and race records from the outset.



2017

Introduction of the new sports tyre the MICHELIN Power RS and the off road range the MICHELIN Enduro Medium and Enduro Hard.

2018

Introduction of the new sports touring radial MICHELIN Road 5.



THE MICHELIN BRAND

WITH ITS EXTRAORDINARY CAPITAL OF TRUST AND AFFINITY, THE MICHELIN BRAND RANKS AMONG THE WORLD'S GREATEST BRANDS.

Our consumers make us one of the world's biggest brands. The MICHELIN brand is a fantastic lever of growth and profitability for your business! Our unflinching commitment to quality and service for the consumer means we've earned the full confidence of everyone that chooses to ride on MICHELIN rubber. Total performance means we offer the best balance of performance of a tyre that meets their expectations and those of society.

KEY FIGURES

20.9 M€
NET SALES

111,700
EMPLOYEES

6546
STAFF RECRUITED IN 2016

68
PRODUCTION SITES

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.

-50%

OUR TARGET TO REDUCE OUR ENVIRONMENTAL FOOTPRINT OF OUR MANUFACTURING SITES BY 2020, AND IMPROVEMENT OF 38% OF ENERGY EFFICIENCY (VS 2005)

Measured by Michelin Sites Environmental Footprint (compared with 2005).

EVERYWHERE AROUND THE WORLD

NO.1
IN WORLD IN FUEL
EFFICIENT TYRES
FOR CAR AND
TRUCK

NO.1
IN THE WORLD IN
RADIAL TYRES FOR
TRUCKS,
EARTHMOVERS,
AIRCRAFTS, FARM
MACHINERY

NO.1
EUROPEAN LEADER
ON MOTORCYCLE
AND SCOOTER
TYRE MARKET

187 M
TYRES PRODUCED
68 PRODUCTION
FACILITIES IN 17
COUNTRIES

170 COUNTRIES
COMMERCIAL PRESENCE IN 170
COUNTRIES

13.7%
SHARE OF THE
GLOBAL TYRE
MARKET BY VALUE

Tyre Business 2015
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).

NO.1

IN WORLD IN FUEL EFFICIENT TYRES

MICHELIN RESEARCH DEVELOPMENT INVESTMENT

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: €656 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

- 3,400 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 174,420 m²
- 21 test tracks



CONFIDENTIAL AND ISO 14001 CERTIFIED SITE

72% OF MICHELIN TYRES ARE 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 moulds ;
- Associated support departments (supply chain, quality, finance, personnel, Information Systems, etc.).



LADOUX TECHNOLOGY CENTRE

MICHELIN MOTORSPORT



MARC MARQUEZ CROWNED WORLD MOTOGP CHAMPION FOR THE 4TH TIME AND THE 2ND TIME WITH MICHELIN IN 2 YEARS.

A PASSIONATE AND EXCITING SEASON

IT WAS NOT UNTIL THE LAST GRAND PRIX OF THE SEASON THAT WE KNEW THE NAME OF THE MOTOGP™ WORLD CHAMPION FOR THE 2017 SEASON. FIVE RIDERS AND THREE MANUFACTURERS WERE WINNERS OVER THE 18 RACES.

With six wins each, the title was played out between Marc Marquez (Repsol Honda) and Andrea Dovizioso (Ducati) at the final round at the Valencia MotoGP in Spain.

Marc Marquez won his sixth world crown, the fourth in MotoGP™ and the second in two years of collaboration with Michelin. "Two years with Michelin and two world titles! During the first part of the season, I had difficulties to understand the limits of the tyre, but Michelin has done extraordinary work to solve all the problems. The season was amazing, the whole team and everyone at Michelin helped me a lot. I would like to thank them all." said Marc Marquez.

This season Michelin offered all the teams as many choices as possible to every rider and all manufacturers at each race to allow them to choose what works best for them, depending on the riders style. All the choices on offer have been used at most circuits.



Michelin will equip the entire MotoGP grid until 2023. "Michelin will use its alliance with Dorna Sports to continue developing tyres that are ever safer and more competitive, but also innovations that will also benefit our Road tyres" assured Pascal Couasnon, Director of Michelin Motorsport

THE DUEL BETWEEN MARC MARQUEZ AND ANDREA DOVIZIOSO WHO WERE STILL FIGHTING OVER THE TITLE AT THE VERY LAST RACE IN VALENCIA.



2017 CROWNING A YEAR OF SUCCESS FOR MICHELIN



COMPETITION TRIALS

Toni Bou (Honda Repsol) and MICHELIN win the 11th consecutive title of Champion of the World in both indoor and outdoor World Trials Championship.



COMPETITION ENDURANCE

German Endurance Cup won by the Nutella Racing Team with riders Lenny Henning, Frank Loibner and Markus Feddeler, winning on MICHELIN Power Slick Evo.



COMPETITION SUPERMOTO

FIM SuperMoto World Championship Thomas Chareyre becomes a legend in Supermoto! Another World Championship title this year.



COMPETITION DAKAR

By achieving his first finish and becoming the first British Dakar Rally winner, Sam Sunderland (KTM Factory Team) gave Michelin its 34th consecutive victory in the worlds toughest rally.

COMPETITION MX

FIM MX World Ladies Champion of 2016 Livia Lancelot (Kawasaki - Michelin) finishes in second place in 2017.

WINNING IS IN OUR DNA!

RECORD BREAKING MICHELIN IN MOTOGP™



MICHELIN



OFFICIAL MotoGP™ CLASS TYRE





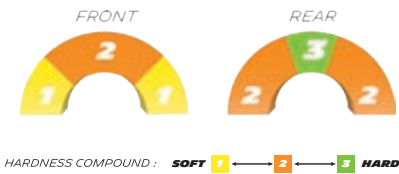
THE LATEST 2 COMPOUND TECHNOLOGY!

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



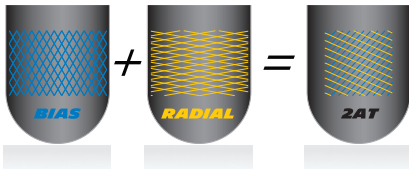
MICHELIN 2 COMPOUND TECHNOLOGY

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



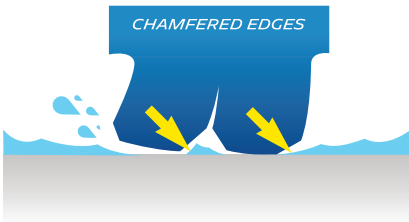
MICHELIN DUAL ANGLE TECHNOLOGY

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.



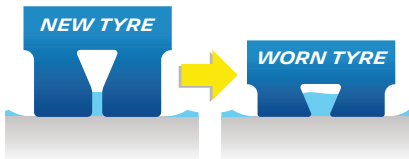
THE LATEST X-SIPE TECHNOLOGY

Patented sipes and integrated water reservoirs allow MICHELIN X-Sipe Technology+ (XST+) to deliver exceptional grip on wet road. 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.



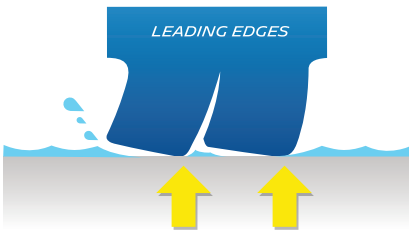
THE LATEST GENERATION XST

The MICHELIN XST and XST+ sipes allow better water evacuation for added safety on wet roads, but their water storage capacity naturally decreases as the tyre wears down. The MICHELIN XST Evo sipes are even more efficient, using Evergrip™ technology they evolve over time and miles to give ever wider grooves, increasing the groove ratio to preserve the capacity of the tyre to store and evacuate water.



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.



MICHELIN OVERLAP TECHNOLOGY

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



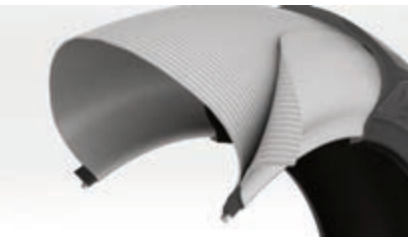
MICHELIN ADAPTIVE CASING TECHNOLOGY

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 ADAPTIVE CASING TECHNOLOGY MORE ENHANCED

A single ply with an angle close to 90 ° is used in the carcass to reduce rigidity to the minimum in the crown zone while ensuring rigidity at lean thanks to the high reverse angles of the casing plies which overlap in the sidewalls and shoulder area. An absorbent crown gives greater stability, while rigid sidewalls and shoulder minimise movement at lean.



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°.



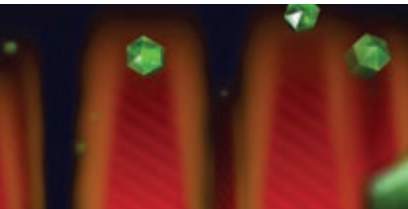
ADT : AMPLIFIED DENSITY TECHNOLOGY

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.



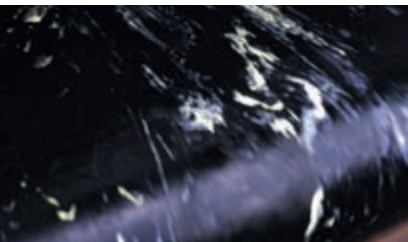
SRT : SILICA RAIN TECHNOLOGY

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

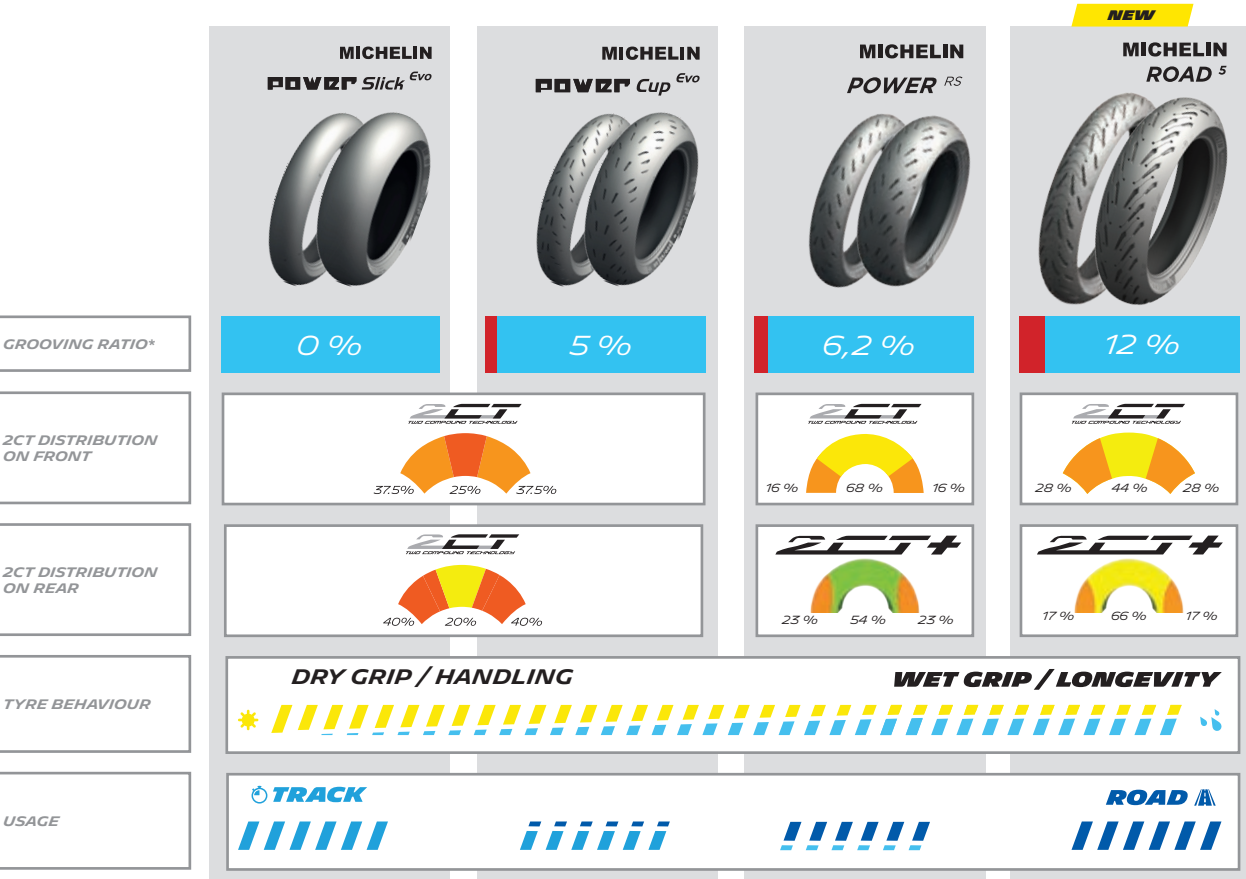


SCT : SYNTHETIC COMPONENT TECHNOLOGY

MICHELIN racing synthetic elastomers used in rubber compounds in conjunction with high tech synthetic compound resins promote ultra-fast warm up to optimum operational temperatures.



SPORT RADIAL SEGMENTATION



RUBBER HARDNESS: SOFT 1 2 3 HARD

* IS THE PERCENTAGE OF GROOVES (INDENTATIONS, HOLES, SIPES, WELLS) COMPARED TO THE TOTAL AREA OF TREAD: 0% = SLICK, 50% = AS MUCH GROOVING AS TREAD.



FIND THE RIGHT TYRE
TO CHASE THE BEST TIME AT THE TRACK
WITH THE MICHELIN RACING RANGE.

	ROAD / SPORT					TRACK (TRACK DAYS)					COMPETITION				
TRACK NOT FOR HIGHWAY SERVICE (NHS)															
TRACK ROAD LEGAL															
TRACK & ROAD															



MICHELIN
POWER SuperMoto

THOMAS CHAREYRE



Non Road legal.

SuperMoto World Champion 2014-2017.

THE NUMBER ONE RANGE FOR THE
SUPERMOTO WORLD CHAMPIONSHIP

DEVELOPED IN COLLABORATION WITH RIDERS

The MICHELIN Power SuperMoto tyre was developed in collaboration with the world's best riders. Rubber compounds designed for racing offer additional grip and longevity, while a 16-inch version provides improved handling and feedback from the front.

BETTER HANDLING AND MORE PRECISE FEEDBACK

Michelin's 16-inch tyre range has been praised highly by riders for its handling, additional grip, and more precise feedback from the front wheel. The components provide better grip and longer tyre life.

FRONT					
Width	Ratio	Diam.	TL/TT	Version	CAI
120	80	R 16	TL	A	120870
120	80	R 16	TL	B	313249
120	75	R 16.5	TL	A	715737
120	75	R 16.5	TL	B	366559
120	75	R 16.5	TL	RAIN	060771
12	60	R 17	TL	RAIN 18B	040971
12	60	R 17	TL	29B	237015
12	60	R 17	TL	17B	951794

REAR					
Width	Ratio	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

	RECOMMENDED PRESSURE		OPERATING TEMPERATURE		
	STANDARD	AIR TEMP < 15°C	LOW	OPTIMAL	HIGH
FRONT	1.8 bar/26 psi	1.8 bar/26 psi	50°	80°	110°
REAR	1.6 bar/23 psi	1.6 bar/23 psi	70°	100°	140°

VERSIONS :
29 = soft, 17 = medium, 18 = rain compound
A, B and C compounds from most grip to longest life.



MICHELIN
Power Rain

Non Road legal.

THE TRACK TYRE FOR
PERFORMANCE IN THE WET

MAXIMUM GRIP

Maximises water clearance thanks to its 'fountain' tread design. Effective in a wide range of temperatures.

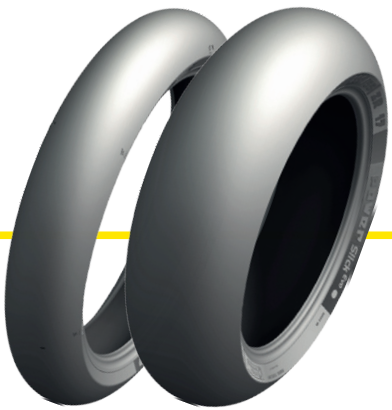
FRONT					
Width	Ratio	Construction	Diam.	TL / TT	CAI
12	60	R	17	TL	824200

REAR					
Width	Ratio	Construction	Diam.	TL / TT	CAI
19	69	R	17	TL	891701

	RECOMMENDED PRESSURE		OPERATING TEMPERATURE		
	STANDARD	AIR TEMP < 15°C	LOW	OPTIMAL	HIGH
FRONT	2.3 bar/33 psi	2.3 bar/33 psi	35°	60°	90°
REAR	1.8 bar/26 psi	2.1 bar/30.5 psi	35°	60°	90°



LEARN MORE ABOUT TYRE
STORAGE
Compounds derived from racing are
temperature sensitive.
(P.66)



MICHELIN
POWER Slick^{Evo}

Non Road legal.



EXCEPTIONAL GRIP LEVELS FOR AN
INTENSE TRACK EXPERIENCE

GET STARTED QUICKLY

Designed by our engineers to aid rapid set up without specific settings, the MICHELIN Power Slick Evo tyre brings you the peace of mind of MICHELIN ACT technology on the rear. It's flexible crown tracks true and the stiffer sidewalls allow quick and stable steering.



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

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

	RACING USE WITH TYRE WARMERS		TRACK DAY USE WITHOUT TYRE WARMERS		OPERATING TEMPERATURE		
	Minimum hot track pressure	Air Temp° < 15°	Minimum hot track pressure	Air Temp° < 15°	Low limit	Optimum	High limit
	2.3 b / 33 psi	+0.1 b / 1.5 psi	2.3 b / 33 psi	+0.1b / 1.5 psi	50°	80°	110°
FRONT							
REAR	1.5 b / 22 psi	+0.2 b / 3 psi	1.6 b / 23 psi	+0.1b / 1.5 psi	70°	100°	140°



ROAD LEGAL

MICHELIN
POWER Cup^{Evo}



EASY SET UP AND VERSATILE

MICHELIN POWER CUP EVO

is the treaded road-legal version of the MICHELIN Power Slick Evo.



FRONT					
Width	Ratio	Diam.	Load index	Speed index	TL / TT CAI
110	70	R 17	54	(W)	TL 833295 N
120	70	R 17	58	(W)	TL 149126

REAR					
Width	Ratio	Diam.	Load index	Speed index	TL / TT CAI
140	70	R 17	66	(W)	TL 389695 N
150	60	R 17	66	(W)	TL 981679 N
160	60	R 17	69	(W)	TL 050185 N
180	55	R 17	73	(W)	TL 857557
190	55	R 17	75	(W)	TL 534402
200	55	R 17	78	(W)	TL 140448



In case of road use the recommended tyre pressures are as per the motorcycle manufacturers recommendations. For pure track use, the pressures can be adjusted within the parameters shown below to optimise tyre performance.

	RACING USE WITH TYRE WARMERS		TRACK DAY USE WITHOUT TYRE WARMERS		OPERATING TEMPERATURE		
	Minimum hot track pressure	Air Temp° < 15°	Minimum hot track pressure	Air Temp° < 15°	Low limit	Optimum	High limit
	2.3 b / 33 psi	+0.1 b / 1.5 psi	2.3 b / 33 psi	+0.1b / 1.5 psi	50°	80°	110°
FRONT							
REAR	1.5 b / 22 psi	+0.2 b / 3 psi	1.6 b / 23 psi	+0.1b / 1.5 psi	70°	100°	140°

MICHELIN POWER DAYS 2018

IN ASSOCIATION WITH:

RYMER RACING



**MICHELIN
ANAKEE
DAY 2018***

BUY AND FIT A SET OF MICHELIN TYRES*
FROM A PARTICIPATING DEALER AND
QUALIFY FOR OUR **SPECIAL OFFER...**



**ONLY £49 FOR ONE TRACK
DAY EXPERIENCE!**

SIGN UP AT: **WWW.POWERDAYS.CO.UK**



ROAD



P. 20 / **SPORT**
P. 24 / **SPORT TOURING**
P. 29 / **CUSTOM**
P. 32 / **TRAIL**
P. 37 / **RETRO**

*Only tyres listed above qualify for the track day offer. Minimum purchase of two tyres and proof of purchase required. Applies to purchases made between 1 January 2018 to 31 July 2018 at participating dealers. £49 covers registration and sign on fee. Places subject to availability and allocated on a first come first served basis. Anakee tyres purchase entitles customer to apply for Anakee track day experience only. Customers must have the above Michelin tyres fitted to their bike to participate. For full terms and conditions visit www.powerdays.co.uk **Novice session only



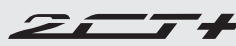


MICHELIN
POWER RS



MotorradTestCenter

THE NEW REFERENCE IN SPORTS TYRES*



IN BRIEF

- NEW TECHNOLOGIES: AN OPTIMISED FRONT PROFILE AND AN INNOVATIVE REAR CARCASS
- A GREAT RANGE OF SIZES
- A RADICAL NEW LOOK

FRONT						
Width	Ratio		Diam.	Load index	Speed index	TL / TT CAI
110	70	R	17	54	H	TL 336091
110	70	ZR	17	54	(W)	TL 231668
120	60	ZR	17	55	(W)	TL 958050
120	70	ZR	17	58	(W)	TL 643635



ALL THE KEY DIMENSIONS TO COVER EVERYTHING FROM SPORTS 125'S TO HYPERSPORT SUPERBIKES

REAR						
Width	Ratio		Diam.	Load index	Speed index	TL / TT CAI
140	70	R	17	66	H	TL 400328
150	60	ZR	17	66	(W)	TL 818142
160	60	ZR	17	69	(W)	TL 811573
180	55	ZR	17	73	(W)	TL 698488
180	60	ZR	17	75	(W)	TL 399930
190	50	ZR	17	73	(W)	TL 696663
190	55	ZR	17	75	(W)	TL 755719
200	55	ZR	17	78	(W)	TL 635236
240	45	ZR	17	82	(W)	TL 153361

MORE DETAILS

WINNER OF THE INDEPENDENT MOTORRAD TEST CENTER TEST* AGAINST COMPETITORS FOCUSING ON 12 ASPECTS OF DRY CONDITIONS PERFORMANCE

“During the manoeuvrability test, the MICHELIN Power RS placed well above its opponents who are already of excellent level. They distinguished themselves by their precise and ultralight steering, coupled with fantastic cornering behaviour and stability. In terms of safety, the MICHELIN Power RS is the new standard”.

Extract from the Motorrad report.



TREAD COMPOUNDS DERIVED FROM COMPETITION

for outright grip and incomparable feel.

“MICHELIN tyres impress with their dry road behaviour on every level. Extremely agile, with exceptional directional stability and impeccable handling in cornering.

All this makes Michelin the winner (and not only in terms of points). Thanks to these tyres, the BMW behaves wonderfully. To this particularly positive overall result is added the lowest righting torque during braking at lean and the best stability during sequences of the curves, even on a simulation of a country road”.

Extract from the Motorrad report.



AN AGGRESSIVE TREAD PATTERN FOR A UNIQUE LOOK

Velvet sidewall finish on certain dimensions:

180/60 ZR 17 MIC (75W)
190/55 ZR 17 MIC (75W)

200/55 ZR 17 MIC (78W)
240/45 ZR 17 MIC (82W)



+ MICHELIN POWER RS IS IT A ROAD TYRE OR A MIXED RACE/ROAD TYRE? IS IT A RACE OR TRACK DAY TYRE?

Designed for riders that enjoy Sports riding, it performs on the road and for occasional use on the track. By lowering the tyre pressure when riding on track, you can increase the contact patch size and so the grip. The performance balance between grip and longevity makes for an excellent tyre for fast road riding and occasional track use.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ CAN THE MICHELIN POWER RS BE FITTED TO ANY MOTORCYCLE?

The MICHELIN Power RS range meet or exceed the load and speed indexes in the available sizes of virtually all Original Equipment tyres, so where a sporty tyre choice is appropriate they can.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ IS IT POSSIBLE TO MIX MICHELIN POWER RS WITH DIFFERENT TYRES?

As with all our ranges, best performance comes from using a matching pair, that's how they are developed and designed and that's how they work best. As front and rear tyres wear at different rates however, we do try to ensure that new tyres will still work with existing ranges, and some mixing is possible. The best grip should always be with the front tyre, so the Power RS front tyre can be fitted with any MICHELIN sport radial range rear tyre (Power 3, Power 2CT, Pilot Power, Pilot Pure etc). The only combination of rear Power RS fitment is either with the matched Power RS front, or the Power Cup Evo front. In line with other tyre manufacturers, we do not recommend mixing different tyre brands, as differences in profile, size and construction can cause unwanted handling anomalies.

*According to tests carried out by Motorrad Test Center on the circuits Boxberg and Neuhausen in Germany in October 2016 on a BMW S1000RR equipped with 120/70 ZR 17 front and 190/55 ZR 17 rear tyre, comparing the new MICHELIN Power RS tyre to the following competitors: PIRELLI Diablo Rosso 3, Dunlop Sportsmart 2, Continental Sportattack III, Bridgestone S21 and Metzeler M7RR.



MICHELIN
Pilot POWER 3

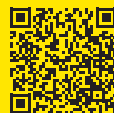


PLEASURE WITHOUT COMPROMISE



IN BRIEF

- › GRIP AND HANDLING
- › MAXIMUM GRIP ON WET ROADS
- › LASTS 20% LONGER COMPARED TO MICHELIN PILOT POWER 2CT*



DISCOVER
MICHELIN PILOT
POWER 3 TYRE ON
VIDEO

2CT+ TECHNOLOGY

MICHELIN's 2CT technology allows for ongoing improvements in both grip and tyre life, while MICHELIN 2CT+ improves cornering stability, particularly under hard acceleration.



DISCOVER
MICHELIN'S 2CT+
TECHNOLOGY HERE

NEW PROFILE AND COMPOUND

Thanks to profiles and compounds developed for sport bikes and naked bikes, the MICHELIN Pilot Power 3 tyre offers outstanding dry grip and handling. It is made of compounds developed with SBR (Styrene Butadiene Rubber) technology, which maximizes both wet grip and longevity.

FRONT						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
120	70	ZR 17	58	(W)	TL	421457

REAR						
Width	Ratio	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



MICHELIN
Pilot POWER 2CT



THE AFFORDABLE
DUAL-COMPOUND SPORT TYRE



MICHELIN 2CT TECHNOLOGY

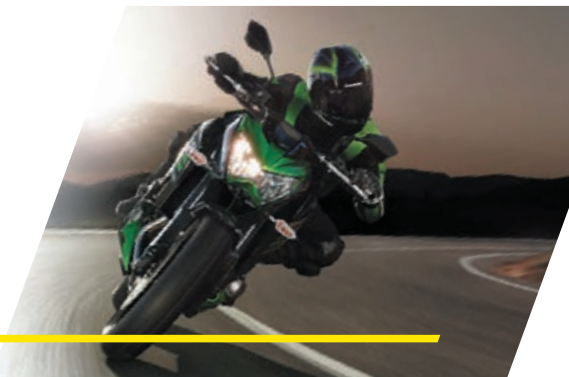
Benefits from MICHELIN 2CT (Dual-Compound Technology)
A versatile, durable tyre with exceptional wet and dry grip.

FRONT						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
110	70	ZR 17	54	(W)	TL	031404
120	60	ZR 17	55	(W)	TL	925136
120	65	ZR 17	56	(W)	TL	854437
120	70	ZR 17	58	(W)	TL	461948

REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
150	60	ZR 17	66	(W)	TL	353471
160	60	ZR 17	69	(W)	TL	405333
170	60	ZR 17	72	(W)	TL	076572
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



AN AFFORDABLE CHOICE
FOR YOUR SPORT BIKE

RACE DERIVED PERFORMANCE

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.

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

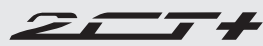
REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
160	60	ZR 17	69	(W)	TL	904480
180	55	ZR 17	73	(W)	TL	990721
190	50	ZR 17	73	(W)	TL	632398



NEW

MICHELIN
ROAD 5

MORE CONFIDENCE IN ALL
CONDITIONS ⁽¹⁾,
EVEN WHEN 50% WORN ⁽²⁾



IN BRIEF

- N°1 for wet grip on the road ⁽³⁾
- Even when 50% worn experience exceptional braking in the wet ⁽²⁾
- With its improved dry grip and stability and the best handling versus its main competitors thanks to MICHELIN's patented ACT+ casing technology, it offers even more riding pleasure ⁽⁴⁾

AVANT						
Larg.	Ratio	Diam.	Indice de charge	Indice de vitesse	TL / TT	CAI
120	60	ZR 17	55	(W)	TL	094996 N
120	70	ZR 17	58	(W)	TL	162459 N

ARRIÈRE						
Larg.	Ratio	Diam.	Indice de charge	Indice de vitesse	TL / TT	CAI
150	70	ZR 17	69	(W)	TL	236462 N
160	60	ZR 17	69	(W)	TL	088877 N
180	55	ZR 17	73	(W)	TL	420895 N
190	50	ZR 17	73	(W)	TL	811140 N
190	55	ZR 17	75	(W)	TL	441445 N

N = NEW

IN DETAIL

MORE SECURITY IN ALL CONDITIONS⁽¹⁾
EVEN AS THE TYRE WEARS

N°1 FOR WET GRIP ON THE ROAD⁽³⁾

Using the latest combined technologies of MICHELIN 2CT and 2CT+ and the latest generation of compounds and siped tread, MICHELIN Road 5 tyres offer you the best wet grip versus its main competitors⁽³⁾ without compromise on dry roads.⁽⁴⁾

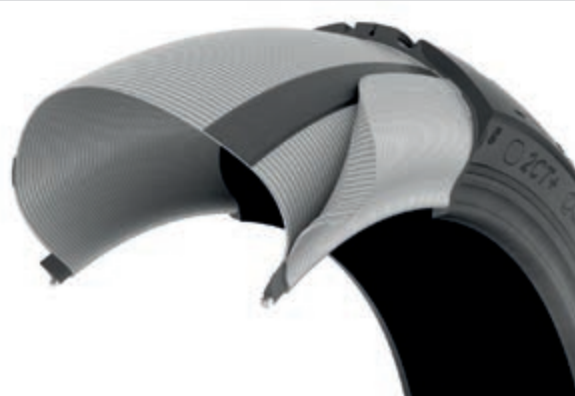


EVEN WHEN 50% WORN
EXPERIENCE EXCEPTIONAL
BRAKING IN THE WET⁽²⁾

Even when 50% worn a MICHELIN Road 5 tyre stops as quickly as a brand new MICHELIN Pilot Road 4 tyre⁽²⁾ thanks to the evolutionary MICHELIN XST Evo sipes.



With its dry grip, stability and best handling versus its main competitors, thanks to MICHELIN's patented ACT+ casing technology, it offers even more riding pleasure.⁽⁴⁾



CAN THE ROAD 5 BE MIXED WITH OTHER TYRES ?

To ensure the best level of performance and safety, our ranges are developed based on a uniform fitting to the front and rear. It is therefore recommended that different ranges are not mixed on the same motorcycle. If different generations are mixed, it is advisable to fit the MICHELIN Road 5 to the front wheel.

IS THE MICHELIN ROAD 5 A M+S (MUD AND SNOW) TYRE ?

The MICHELIN Road 5 has not been designed for use in snow, ice and mud, but it still works effectively at temperatures as low as -5 degrees.

(1) Except snow and ice and other extreme conditions.
(2) According to internal studies at Ladoux, the Michelin centre of excellence under the supervision of an independent witness, comparing MICHELIN Road 5 tyres used for 3502 miles and at 50% remaining tread depth with new and unworn MICHELIN Pilot Road 4 tyres.
(3) According to internal studies at Fontange, a Michelin test track under the supervision of an independent witness, comparing MICHELIN Road 5 tyres with METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55ZR17 (rear) on Suzuki Bandit 1250.
(4) External tests conducted by the MTE Test Centre invoked by Michelin, comparing MICHELIN Road 5 tyres with MICHELIN Pilot Road 4, METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55ZR17 (rear) on a Kawasaki Z900 giving best dry performance globally and N°1 for Handling.



MICHELIN Pilot Road 4

FEEL MORE SECURE,
WHATEVER THE ROAD CONDITIONS*.



IN BRIEF

- › GREAT PERFORMANCE IN THE WET
- › OUTSTANDING GRIP EVEN IN DIFFICULT CONDITIONS*
- › LASTS UP TO 20% LONGER THAN THE MICHELIN PILOT ROAD 3 TYRE**

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

REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	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	

DISCOVER THE SCOOTER VERSION
PAGE 43

* Except on ice and snow and other extreme conditions.
** Based on internal tests on a superseded tyre.



MICHELIN Pilot Road 4 GT

FEEL MORE SECURE,
WHATEVER THE ROAD CONDITIONS*.



IN BRIEF

- › ALL THE ADVANTAGES OF THE MICHELIN PILOT ROAD 4 TYRE
- › ENHANCED STABILITY FOR CERTAIN GT BIKES
- › EQUIPS AND IS APPROVED FOR THE 2014-MODEL BMW R 1200 RT.

* Except on snow and ice and other extreme conditions.



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

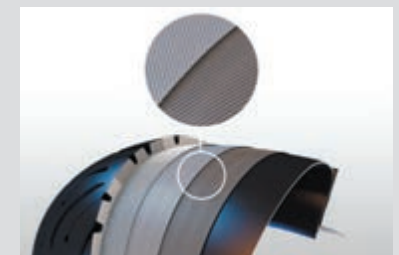
REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	Version	CAI
170	60	ZR 17	73	(W)	TL	GT	534051
180	55	ZR 17	73	(W)	TL	GT	024138
190	50	ZR 17	73	(W)	TL	GT	319435
190	55	ZR 17	75	(W)	TL	GT	271932

THE GT VERSION IS ONLY FOR A SHORT LIST OF SPECIFIC BIKES, CHECK IF YOURS IS ONE OF THEM AT MOTO.MICHELIN.CO.UK

MORE DETAILS

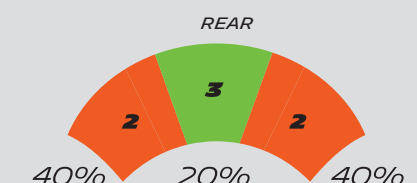
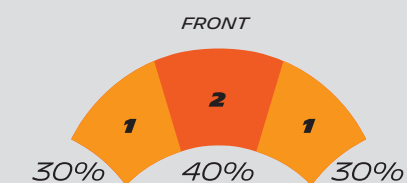
MICHELIN 2AT

Blends the best of bias and radial constructions Bias: tightly angled crown plies for great performance when carrying a heavy load. Radial: flexible sidewalls for enhanced ride comfort, plus the safety associated with a radial construction.



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.





MICHELIN
Pilot Road 3



EXCELLENT GRIP ON WET SURFACES
AND INCREASED LONGEVITY

Dual-compound tyre with XST sipes. Exceptional durability thanks to MICHELIN 2CT technology. Regular wear and long-lasting performances thanks to full-depth XST sipes. Fitted as original equipment on the YAMAHA MT07.

FRONT						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
110	70	ZR 17	54	(W)	TL	058630
120	70	ZR 17	58	(W)	TL	948428
110	80	ZR 18	58	(W)	TL	196815

REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
160	60	ZR 18	70	(W)	TL	463725



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, harder rubber compound in the centre of the tyre to maximise tyre life.

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

REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	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
Pilot Street Radial

DERIVED DIRECTLY FROM
MICHELIN'S SPORT TOURING RADIAL TYRE RANGES

Best in class wet grip according to external tests*. Its radial construction ensures a highly comfortable ride and reassuring handling performance. The radial construction also promotes long tyre life.

FRONT						
Width	Ratio	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

REAR						
Width	Ratio	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
160	60	R 17	69	H	TL/TT	342211

* Wet grip tests conducted by DEKRA Test Center in September 2011, comparing MICHELIN Pilot Street Radial, Pirelli Sport Demon, Bridgestone Battlax BT92 Radial and Bridgestone Battlax BT90 Radial tyres in sizes 110/70 R17 54H - 140/70 R17 66H



MICHELIN,
THE CUSTOM TYRE EXPERT.

HARLEY-DAVIDSON® TRUSTED MICHELIN TO CO-DEVELOP ITS SCORCHER TYRES. THIS EXPERTISE THEN WENT INTO DEVELOPING THE MICHELIN COMMANDER II RANGE.



MICHELIN
COMMANDER II



MICHELIN'S SOLUTION
FOR ALL TYPES OF CRUISERS

IN BRIEF

- › LIFE EXPECTANCY OF THE REAR TYRE IS UPTO 25,000 MILES*
- › EXCELLENT HANDLING AND FEEDBACK THANKS TO HIGH-DENSITY, MORE RIGID CASING
- › GRIP ON BOTH WET AND DRY SURFACES THANKS TO ITS LONGITUDINAL TREAD PATTERN FOR EFFICIENT WATER EVACUATION

A SPECTACULAR LOOK
AN AWESOME, RADICALLY DIFFERENT DESIGN FOR YOUR CUSTOM BIKE. A PREMIUM SIDEWALL FINISH TO ADD TO YOUR BIKE'S IMPECCABLE LOOK.

ORIGINAL EQUIPMENT ON
THE YAMAHA XV950 RACER

A BENCHMARK FOR LONG TYRE LIFE
A rear MICHELIN Commander II can last up to 25,000 miles*.

EXCELLENT HANDLING AND STABILITY
MICHELIN Amplified 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 excellent stability, even at high speeds. The unique tread pattern facilitates the clearance of water and consequently improves grip on wet roads.

LONGEVITY + COMFORT + GRIP + LOOK

* Tests conducted by Texas Test Fleet in 2011 on public roads, in sizes 130/80B 17 (Front) and 180/65B16 (Rear). Individual results may vary depending on motorcycle type and operating conditions.



THE SCORCHER
A MICHELIN TYRE FOR HARLEY-DAVIDSON®

IN BRIEF

- › THE MICHELIN ORIGINAL EQUIPMENT FOR HARLEY-DAVIDSON®
- › CO-DEVELOPED AND HOMOLOGATED BY HARLEY-DAVIDSON®
- › BRANDED HARLEY-DAVIDSON®



The MICHELIN radial tyre developed exclusively for the Harley-Davidson® V-Rod®, Sportster®, Fat Boy® and all the Street models.

OUTSTANDING GRIP

The tread groove design efficiently clears water for reliable grip in wet weather and the semi-slick tread pattern maximises the contact patch for excellent grip on dry roads.

EXCELLENT TREAD LIFE

Derived from Michelin's championship winning race tyres, the compounds combine durability and high performance.

PRECISE HANDLING

Latest generation Michelin radial technology allows for easy maneuverability and impressive agility.



Radial tyres co-developed with Harley-Davidson® specifically for the new Street Rod® model.

EXCELLENT GRIP

Thanks to its Silica Rain Technology (SRT) using the latest tread rubber compounds, wet weather grip is assured.

SPORTY HANDLING

Radial casing construction offers the highest performance and feel.

URBAN AGILITY

Internal construction and careful tyre profiling deliver a responsive but stable ride.



The range was recently approved for the Harley-Davidson® Electra Glide, Road Glide, and Street Glide. It is also fitted as original equipment for almost all the Harley-Davidson® Sportster® and Dyna® models.

CRUISE WITH CONFIDENCE

Innovative rubber compounds, incorporating know-how derived from Michelin's decades of road-racing experience, provide remarkable grip on both wet and dry roads.

EXCEPTIONAL COMFORT AND HANDLING

Flexible casing and the profile of the tyre promote rock-solid handling on twisty roads.

LONG LIFE

Michelin carbon black-enriched rubber compounds promote excellent durability without compromising performance.



The MICHELIN tyre developed exclusively for the Harley-Davidson® Fat Bob®.

IMPRESSIVE DURABILITY

Innovative 'reverse' tread design combined with Michelin's proven rubber compound technology help deliver long tread life and even wear patterns.

AGILE HANDLING AND SMOOTH RIDE


The Scorchers 32 tyres have been developed to maximise the rider comfort and handling of your Fat Bob® motorcycle.

DEPENDABLE GRIP


Excellent traction on wet or dry roads, thanks to the generously grooved tread patterns.

STABILITY + GRIP + HANDLING + EXCLUSIVE DESIGN CO-BRANDED WITH HARLEY-DAVIDSON®

DIMENSIONS
MICHELIN CUSTOM

FRONT	Dimension						Tube
		MICHELIN COMMANDER 5 SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	
	MT90 B16 MIC 72H TL/TT	183947					16MI2
	130/90 B16 MIC 73H REINF TL/TT	465548			359328	052653	16MI2
	100/80 - 17 MIC 52H TL	189261	420386				-
	120/90 B17 MIC 64S TL/TT	938253					17MH
	130/80 B17 MIC 65H TL/TT	701621			682482		17MH
	140/75 R17 MIC 67V TL	084865	567465				-
	140/80 B17 MIC 69H TL/TT	704451					17MI
	110/90 B18 MIC 61H TL/TT	440376					18MF
	120/70 R17 MIC 58V TL			163575			-
	120/70 ZR 18 MIC (59W) F TL		718570				-
	120/70 ZR 18 MIC (59W) T TL *		716063				-
	130/70 B18 MIC 63H TL/TT	409318			559098		18MG
	160/60 R18 MIC 70V TL		397891				-
	100/90 B19 MIC 57H TL/TT	325101			986404		19MF
	110/90 B19 MIC 62H TL/TT	360180			569118		19MF
	120/70 ZR19 60W F TL	540829	054571				-
	130/60 B19 MIC 61H TL/TT	989044			605796		-
	80/90 - 21 MIC 54H REINF TL/TT	735219			705949		21MD
	MH90 - 21 MIC 54H F TL/TT	027803					21MD
	90/90 - 21 MIC 54H TL/TT	999082					21MD
	120/70 B21 MIC 62H TL/TT	426553					-
	130/60 B21 MIC 63H TL		471253				-

*XL 1200T Superlow

REAR	Dimension						Tube
		MICHELIN COMMANDER 5 SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	MICHELIN SCORCHER 11	
	140/75 R 15 MIC 65H TL	501395	232516				-
	140/90 B15 MIC 76H TL/TT	087407					15MJ
	150/90 B15 MIC 74H TL/TT	189425					15MJ
	170/80 B15 MIC 77H TL/TT	102708					15MJ
	180/70 B15 MIC 76H TL/TT	301558					-
	130/90 B16 MIC 73H REINF TL/TT	155624					16MI2
	140/90 B16 MIC 77H TL/TT	362316					16MI2
	150/80 B16 MIC 71H TL/TT	753531					16MI2
	150/80 B16 MIC 77S REINF TL/TT	849199					16MI2
	150/80 B16 MIC 77H REINF TL/TT				193056		16MI2
	180/65 B16 MIC 81H TL/TT	152619					-
	180/65 B16 MIC 81H REINF TL/TT				781067		-
	180/70 B16 MIC 77H TL/TT				718252	084161	-
	150/60 ZR 17 MIC (66W) TL		559849				-
	150/70 ZR 17 MIC (69W) TL		393291				-
	160/60 R17 MIC 69V TL			624733			-
	160/70 B17 MIC 73V TL/TT	184801			825755		17MI
	180/55 R 17 MIC 73W TL		206030				-
	180/60 B17 MIC 75V TL/TT				460388		17MI
	200/55 R17 MIC 78V TL/TT	679248	627088				-
	180/55 B 18 MIC 80H REINF TL/TT	261155					-
	150/70 B18 MIC 76H REINF TL/TT	323613					-
	240/40 R18 79V R TL	596934	897924				-



COMPLETE TRAIL OFFER
A RANGE TO MEET MANY NEEDS

NEW



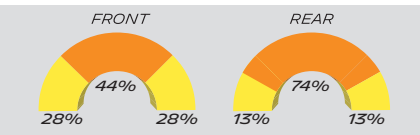
MICHELIN
ROAD 5 TRAIL



MORE CONFIDENCE IN ALL CONDITIONS ⁽¹⁾,
EVEN WHEN 50% WORN. ⁽²⁾



Benefits from MICHELIN 2CT (Dual-Compound Technology) A versatile, durable tyre with exceptional wet and dry grip.



IN BRIEF

- › N°1 for wet grip on the road ⁽³⁾
- › Even when 50% worn experience exceptional braking in the wet ⁽²⁾
- › With its improved dry grip and stability and the best handling versus its main competitors thanks to MICHELIN's patented ACT+ casing technology, it offers even more riding pleasure ⁽⁴⁾

FRONT							REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
110	80	R	19	59	V	TL 092656 N	150	70	R	17	69	V	TL 813877 N
120	70	ZR	19	60	W	TL 255302 N	170 ⁽³⁾	60	ZR	17	72	W	TL 630514 N

N = NEW



MICHELIN
PILOT ROAD 4 TRAIL



THE TRAIL BIKE TYRE FOR 100% ROAD USE
THAT OFFERS LONGEVITY AND EXCEPTIONAL
WET WEATHER PERFORMANCE



IN BRIEF

- › THE TRAIL TYRE DESIGNED ENTIRELY FOR ROAD USE
- › ALL THE BENEFITS OF THE PILOT ROAD 4

FRONT								REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	Version	CAI	Width	Ratio	Diam.	Load index	Speed index	TL / TT	Version	CAI
120	70	R	19	60	V	TL Trail	386917	170	60	R	17	72	V	TL Trail	146096

(1) Except snow and ice and other extreme conditions.
(2) According to internal studies at Ladoux, the Michelin centre of excellence under the supervision of an independent witness, comparing MICHELIN Road 5 tyres used for 3502 miles and at 50% remaining tread depth with new and unworn MICHELIN Pilot Road 4 tyres.
(3) According to internal studies at Fontange, a Michelin test track under the supervision of an independent witness, comparing MICHELIN Road 5 tyres with METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55 ZR17 (rear) on Suzuki Bandit 1250.
(4) External tests conducted by the MTE Test Centre invoked by Michelin, comparing MICHELIN Road 5 tyres with MICHELIN Pilot Road 4, METZELER Roadtec 01, DUNLOP Road Smart 3, CONTINENTAL Road Attack 3, PIRELLI Angel GT and BRIDGESTONE T30 EVO tyres, in dimensions 120/70 ZR17 (front) and 180/55 ZR17 (rear) on a Kawasaki Z900 giving best dry performance globally and N°1 for Handling.

USAGE	0 % OFF-ROAD	10 % OFF-ROAD	30 % OFF-ROAD	50 % OFF-ROAD
	100 % ROAD	90 % ROAD	70 % ROAD	50 % ROAD
BIG ADVENTURE BIKES	MICHELIN ROAD 5 TRAIL NEW 	MICHELIN PILOT ROAD 4 TRAIL 	MICHELIN ANAKEE III 	MICHELIN ANAKEE III
			MICHELIN ANAKEE III 	MICHELIN ANAKEE WILD
TRAIL BIKES AND SMALLER ADVENTURE BIKES			MICHELIN ANAKEE III 	MICHELIN SIRAC
				MICHELIN ANAKEE WILD



MICHELIN
ANAKEE III



REDISCOVER THE PLEASURE OF
RIDING YOUR TRAIL BIKE FOR LONGER



DISCOVER
THE MICHELIN
ANAKEE III ON VIDEO

IN BRIEF

- › EXCELLENT HANDLING AND OPTIMAL PERFORMANCE WHETHER RIDING SOLO OR 2-UP
- › OUTSTANDING TYRE LIFE FOR THE TRAIL SEGMENT
- › A UNIQUE LOOK
- › CHOSEN BY BMW TO EQUIP THE BMW R 1200 GS, R 1200 GS ADVENTURE

FRONT								
Width	Ratio		Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
100	90	-	19	57	H	TL/TT	404946	19MF
110	80	R	19	59	H	TL/TT	239706	19MF
110	80	R	19	59	V	TL/TT	004703	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

REAR								
Width	Ratio		Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
120	90		17	64	S	TL/TT	839798	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	-

MORE DETAILS

UTILITY OF THE BEVELLED GROOVE EDGES

A proportion of the pattern's groove edges are bevelled, forming 'scoops' which facilitate the clearance of 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.



MICHELIN
ANAKEE 2



70% ROAD, 30% OFF-ROAD TYRE
OFFERING GRIP AND LONGEVITY

- Excellent longevity - a minimum 29% extra tyre life compared to Anakee 2's main rivals*
- Developed directly from MotoGP technology
- Synthetic resins and compounds and a high silica content for excellent wet weather performance

FRONT								
Width	Ratio		Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
110	80	R	19	59	V	TL/TT	095797	19MF

REAR								
Width	Ratio		Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
150	70	R	17	69	V	TL/TT	296741	17MI

Recommended for all these top selling large trail bikes :
BMW R1200GS + R1200GS Adventure, Triumph Tiger 1200 Explorer + Tiger 1200 XC + Tiger 800 XC (Alternative validated front tyre size), Yamaha XT 1200 Z Super Tenere, Honda VFR 1200X Crosstourer.

* Comparison test carried out at C.E.R.M (Centre d'Essais Routiers Mechaniques) in 2008 with the following main rival 110/80 R 19 and 150/70 R 17 tyres Bridgestone Battle Wing and Metzeler Tourance EXP.



MICHELIN
SIRAC

TRAIL
< 600 CC

THE STREET/TRAIL TYRE FOR MID-SIZED TRAIL BIKES

Excellent on and off-road ability.
Excellent value.

FRONT								
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube	
90	90	19	52	P	TT	854348	19ME	
3.00	-	21	51	T	TT	104899	21MD	
80	90	21	48	R	TT	104754	21MD	
90	90	21	54	T	TT	104753	21MD	

REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
110	90	17	60	P	TT	717852	17MG
120	90	17	64	T	TT	104271	17MH
130	80	17	65	T	TL/TT	257527	17MH
4.10	-	18	60	R	TT	104900	18MG
110	80	18	58	R	TT	104975	18MF
120	80	18	62	T	TT	104763	18MF



MICHELIN
ANAKEE WILD



GET OFF THE BEATEN TRACK

+ CAN THE MICHELIN ANAKEE WILD TYRE BE MIXED WITH THE MICHELIN ANAKEE III TYRE?
No, these two ranges can't be mixed since they were developed for very different riding conditions.

IS THERE A SPECIFIC TYRE PRESSURE FOR OFF-ROAD USE?
No, Michelin recommends using regular tyre pressure. Furthermore, BMW doesn't have any alternative tyre pressure recommendations for off road use on the R1200 GS models for example.

IN BRIEF

- › STABILITY AND COMFORT ON THE ROAD THANKS TO RADIAL TECHNOLOGY AVAILABLE FOR THE FIRST TIME ON A KNOBBLY TYRE RANGE
- › EXCELLENT LONGEVITY
- › ON/OFF ROAD TRACTION, HANDLING, AND PRECISE STEERING THANKS TO AN INNOVATIVE TREAD PATTERN
- › RESISTANCE TO DAMAGE AND HIGH TEMPERATURES THANKS TO OPTIMISED TREAD DEPTH AND A SPECIALISED COMPOUND.

AN INVALUABLE ASSET FOR A SUCCESSFUL ADVENTURE

With its unique compounds and innovative tread inspired by the winner of the Dakar Rally, the MICHELIN Desert Race, the MICHELIN Anakee Wild lasts longer to help you finish your adventure with the same set of tyres.

SUPERIOR TRACTION ON SOFT TERRAIN

The alignment of the scoop-shaped, staggered tread blocks offer stability and traction on soft terrain and in all conditions.

FRONT								
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube	
110	80	R 19	59	R	TL/TT	884521	19MF	
120	70	R 19	60	R	TL/TT	132247	19MF	
80	90	- 21	48	S	TL/TT	270232	21MD	
90	90	- 21	54	R	TL/TT	585707	21MD	

REAR								
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube	
130	80	- 17	65	R	TL/TT	036642	17MH	
140	80	- 17	69	R	TL/TT	722565	17MI	
150	70	R 17	69	R	TL/TT	932033	17MI	
170	60	R 17	72	R	TL/TT	999843	-	
110	80	- 18	58	S	TL/TT	541241	18MF	
120	80	- 18	62	S	TL/TT	538764	18MF	
130	80	- 18	66	S	TL/TT	821657	18MG	
140	80	- 18	70	R	TL/TT	716077	18MGR	
150	70	R 18	70	R	TL/TT	348562	18MG	



MICHELIN
Pilot ACTIV



GRIP, DURABILITY AND STYLE FOR CLASSIC, MIDDLEWEIGHT AND RETRO BIKES

IN BRIEF

- › A LARGE RANGE OF SIZES FOR MAJOR AND CLASSIC BRANDS INCLUDING ROYAL ENFIELD, MOTO GUZZI, LAVERDA AND MANY MORE
- › GOOD TREAD LIFE, HANDLING AND GRIP WHATEVER THE WEATHER
- › A CLASSIC DESIGN THAT ADDS THE FINAL TOUCH TO YOUR BIKE.

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

REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
130	80	17	65	H	TL/TT	366542	17MH
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
4.00	-	18	64	H	TL/TT	787145	18MG
120	90	18	65	V	TL/TT	697619	18MG
130	80	18	66	V	TL/TT	656585	18MG
130	70	18	63	H	TL/TT	967480	18MG



MICHELIN PILOT ACTIV,
WELL SUITED TO THE
TRIUMPH BONNEVILLE
RANGE



URBAN MOBILITY

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P. 40 / **SCOOTER**
P. 43 / **SCOOTER SPORT**
P. 46 / **SCOOTER RETRO**



MICHELIN
Pilot Street



BOOST YOUR RIDING PLEASURE

IN BRIEF

- › FOR EVERYDAY USE, RELIABLE EVEN ON WET ROADS.
- › LASTS 35% LONGER THAN THE MICHELIN PILOT SPORTY*
- › EXCELLENT HANDLING FOR EVERYDAY RIDING PLEASURE
- › DESIGN INSPIRED BY MICHELIN SPORT TOURING MOTORCYCLE TYRES

OFFER THE BEST BALANCE BETWEEN GRIP AND DURABILITY

The grooves that run from the centre to the shoulder improve water clearance for dependable wet grip.



FRONT							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI In. Tube
90	80	17	46	S	-	TL/TT	191781 17ME
90	90	17	49	P	-	TL	327126 -
100	80	17	52	S	-	TL/TT	510280 17ME
110	70	17	54	S	-	TL/TT	393922 17MG
110	70	17	54	H	-	TL/TT	627009 17MG
2.75	-	18	42	P	-	TL/TT	342827 18ME

REAR							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI In. Tube
80	100	14	49	L	Reinf	TT	417470 14MCG
120	80	17	61	P	-	TL	298553 -
130	70	17	62	S	-	TL	758449 17MH
140	70	17	66	S	-	TL/TT	024137 17MH
140	70	17	66	H	-	TL/TT	666756 17MH
90	90	18	57	P	Reinf	TL/TT	898552 18ME
100	90	18	56	P	-	TL/TT	391925 18ME

FRONT / REAR							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI In. Tube
70	90	14	40	P	Reinf	TL/TT	277463 -
80	80	14	43	P	Reinf	TL	320632 -
80	90	14	46	P	Reinf	TL/TT	902535 14MCG
90	80	14	49	P	Reinf		256067 -
90	90	14	52	p	Reinf	TL/TT	582269 -
100	90	14	57	p	-	TL/TT	944867 -
110	80	14	59	P	Reinf	TL	919818 -
120	70	14	61	P	Reinf	TL	696105 -
80	90	16	48	S	Reinf	TL/TT	749130 -
60	90	17	30	S	-	TT	372991 -
60	100	17	33	L	-	TL/TT	810954 -
70	90	17	38	S	-	TT	654098 -
70	90	17	43	S	Reinf	TL/TT	788900 -
2.50	-	17	43	P	Reinf	TT	517102 17MC
80	80	17	46	P	Reinf	TL	701696 -
80	90	17	50	S	Reinf	TL/TT	446544 -
100	70	17	49	S	-	TL/TT	765043 -
100	80	17	48	p	-	TL/TT	20016 -
110	80	17	57	S	-	TL/TT	010712 17ME
120	70	17	58	S	-	TL	744651 -

* According to external independent longevity tests conducted by the MAUA Institute in Brazil in 2011.



MICHELIN
CITY Pro



THE PUNCTURE RESISTANT TYRE

IN BRIEF

- › OUTSTANDING TYRE LIFE
- › EXCELLENT GRIP EVEN IN WET CONDITIONS

RESISTANT TO PUNCTURING

Thanks to the combination of MICHELIN Overlap Technology, three reinforcing 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 puncture. During an extreme test involving 48 motorbikes covering 248,000 miles in the toughest road conditions, 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.



GRIP ON WET ROADS

Thanks to its central circumferential groove, tread 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 maximised. The result is enhanced grip on dry, wet and slippery roads alike.



FRONT								
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	In. Tube
80	80	16	45	S	Reinf	TL/TT	305452	16MD
60	90	17	46	P	Reinf	TL/TT	901047	-
80	100	17	46	P	-	TL/TT	242923	14MCG
2.75	-	18	48	S	Reinf	TT	175322	18ME

REAR								
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	In. Tube
110	80	14	59	P	Reinf	TT	637986	-
80	90	16	51	S	Reinf	TL/TT	067076	-
90	80	16	51	S	Reinf	TL/TT	345625	-
80	90	17	50	S	Reinf	TT	933934	-
100	90	17	55	P	-	TL/TT	754985	-
3.00	-	17	50	P	Reinf	TT	460031	17ME

FRONT / REAR								
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	In. Tube
70	90	14	40	P	Reinf	TT	376131	-
80	90	14	46	P	Reinf	TT	662942	14MCG
90	80	14	49	P	Reinf	TT	987637	-
90	90	14	52	P	Reinf	TT	007393	-
100	80	16	50	P	-	TL/TT	518358	16MF
3.50	-	16	60	S	Reinf	TL/TT	445718	16MF
120	80	16	60	S	-	TL/TT	944215	16MG
50	100	17	30	P	-	TT	715270	-
70	90	17	43	S	Reinf	TT	835288	-
80	90	17	50	S	Reinf	TT	119984	-
2.25	-	17	38	P	Reinf	TT	783846	17MC
2.50	-	17	43	P	Reinf	TT	005561	17MC
2.75	-	17	47	P	Reinf	TT	625290	17MD
90	90	18	57	P	Reinf	TT	859919	18ME
3.00	-	18	52	S	Reinf	TT	589411	18ME
100	90	18	56	P	-	TT	469475	18ME

DUE MARCH 2019

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



MICHELIN
CITY GP



OPTIMAL SAFETY
ON WET ROAD SURFACES

MICHELIN PST TECHNOLOGY

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

A LARGE COVERAGE

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

THE TYRE OF THE MOST PRESTIGIOUS SCOOTERS

Chosen by the world's most prestigious scooter manufacturers with more than 69 standard fitments: : Piaggio MP3, Yamaha X-MAX, Honda PCX, Vespa GTS.

FRONT								
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	
110	70	11	45	L	-	TL	243953	
120	70	12	51	P	-	TL	671895	
120	70	12	51	S	GT	TL	291900	
120	70	12	51	S	-	TL	236719	
110	70	13	48	P	-	TL	455848	
110	70	13	48	S	-	TL	527163	
110	90	13	56	P	-	TL	857917	
90	90	14	46	P	-	TL	208244	
120	70	14	55	P	Reinf	TL	996576	
120	70	14	55	S	-	TL	894453	
120	70	15	56	P	-	TL	640949	
120	70	15	56	S	-	TL	556230	
90	80	16	51	S	-	TL	447525	
100	80	16	50	P	-	TL	566094	
110	70	16	52	P	-	TL	701614	
110	70	16	52	S	-	TL	924029	
120	70	16	57	P	-	TL	427212	

FRONT / REAR								
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	
100	80	10	53	L	-	TL	616514	
90	90	12	54	P	-	TL	771830	
100	90	12	64	P	Reinf	TL	386859	
110	90	12	64	P	-	TL	228295	

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



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
- › PEACE OF MIND ALL YEAR ROUND.

THERMO-ACTIVE RUBBER

One of the key characteristics 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 tyre made with 'normal' rubber would lose its grip potential.

A TREAD PATTERN DESIGNED FOR WINTRY CONDITIONS

- The sipes break through the surface water gripping in wet conditions in winter and summer alike.
- The grooves clear water towards 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 marking indicates that the tyre is deemed a 'snow' tyre according to European rulings.

FRONT

Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI
120	70	12	58	S	Reinf	TL	017953
120	70	15	62	S	Reinf	TL	073550

REAR

Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI
140	60	14	64	S	Reinf	TL	777466
140	70	14	68	S	Reinf	TL	332733
120	80	16	60	S		TL	736632

FRONT / REAR

Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	In.Tube
3.50	-	10	59	J	Reinf	TL/TT	461127	-
130	70	12	62	P	Reinf	TL	139263	-
130	60	13	60	P	Reinf	TL	744536	10B
110	80	14	59	S	Reinf	TL	602239	-
90	80	16	51	S	Reinf	TL	610078	-
100	80	16	56	S	Reinf	TL	887548	-



MICHELIN
PILOT Road 4 SCOOTER



Radial tyre.

THE MICHELIN TYRE FOR MAXI-SCOOTERS

IN BRIEF

- › THE SCOOTER VERSION OF THE MICHELIN PILOT ROAD 4 TYRE THAT WAS HIGHLY ACCLAIMED BY THE PRESS AND INDEPENDENT TESTING ORGANISATIONS
- › OUTSTANDING GRIP ON WET SURFACES, EVEN IN DIFFICULT CONDITIONS: WHITE LINES, COLD TEMPERATURES, ETC
- › EXCELLENT HANDLING AND STABILITY FOR THE MOST POWERFUL MAXI-SCOOTERS
- › LONGER TYRE LIFE AS COMPARED TO THE MICHELIN POWER PURE SC AND THE MICHELIN PILOT SPORT SC.*

XST+ SIPES TECHNOLOGY

Brakes 4m shorter than the MICHELIN POWER PURE SC on wet roads, and even better on slippery surfaces thanks to XST+ technology.

2CT TECHNOLOGY

Thanks to Michelin's 2CT technology, the tyre lasts 10% longer than the MICHELIN Power Pure SC Radial so you keep your tyres longer and reduce the total cost of ownership.

NEW SILICA-BASED COMPOUND

Boasting a new all-silica compound, it offers excellent grip even in cold, wet and difficult conditions and on all types of road surfaces, including white lines and pedestrian crossings.

FRONT

Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
120	70	15	56	H	TL	811754

REAR

Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
160	60	14	65	H	TL	648697
160	60	15	67	H	TL	620409

* Based on in-house tests.



MICHELIN
Pilot POWER 3 SCOOTER



Radial tyre.

THE MICHELIN SPORTS TYRE
FOR MAXI-SCOOTERS

THE MICHELIN SPORTS TYRE FOR MAXI-SCOOTERS, FOR
PURE RIDING PLEASURE

Excellent grip and handling.

Greater longevity compared to the MICHELIN Power Pure SC radial*.

Featuring MICHELIN 2CT technology.

2CT
TWO COMPOUND TECHNOLOGY

FRONT						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
120	70	15	56	H	TL	171295
120	70	14	55	H	TL	817220

REAR						
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
160	60	15	67	H	TL	184338



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.

2CT
TWO COMPOUND TECHNOLOGY

FRONT							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI
110	70	12	47	L	-	TL	024497
110	90	13	56	P	-	TL	796466
120	70	13	53	P	-	TL	424346
120	80	14	58	S	-	TL	459869
120	70	15	56	S	-	TL	888685

FRONT / REAR							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI
120	70	12	51	P	-	TL	101866
120	70	12	58	P	Reinf	TL	614566
130	60	13	53	P	-	TL	146100
130	60	13	60	P	Reinf	TL	382282

REAR							
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI
130	70	12	56	P	-	TL	905276
130	70	12	62	P	Reinf	TL	305000
140	70	12	60	P	-	TL	458242
130	70	13	63	P	Reinf	TL	738847
140	60	13	57	L	-	TL	566401
140	60	13	57	P	-	TL	068265
150	70	13	64	S	-	TL	923566
130	80	15	63	P	-	TL	286927

* According to internal tests.



MICHELIN
S1

AN EXCELLENT VALUE CHOICE FOR URBAN SCOOTERS

Combines performance with great looks. Outstanding performance versus price ratio.

FRONT / REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	In. Tube
80	90	10	44	J	TL/TT	601859	10B
100	80	10	53	L	TL/TT	534454	10B
3.00	-	10	50	J	TL/TT	871893	10B
80	100	10	46	J	TL/TT	309015	10B
90	90	10	50	J	TL/TT	104720	10B
100	90	10	56	J	TL/TT	104697	10B
3.50	-	10	59	J	TL/TT	968820	10B
110	80	10	58	J	TL/TT	104721	10C
130	70	10	62	J	TL/TT	434962	-



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	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
120	90	10	57	L	TL/TT	057030
130	90	10	61	L	TL/TT	057031
120	70	12	51	L	TL/TT	057023
130	70	12	56	L	TL/TT	057024



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	Ratio	Diam.	Load index	Speed index	TL / TT	CAI
120	90	10	57	J	TL	057104
130	90	10	61	J	TL	104647



MICHELIN
S83

RETRO LOOKS
PLUS MODERN-DAY PERFORMANCE

IDEAL FOR CLASSIC SCOOTERS WITH 8 OR 10 INCH WHEELS
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.

FRONT / REAR									
Width	Ratio	Diam.	Load index	Speed index	Std / reinf.	TL / TT	CAI	In. Tube	
3.50	-	8	46	J	-	TT	057237	8B	
3.00	-	10	42	J	-	TL/TT	057199	10B	
100	90	10	56	J	-	TL/TT	104696	10B	
3.50	-	10	59	J	Reinf	TL/TT	057203	10B	

OFF-ROAD

CHOOSE THE BEST TYRE
FOR YOUR RIDING STYLE

MOTOCROSS		MICHELIN STARCROSS 5 SAND					
			MICHELIN STARCROSS 5 SOFT				
				MICHELIN STARCROSS 5 MEDIUM			
					MICHELIN STARCROSS HARD		
MOTOCROSS JUNIOR				MICHELIN STARCROSS MH3			
PRACTICE LEISURE			MICHELIN STARCROSS MS3				
			MICHELIN S 12XC				
ENDURO	FRONT		MICHELIN AC 10				
	REAR		MICHELIN ENDURO MEDIUM			MICHELIN ENDURO HARD	
RALLY			MICHELIN ENDURO MEDIUM				
			MICHELIN DESERT RACE				
TRIAL		MICHELIN TRIAL COMPETITION					
		MICHELIN TRIAL COMPETITION X11					
						MICHELIN TRIAL LIGHT COMPETITION	
						MICHELIN TRIAL X-LIGHT COMPETITION	

MICHELIN

StarCross 5

**GET THE BEST
PERFORMANCE,
WHATEVER THE TERRAIN**

IN BRIEF

› **DESIGNED TO GIVE THE ULTIMATE PERFORMANCE:**

- Lighter than the previous range for easier and quicker handling
- More flexible casing than the previous range
- Improved traction in a straight line
- Better grip at higher lean angles in corners

› **AN OFFER ADAPTED TO EACH TYPE OF TERRAIN, BIKE AND USE**

› **LARGER SIZE RANGE FOR A WIDER SCOPE OF USAGE**

› **INCLUDING NEW SIZES DESIGNED FOR CROSS-COUNTRY**

› **TESTED AND APPROVED BY PROFESSIONAL AND AMATEUR RIDERS ALIKE**



MICHELIN
StarCross 5^{III} SAND

FOR COMPETING ON
SANDY SURFACES



MICHELIN
StarCross 5^I SOFT

FOR
MIXED/SOFT SURFACES



MICHELIN
StarCross 5^{II} MEDIUM

FOR
**FOR MIXED/HARD SURFACES AND
HARE & HOUNDS NON FIM ENDURO**



MICHELIN
StarCross 5^{IV} HARD

FOR
HARD/SOLID SURFACES



DIMENSIONS

MICHELIN STARCROSS 5 SAND

FRONT										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
80	100	21	51	M	TT	930497	M15/M16	338000	21UHD	21 MDR
REAR										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
100	90	19	57	M	TT	297381	M22	057334	19 UHD	19 MER
110	90	19	62	M	TT	949050	M199	057335	19 UHD	19 MFR

DIMENSIONS

MICHELIN STARCROSS 5 SOFT

FRONT										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
80	100	21	51	M	TT	785304	M15/M16	338000	21 UHD	21 MDR
90	100	21	57	M	TT	725836	M16	338000	21 UHD	21 MDR
REAR										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
100	100	18	59	M	TT	143683	M18	057338	18 UHD MEDIUM	18 MFR
110	100	18	64	M	TT	227750	M18/M14	057338/057337	18 UHD MEDIUM	18 MFR
120	90	18	65	M	TT	461928	M14	057337	18 UHD LARGE	18 MGR
100	90	19	57	M	TT	162418	M22	057334	19 UHD	19 MER
110	90	19	62	M	TT	047359	M199	057335	19 UHD	19 MFR
120	80	19	63	M	TT	275510	M199	057335	19 UHD	19 MFR

DIMENSIONS

MICHELIN STARCROSS 5 MEDIUM

FRONT										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
80	100	21	51	M	TT	106704	M15/M16	338000	21 UHD	21 MDR
90	100	21	57	M	TT	201735	M16	338000	21 UHD	21 MDR
REAR										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
100	100	18	59	M	TT	087232	M18	057338	18 UHD MEDIUM	18 MFR
110	100	18	64	M	TT	111795	M18/M14	057338 / 057337	18 UHD MEDIUM	18 MFR
120	90	18	65	M	TT	771311	M14	057337	18 UHD LARGE	18 MGR
100	90	19	57	M	TT	964279	M22	057334	19 UHD	19 MER
110	90	19	62	M	TT	916748	M199	057335	19 UHD	19 MFR
120	80	19	63	M	TT	414640	M199	057335	19 UHD	19 MFR

DIMENSIONS

MICHELIN STARCROSS 5 HARD

FRONT										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
90	100	21	57	M	TT	290055	M16	338000	21 UHD	21MDR
REAR										
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	Dim. road tube
110	90	19	62	M	TT	643728	M199	057335	19 UHD	19 MFR



MICHELIN
starcrossMH3

FOR MIXED/HARD-PACKED GROUND

FRONT												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
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	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
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
starcrossMS3

FOR MIXED/SOFT GROUND

FRONT												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
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	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
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	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
2.75	-	10	33	J	TT	561755	-	-	-	-	10MBR	155574



MICHELIN
S 12XC

FOR MUDDY AND GRASSY GOING

NHS Not for Highway Service

The best traction and the best grip on very loose terrain thanks to its very tall tread blocks (18 mm) and its Maximised Contact Patch (MCP) carcass

FRONT							
Width	Ratio	Diam.	TL / TT	CAI	Dim. Mousse	Size UHD Tubes	Bib Mousse
90	90	21	TT	782934	21MDR	21UHD	M15

REAR							
Width	Ratio	Diam.	TL / TT	CAI	Dim. Mousse	Size UHD Tubes	Bib Mousse
140	80	18	TT	826954	18MGR	18UHD Large	M14



MICHELIN
AC 10



FOR MOTOCROSS PRACTICE, NON FIM
ENDURO AND LEISURE USE INCLUDING
GREEN LANING

IN BRIEF

- › LASTING PERFORMANCE AND OUTSTANDING VALUE FOR MONEY
- › HOMOLOGATED FOR ROAD USE, BUT IS NOT DESIGNED FOR PROLONGED USE IN A SINGLE JOURNEY
- › REVERSIBLE DESIGN TO MAXIMISE EFFICIENT TYRE LIFE

FRONT													
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes	
80	100	21	51	R	TT	395809	M15	057333	21 UHD	827203	21MDR	833092	

REAR													
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes	
100	100	18	59	R	TT	-	-	-	18 UHD Med.	-	18MFR	-	
110	100	18	64	R	TT	-	-	-	18 UHD Med.	-	18MFR	-	
120	90	18	65	R	TT	-	-	-	18 UHD Large	-	18MGR	-	
100	90	19	57	R	TT	340727	M22	057334	19 UHD	842770	19MER	754720	
110	90	19	62	R	TT	-	-	-	19 UHD	-	19MFR	-	



NEW
ROAD LEGAL



MICHELIN
ENDURO MEDIUM



GET TO THE TOP, WHATEVER
THE CONDITIONS!

IN BRIEF

- › MORE FLEXIBILITY AND BETTER CUSHIONING ENSURES A SIGNIFICANT IMPROVEMENT IN GRIP ON UNEVEN GROUND, PARTICULARLY AT LOW SPEED – THIS IS THANKS TO THE WORK DONE ON BOTH THE TREAD BLOCK SHAPE AND LAYOUT, AS WELL AS THE INTERNAL STRUCTURE OF THE TYRE
- › MORE VERSATILITY AND EXCEPTIONAL WET GRIP THANKS TO NEW RUBBER COMPOUNDS
- › 15%* IMPROVEMENT IN LONGEVITY AND SIGNIFICANTLY MORE STABLE, RELIABLE PERFORMANCE OVER TYRE LIFE
- › NEW MICHELIN BIB-MOUSSE FROM FEBRUARY 2018 DEVELOPED ESPECIALLY FOR THIS NEW ENDURO RANGE

RECOMMENDED PRESSURES :

FRONT = 14.5 PSI (11.5 PSI MIN)
REAR = 14.5 PSI (11.5 PSI MIN)

Tyre pressures can be adjusted to suit the ground type, weather conditions, the type of bike, the speed and weight of the bike and rider and the type of riding.

FRONT									
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. road tube	Size UHD Tubes	Bib Mousse
90	90	21	54	R	TT	537009	21MDR	21UHD	M15
90	100	21	57	R	TT	214111	21MDR	21UHD	M16

REAR									
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. road tube	Size UHD Tubes	Bib Mousse
120	90	18	65	R	TT	658101	18MFR	18UHD Medium	M18
140	80	18	70	R	TT	536997	18MGR	18UHD Medium	M14

* According to DEKRA independent testing between the Enduro Medium and Enduro Comp III in 140/80-18 size carried out in 2016 and 2017.

NEW
ROAD LEGAL



MICHELIN
ENDURO HARD



FRONT									
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. road tube	Size UHD Tubes	Bib Mousse
90	90	21	54	R	TT	087442	21MDR	21UHD	M15

* According to DEKRA independent testing carried out in 2016 and 2017.

ROAD LEGAL



MICHELIN
Desert RACE



DESIGNED FOR RALLY RAID USE

IN BRIEF

- › EXCELLENT HANDLING IN TIGHT CONDITIONS
- › EXCELLENT STABILITY AT HIGH SPEEDS

34 CONSECUTIVE
DAKAR VICTORIES
SINCE 1983!

BIBMOUSSE
Paired with a MICHELIN Bibmousse, it's the perfect solution for Rally Raid use.

EXCEPTIONAL PERFORMANCE
Chosen by the KTM Rally Factory team, winner of the 2017 Dakar Rally, for its exceptional performance no matter the terrain, temperature, motorcycle displacement or weight of the machine.

FRONT												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
90	90	21	54	R	TT	209230	M16	338000	21 UHD	827203	21 MDR	833092

REAR												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
140	80	18	70	R	TT	111636	M02	057331	18 UHD Large	600967	18MGR	795250

THE FIRST BRITISH WINNER
OF THE DAKAR RALLY, SAM
SUNDERLAND (KTM FACTORY
TEAM – MICHELIN)
**GAVE MICHELIN ITS 34TH
CONSECUTIVE VICTORY**
SINCE ENTERING THE RALLY.

SAM SUNDERLAND





ROAD LEGAL

MICHELIN
Trial Competition
MICHELIN
Trial Competition X11



THE GREAT VALUE MICHELIN TRIAL TYRE

FLEXIBILITY, GRIP AND STRENGTH

Combines flexibility, grip and strength for professional riders and amateurs alike.
Homologated for road use, but is not designed for prolonged use in a single journey.



FRONT												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
2.75	-	21	45	L	TT	057230	-	-	-	-	21 TRIAL	135666

REAR												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
4.00	0	18	64	L	TL	097047	-	-	-	-	-	-



ROAD LEGAL

MICHELIN
Trial Light Competition
MICHELIN
Trial X-Light Competiton



MICHELIN'S BENCHMARK TRIAL TYRE

WINNER OF THE 2017 INDOOR AND OUTDOOR TRIAL
WORLD TITLES WITH TONI BOU FOR THE ELEVENTH
YEAR RUNNING

Its light weight* facilitates sideways manoeuvring and jumping.
Literally hugs obstacles and rocks thanks to its Maximised Contact Patch casing.



FRONT												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
80	100	21	51	M	TT	436147	-	-	-	-	21 TRIAL	135666

REAR												
Width	Ratio	Diam.	Load index	Speed index	TL / TT	CAI	Dim. Mousse	CAI mousse	Size UHD Tubes	CAI tubes UHD	Dim. road tube	CAI Tubes
120	100	18	68	M	TT	546774	-	-	-	-	-	-

*MICHELIN Trial Light (front and rear) is 6% lighter than MICHELIN Trial Competition (front and rear).



MICHELIN
Bibmousse

THE MICHELIN SOLUTION TO
PUNCTURES AND PINCH FLATS

INVENTED BY MICHELIN FOR CROSS COUNTRY, RALLY,
ENDURO AND MOTOCROSS USE

Not for Highway Service (NHS).

MICHELIN BIBMOUSSE FITTING GEL

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



AN UNRIVALLED DAKAR
RALLY RECORD:
34 CONSECUTIVE
VICTORIES SINCE 1983!

Bib Mousse	CAI	Dimension	MICHELIN tyre	Rim Size ideal accepted	
M15	057333	80/100 - 21	Starcross 5 Soft	1.60	1.85
		80/100 - 21	Starcross 5 Medium	1.60	1.85
		80/100 - 21	Starcross 5 Sand	1.60	1.85
		80/100 - 21	AC10	1.60	1.85
		90/90 - 21	Enduro Medium	1.60	1.85
		90/90 - 21	Enduro Hard	1.60	1.85
M16	338000	90/90 - 21	S12 XC	1.60	1.85
		80/100 - 21 ⁽¹⁾	Starcross 5 Soft	1.60	1.85
		80/100 - 21 ⁽¹⁾	Starcross 5 Medium	1.60	1.85
		90/90 - 21	Desert Race	1.60	1.85
		90/100 - 21	Enduro Medium	1.60	1.85
		90/100 - 21	Starcross 5 Medium	1.60	1.85
M02	057331	90/100 - 21	Starcross 5 Hard	1.60	1.85
		90/100 - 21	Starcross 5 Soft	1.60	1.85
		90/100 - 21	Enduro Competition VI	1.60	1.85
		140/80 - 18	Desert Race	2.50	2.15
		110/100 - 18	Starcross 5 Soft	2.15	2.50
		110/100 - 18	Starcross 5 Medium	2.15	2.50
M14	057337	120/90 - 18	Starcross 5 Soft	2.15	2.50
		120/90 - 18	Starcross 5 Medium	2.15	2.50
		140/80 - 18	Enduro Medium	2.15	2.50
		140/80 - 18	S12 XC	2.15	2.50
		140/80 - 18	Enduro Competition VI	2.15	2.50
		110/100 - 18	Starcross 5 Soft	2.15	2.50

Bib Mousse	CAI	Dimension	MICHELIN tyre	Rim Size ideal accepted	
M18	057338	100/100 - 18	Starcross 5 Soft	1.85	2.15
		100/100 - 18	Starcross 5 Medium	1.85	2.15
		110/100 - 18 ⁽²⁾	Starcross 5 Soft	2.15	2.50
		110/100 - 18 ⁽²⁾	Starcross 5 Medium	2.15	2.50
		110/100 - 18 ⁽²⁾	AC10	2.15	2.50
		120/90 - 18	Enduro Medium	1.85	2.15
M22	057334	120/90 - 18	Enduro Competition VI	1.85	2.15
		100/90 - 19	Starcross 5 Soft	1.85	2.15
		100/90 - 19	Starcross 5 Medium	1.85	2.15
		100/90 - 19	Starcross 5 Sand	1.85	2.15
		100/90 - 19	AC10	1.85	2.15
		110/90 - 19	Starcross 5 Soft	2.50	2.15
M199	057335	110/90 - 19	Starcross 5 Medium	2.50	2.15
		110/90 - 19	Starcross 5 Hard	2.50	2.15
		110/90 - 19	Starcross 5 Sand	2.50	2.15
		120/80 - 19	Starcross 5 Soft	2.50	2.15
		120/80 - 19	Starcross 5 Medium	2.50	2.15
		110/90 - 19	Starcross 5 Soft	2.50	2.15

BIB MOUSSE GEL MOUNTING	
Designation	CAI
Gel Bib Mousse	551165

(1) Alternative for Bib Mousse M15 to give a higher tyre pressure feel for experienced riders. Note that mounting is particularly difficult.
(2) Alternative for Bib Mousse M14 only for cross-country use on soft ground to give a lower tyre pressure feel.



INNER TUBES

MOTO - TR4



MOTO - 2171



ROAD TUBES			
Type - Designations	CAI	Size - Compatibility	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	150/80-18 ; 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, 100/90-19, 110/80-19, 110/90-19	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

SCOOTER 741 / 741-45D
45 DEGREE BEND, 673 /
1202 90 DEGREE BEND



SCOOTER : R1202



SCOOTER : R742 R746



SCOOTER : R745 R746



SC : BENT 90° R673 R102



SCOOTER TUBES			
Type - Designations	CAI	Size - Compatibility	Carton quantity
4AB VALVE 673	454110	4,00 - 4	30
8B 1 VALVE 741	125611	3.50-8 ; 4.00-8	30
8B2 VALVE 741-45 D	125610	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



OFF-ROAD TUBES

TR 4



UHD
ULTRA HEAVY DUTY
INNER TUBE
4.0mm thick

OFF ROAD AND REINF
2.5mm thick

STANDARD MOTORCYCLE
AND SCOOTER
1.8mm thick

OFF-ROAD TUBES				
Type - Designations	Reinfl UHD	CAI	Size - Compatibility	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	20
14 REINF	Reinf	125389	90/100-14 (Junior Starcross)	30
16 REINF	Reinf	125390	90/100-16 (Junior Starcross)	30
17 REINF	Reinf	125391	70/100-17 (Junior Starcross)	30
17MHR VALVE TR4		335733	40/80-17, 150/60-17, 160/60-17, (Supermoto rear)	8
18 UHD Medium	UHD	034757	120/90-18 (100/100-18 MX), 130/80-18 (110/100-18 MX)	6
18MFR	-	830920	130/80-18, (110/100-18 MX), 120/90-18, (100/100-18 MX)	12
18MGR	-	795250	130/90-18, 140/80-18 (120/90-18 MX)	12
18 UHD Large	UHD	600967	130/90-18, 140/80-18 (120/90-18 MX)	6
19UHD	UHD	842770	120/80-19, (100/90-19 MX), 130/70-19, (110/90-19 MX)	6
19MFR	-	623140	130/70-19 (110/90-19 MX)	12
19MER	-	754720	120/80-19 (100/90-19 MX)	12
19 REINF	Reinf	125392	70/100-19 (Junior Starcross)	20
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
21UHD	UHD	827203	90/90-21, 80/100-21, 90/100-21	6



RIM BANDS

MICHELIN RIM BANDS	
DIMENSIONS	CAI
RIM BAND 3.00 X 16 (1300X33)	237969
RIM BAND 1.60/1.85 X 21 (1400X25)	949947
RIM BAND 1.60/2.00 X 18/19 (1300X25)	656415
RIM BAND 2.15/3.00 X 17/18/19 (1200X33)	359215
RIM BAND PROT 4.50 X 17/18 (1200x63)	084980



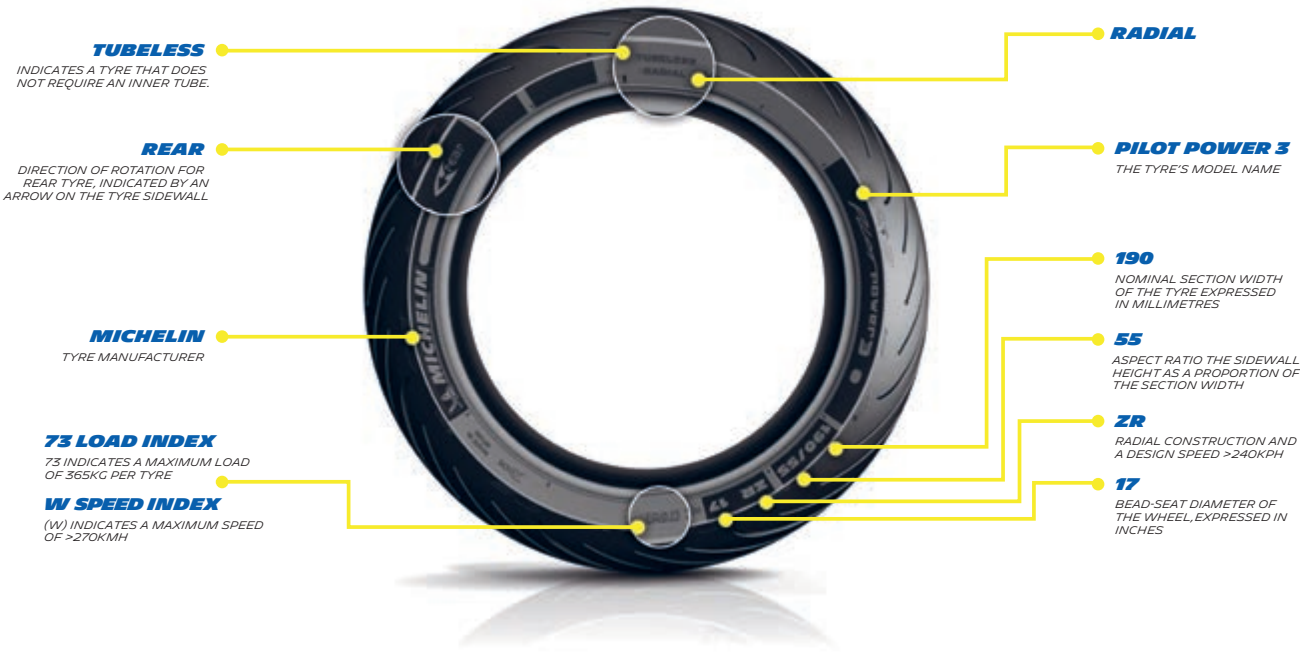
FUNCTIONS OF A TYRE

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

“ A TYRE IS A COMBINATION OF A CASING, A WHEEL AND PRESSURISED AIR ”

- 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**
OFFERING GOOD MILEAGE PERFORMANCE

TYRE MARKINGS
(HOW TO READ A TYRE SIDEWALL)



LOAD INDEX
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
20	80	30	106	40	140	50	190	60	250	70	335	80	450
21	82.5	31	109	41	145	51	195	61	257	71	345	81	462
22	85	32	112	42	150	52	200	62	265	72	355	82	475
23	87.5	33	115	43	155	53	206	63	272	73	365	83	487
24	90	34	118	44	160	54	212	64	280	74	375	84	500
25	92.5	35	121	45	165	55	218	65	290	75	387	85	515
26	95	36	125	46	170	56	224	66	300	76	400	86	530
27	97.5	37	128	47	175	57	230	67	307	77	412	87	545
28	100	38	132	48	180	58	236	68	315	78	425	88	560
29	103	39	136	49	185	59	243	69	325	79	437	89	580

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

DIMENSIONAL EQUIVALENCE
ALL TYPES OF DIAGONAL ARCHITECTURE TYRES

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

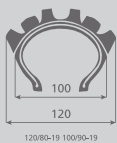
EQUIVALENCES OF DIMENSIONS
OFF ROAD EQUIVALENT

DIMENSIONAL EQUIVALENCE:
For the MICHELIN Enduro, Desert and S12XC ranges, the size designation is based on the width of the tyre measured at the widest point of the tread.

For the MICHELIN StarCross 5, AC 10, Trial Light and Xlight ranges, the size designation is based on the width of the tyre measured at the widest point of the sidewall.

A 120/80-19 MICHELIN Enduro Medium therefore corresponds to a 100/90-19 MICHELIN StarCross 5 size.

ENDURO	CROSS
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 Motocross tyres is measured at the level of the base of the tread blocks , while for Enduro tyres, it is measured by the overall dimension at the widest point which is the top of the tread blocks.

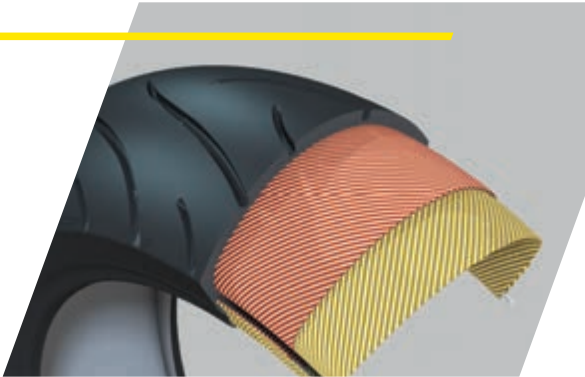
THERE ARE HUGE DIFFERENCES IN THE WORLD OF MOTORBIKES AND SCOOTERS.

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.

STRUCTURE RADIAL / BIAS

THE CARCASS OF A BIAS TYRE CONSISTS OF 2 OR MORE DIAGONALLY ORIENTATED CARCASS PLYS.

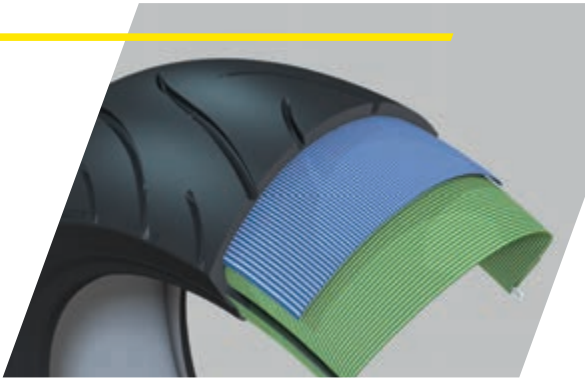
The overlap angle of these plies can be changed to give differing properties to the finished tyre. The structure is uniform and the tyre crown area has similar properties to the sidewalls, because of this the sidewalls tend to be very stiff.



RADIAL STRUCTURE

IN A RADIAL STRUCTURE THE CARCASS PLY IS PLACED RADIALLY.

In a radial structure the carcass ply is placed radially, running from bead area to bead area at an angle of 90 degrees. The crown area can be reinforced with bracing plies. The structure is therefore not uniform, and the crown area and sidewall area can then be given different properties, allowing the sidewalls to be more flexible.



DIFFERENT PERFORMANCES

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. The flexible sidewalls of a radial tyre, 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 behaviour.

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 medium sized engines. 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 IN A TYRE

- 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 features to restore conductivity to an acceptable level.



THREATS TO THE TYRE

THE THREE MAIN THREATS TO THE TYRE ARE PHYSICAL, ENVIRONMENTAL AND HUMAN.

They are usually related to the inflation pressure, damage, 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

- Does not perform routine tyre checks for wear or damage.
- Does not maintain proper tyre pressure (under inflation or over inflation).
- Re-inflates a tyre that has run flat or seriously under-inflated.
- Does not change a tyre before it reaches the legal wear limit.
- Neglecting a change in behaviour of the bike, loss of pressure, vibration, noise,
- Does not inspect a tyre after a severe impact.
- Has an aggressive riding style.
- Uses tyres of different sizes or types.
- Does not replace the valve when replacing a tubeless tyre.
- Repairs a tyre themselves rather than go to a tyre specialist
- Temporary repairs that become a permanent solution.
- Mount a tyre on a wheel that is damaged or distorted.
- Does not store tyres correctly.

RUBBER BREAKDOWN IN THE COLD

THE FUNDAMENTALS

All rubber compounds used in tyres have performance windows that fall within a range of temperatures.

- There is a low temperature threshold from which the rubber loses elasticity and becomes brittle. This can be as low as -55°C for some rubber compounds. This is called the breaking point .
- There is also a high temperature threshold from which the rubber becomes pasty/viscous. This is generally above 200°C. It is called the reversion point.

THE VAST MAJORITY OF OUR TYRES OPERATE WITHIN THESE THERMAL LIMITS WITHOUT IMPEDIMENT.

SUPERSPORT AND COMPETITION TYRES

In competition and hypersport tyres, the very high temperatures encountered (related to the very high levels of grip) require a specific blend of tyre compounds to withstand them.

One consequence of this is that these soft compound tyres have a break point around 0°C.

Handling these tyres at this temperature or lower may result in the tread or other area of rubber on the tyre literally breaking. Care must therefore be taken to store the tyres in appropriate conditions which avoid these temperatures.

If this occurs, the tyres should not be handled at all.

<div>MICHELIN POWER Slick^{Evo}</div> <div></div> <div>RECOMMENDATIONS</div> <div>Never handle the tyre at a temperature below 5°C in order to prevent damage to the tyre.</div> <div>RECOMMENDATIONS</div> <div>Before fitting and unfitting, the tyre should have been stored for at least 24h at a temperature greater than 10°C.</div>	<div>MICHELIN POWER Cup^{Evo}</div> <div></div> <div>RECOMMENDATIONS</div> <div>Never handle the tyre at a temperature below 5°C in order to prevent damage to the tyre.</div> <div>RECOMMENDATIONS</div> <div>Before fitting and unfitting, the tyre should have been stored for at least 24h at a temperature greater than 10°C.</div>	<div>MICHELIN POWER SuperMoto</div> <div></div> <div>RECOMMENDATIONS</div> <div>Never handle the tyre at a temperature below -10°C in order to prevent damage to the tyre.</div>
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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.

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.

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.

EACH MOTORCYCLE IS TESTED AND DESIGNED TO PERFORM TO A STANDARD SET BY THE MANUFACTURER.

THIS IS WHY IT IS IMPORTANT TO FOLLOW THE RECOMMENDATIONS OF THE MANUFACTURER.

STORAGE ADVICE

DRY CONDITIONS:

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 organised.

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.

DRY CONDITIONS, TEMPERATURE, LIGHT AND CERTAIN CHEMICALS OR ELECTRICAL EQUIPMENT ARE KNOWN FACTORS AFFECTING AGEING: IT IS THERE FOR ESSENTIAL THAT PRODUCTS ARE STORED CORRECTLY.

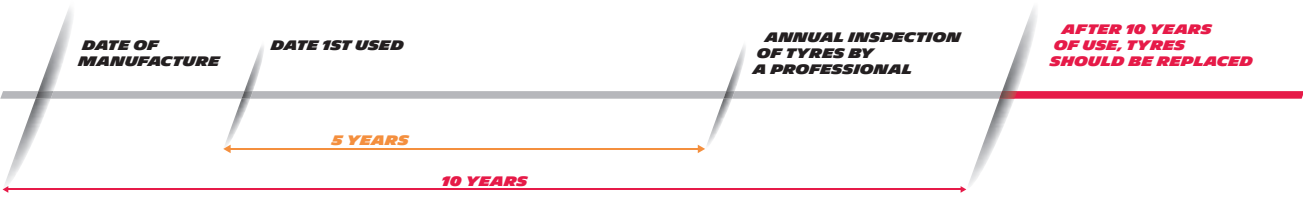
* In the case of fitting off road or 50/50 tyres to replace Original Equipment road biased tyres, due to the specialised nature of the tyres the load and speed index may be lower than on OE fitments. Riders should not exceed these lower limits to remain within the legal requirements.

TYRE AGE AND PERFORMANCE

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 PROMISES THE INTEGRITY OF THE PERFORMANCE OF TYRES DELIVERED TO ITS CUSTOMERS.



CHECKING TYRE FOR WEAR

IF 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/ SA = 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 to 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).

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




Check orientation of wheel and tyre before fitting

STEP 2




Lubricate both beads

STEP 3



Push the tyre into the wheel well opposite the final section of bead

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.
- Valve replacement is recommended.
- Lubricate all the inner part.
- 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 fit the valve cap.

FOR A TUBE TYPE TYRE :

- The rim must be clean and in good condition
- For safety reasons, it is recommended to use a new inner tube
- Observe the rolling direction indicated by an arrow on one side
- Lubricate the beads on both sides
- Perform the mounting using suitable levers and finishing at the valve location.
- Slowly inflate to 3.5 bar (51 psi) while ensuring the proper centreing of the tyre on the wheel.
- Completely deflate the tyre in order to eliminate air pockets or correct a possible wrong position of the tube.
- Inflate to the recommended pressure and fit the valve cap.

REMOVAL

UNSCREW THE VALVE AND ALLOW THE TYRE TO DEFLATE COMPLETELY

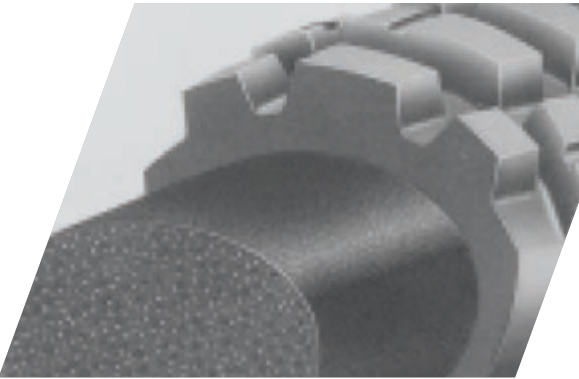
BREAK THE SEAL BETWEEN THE TYRE BEADS AND THE RIM AND LUBRICATE THE RIM AND BEADS.

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°C, and temperatures above 40°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 : DEMOUNTING A BIBMOUSSE

- Place the wheel on a fitting cradle or support.
- 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.
- 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 tape 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.

 - To seat the beads of the tyre correctly against the rim flanges, it is recommended to inflate 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.



FOR INFORMATION
ABOUT HOW TO FIT MICHELIN BIBMOUSSE

WARM UP



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

Warming up time refers to the time needed for the tyre to reach the optimum operating temperature appropriate to the tyre type.

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.

CHECK

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

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 deterioration or damage.

TYRE REPAIR ADVICE

- › A CLEAN WORK SURFACE
- › GOOD QUALITY PRODUCTS
- › THE RIGHT TOOLS
- › PROFESSIONALS TRAINED TO DO THE REPAIR

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

VERIFICATION AND DIAGNOSIS OF TYRES TO BE REPAIRED

Before making a repair, the tyre systematically undergoes a careful inspection by a professional. A tyre that has been running flat or insufficiently inflated may have suffered irreversible damage and only an exhaustive verification 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 ageing of the tyre

HANDLING DIFFICULTIES

HANDLING DIFFICULTIES DEFINED

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.



WEAVING

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



KICKBACK

It is a sharp sideways movement at the front (fork moves back and forth), it is intermittent and very fast, occurring particularly whilst accelerating. It is triggered by an external source such as a bump or join in the tar.



A SHIMMY

It is a sideways, continuous oscillation of the fork at low speed (<100 kph / 60 mph) usually whilst slowing down.



VIBRATION

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

WHEN THE TYRES ARE PARTLY RESPONSIBLE FOR HANDLING PROBLEMS

	WEAVING	KICKBACK	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	Some effect	Some effect	No effect
STRUCTURE : BIAS/RADIAL	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 ASSEMBLY	Big effect	No effect	Some effect	Big effect

BUT THE TYRES ARE NOT ALWAYS THE CAUSE...



FIND OUT MORE
HANDLING
DIFFICULTIES

LOAD DISTRIBUTION HAS A SIGNIFICANT IMPACT ON OCCURRENCE OF VEHICLE HANDLING DIFFICULTY


The presence of added or modified accessories: Topbox, bags, streamlining, windshield, handles, seat, non-original 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....

DAMAGE

CROWN:



DESCRIPTION
Crown damage with or without puncture and/or tears and splits. Localised breaking.

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

DEVELOPMENT
Damage to a tyre by running underinflated, breakage of plies, product delamination.

CHECKING / ADVICE

- 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 puncture instead of perforation and/or tears.

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


DEVELOPMENT
Rubber and/or plies broken on the sidewall, running underinflated.

CHECKING / ADVICE

- 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. Evidence of impact are generally found on the tread.

ORIGIN
External aggression by running over sharp/blunt objects.

DEVELOPMENT
Rubber and/or plies broken on the sidewall, running underinflated.

CHECKING / ADVICE

- Check conditions of use
- Replace the tyre
- Examine the other tyres on the vehicle

SIDEWALL:



DESCRIPTION
Cuts extended to the carcass, visible plies with or without broken cords. Pinching impact. Immediate break without pinching

ORIGIN
Impact or pinching of the sidewalls after running over a pothole or mounting a kerb for example.


DEVELOPMENT
Rubber and/or plies broken on the sidewall, running underinflated.

CHECKING / ADVICE

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

CRACKS

CROWN:



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

ORIGIN
Product ageing. Exposure to ozone or UV, use of an aggressive cleaning product, risk of developing into splits.

DEVELOPMENT
Splits

CHECKING / ADVICE

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

SIDEWALL:

DESCRIPTION
Cracks in sidewall rubber.

ORIGIN
Excessive overheating due to the carcass working too hard (used when underinflated). Exposure to ozone, prolonged exposure to light. Wax, varnish, washing products, etc.


DEVELOPMENT
Check conditions of use:

CHECKING / ADVICE

- Check conditions of use:
- Type of driving, speed load, pressure.
- Check the tyre storage or servicing conditions.
- Check pressure used.

SPLITS / CROWN

CROWN:



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

ORIGIN
Conditions of use.

DEVELOPMENT
Risk of contamination with damage to crown or sidewall.

CHECKING / ADVICE

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

SIDEWALL:

DESCRIPTION
Localised 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.

ORIGIN
Visible damage in the flexed area.

CHECKING / ADVICE

- Types of surface of use:
- Roads, paths, accesses.
- Speed load, pressure.
- Inspect the other tyres on the vehicle.
- Adapt pressure to use.
- Replace the product(s) concerned if the splits are deep or have reached the plies or carcass.

TYRE DAMAGE/WEAR
TYPE OF WEAR

CROWN:



DESCRIPTION
Uneven wear.
Type of wear on crown: sawtooth wear in the rolling direction, max-min wear, evidence of wear on the shoulder, rail-type wear.

ORIGIN
Type of driving (competition...), inflation pressure....

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

CHECKING / ADVICE

- Go over the history of the tyre (mileage, dates changed, load, front/rear fitment, 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.
- Correct all mechanical anomalies on the vehicle
- Do not exceed the recommended load.

PRESSURE

USEFUL TIPS

- 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 vehicle 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 DEFLATED WHEN HOT.

IN ALL CASES, ADHERE TO THE PRESSURE RECOMMENDED BY VEHICLE MANUFACTURERS.

TYRE PRESSURE

If a tyre is inflated 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 bar
- Recommended cold tyre pressure = 2.5 bar
- Do not reduce pressure to 2.5 bar
- Hot tyre pressure reading should always be above cold tyre pressure recommendation

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.

VALVE CAP

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.

GUIDE TO FITMENTS

SIZE

SIZES LISTED ARE THE ORIGINAL EQUIPMENT (OE) TYRE SIZE

MICHELIN RECOMMENDATIONS

MICHELIN'S SUGGESTED FITMENT, INCLUDING THE OE TYRE SIZE

IMPORTANT:

WHILST GREAT CARE IS TAKEN TO ENSURE THAT THE INFORMATION IN THIS BOOK IS AS UP TO DATE AND ACCURATE AS POSSIBLE, MICHELIN TYRE PLC CANNOT ACCEPT ANY LIABILITY FOR DETAILS WHICH MAY BE INACCURATE.

CAN'T SEE YOUR MOTORCYCLE LISTED?

PLEASE VISIT: [MOTO.MICHELIN.CO.UK](https://moto.michelin.co.uk) FOR MORE INFORMATION

QUESTIONS AND ANSWERS

+ WHY DON'T YOU RECOMMEND ANY OF YOUR SPORTS TOURING TYRES FOR MY SPORT BIKE? THE LOAD AND SPEED INDEXES ARE IDENTICAL, AND THEY WOULD BE PERFECTLY LEGAL.

The top Sports and Hypersports bikes are very uncompromising in terms of their performance with phenomenal top speeds, razor sharp handling, steering and feedback. The tyres that we recommend must enhance the abilities of your bike and help you to thoroughly enjoy every ride by making the most of the bikes strengths. Our Hypersports and Sports tyres are constructed to offer the highest levels of grip and performance of all our road tyres and are capable of race track use too. A Sports Touring tyre is designed to offer comfort and long life in all conditions and on all types of road and although they can cope with the high power and torque demands of todays fastest bikes they're not recommended for track use. Hypersports and Sports tyres offer that extra level of dry grip, agility and feedback that the bikes are designed to exploit.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ MY BIKE MANUFACTURER RECOMMENDED TYRE PRESSURES ARE THE SAME FOR SOLO AS THEY ARE FOR LOADED WITH A PILLION. THEY FEEL QUITE HARD, SHOULD I LOWER THEM SLIGHTLY FOR SOLO USE?

We suggest that the manufacturer guidelines are followed and the performance and wear of the tyre is monitored to ensure their suitability for you and your particular use. Incorrect tyre pressures can cause uneven wear and reduced levels of grip, so pressure recommendations tend to err on the side of caution. As the riders weight and normal solo riding style is an unknown this is also factored into the pressure recommendations. Slight overinflation is preferable to slight underinflation on motorcycle tyres. Feel is very subjective and a tyre can feel okay to a rider but not be able to perform to it's full potential which becomes vital in emergency situations when the tyres very best performance is demanded.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ THE ANAKEE WILD TYRES HAVE A LOWER SPEED RATING THAN THE TOP SPEED OF MY BIG ADVENTURE BIKE. MICHELIN RECOMMEND THEM FOR MY BIKE, BUT CAN I USE THEM?

Most adventure and trail bikes come equipped with tyres that have a speed index that matches or exceeds the bikes top speed as it can be reasonably expected that a rider would at some stage wish to use all of their bikes speed capability. MICHELIN Anakee Wild tyres are designed to give equally good performance on road and off road for those riders that wish to fully utilise the off road capabilities of the bikes, but adding such a high level of off road ability does require a reduction in the tyres top speed. Riders that wish to ride at speeds in excess of the Anakee Wild tyres speed index would have to sacrifice some off road ability and choose a more road biased tyre.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
APRILIA			
SR 50			
FRONT	130/60 - 13 M/C 53L F TL	49	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 M/C 53L R TL	49	POWER PURE SC / CITY GRIP WINTER
RS 125			
FRONT	110/70 ZR 17 M/C (54W) F TL	124	POWER RS / PILOT POWER 2CT
REAR	150/60 ZR 17 M/C (66W) R TL	124	POWER RS / PILOT POWER 2CT
SPORTCITY 125			
FRONT	120/70 - 15 M/C 56P F TL	124	POWER PURE SC
REAR	130/80 - 15 M/C 63P REINF R TL	124	POWER PURE SC
RS4 125			
FRONT	100/80 - 17 M/C 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 M/C 62S R TL/TT	125	PILOT STREET
SPORTCITY CUBE 300			
FRONT	120/70 - 15 M/C 56P F TL	278	POWER PURE SC
REAR	130/80 - 15 M/C 63P REINF R TL	278	POWER PURE SC
TUONO			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/50 ZR 17 M/C (75W) R TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
BAOTIAN			
BT 125T M3			
FRONT	100/80 - 16 M/C 50P F TL	125	CITY GRIP
REAR	120/80 - 16 M/C 60P R TL	125	CITY GRIP
BMW			
C 600 SPORT			
FRONT	120/70 R 15 M/C 56H F TL	647	PILOT POWER 3 SC / PILOT ROAD 4 SC / POWER PURE SC
REAR	160/60 R 15 M/C 67H R TL	647	PILOT POWER 3 SC / PILOT ROAD 4 SC / POWER PURE SC
F 650 GS			
FRONT	90/90 - 21 M/C 54V F TL/TT	650	ANAKEE III / ANAKEE WILD
REAR	130/80 - 17 M/C 65T R TT	650	ANAKEE III / ANAKEE WILD
G 650 GS			
FRONT	100/90 - 19 M/C 57H F TL/TT	652	ANAKEE III
REAR	130/80 R 17 M/C 65H R TL/TT	652	ANAKEE III
F 800 GS DAKAR			
FRONT	90/90 - 21 M/C 54V F TL/TT	798	ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL/TT	798	ANAKEE III / ANAKEE WILD
F 800 GT			
FRONT	120/70 ZR 17 M/C (58W) F TL	798	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	798	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
F 800 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	798	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3
REAR	180/55 ZR 17 M/C (73W) R TL	798	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3
F 700 GS			
FRONT	110/80 R 19 M/C 59H TL/TT	798	ANAKEE III / ANAKEE WILD
REAR	140/80 R 17 M/C 69H R TL/TT	798	ANAKEE III / ANAKEE WILD
F 800 ST			
FRONT	120/70 ZR 17 M/C (58W) F TL	800	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	800	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
S 1000 RR			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS
REAR	190/55 ZR 17 M/C (75W) R TL	999	POWER RS

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
BMW			
S 1000 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS
REAR	190/55 ZR 17 M/C (75W) R TL	999	POWER RS
S 1000 RR HP4			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS
REAR	200/55 ZR 17 M/C (78W) R TL	999	POWER RS
R 1200 GS			
FRONT	110/80 R 19 M/C 59V F TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
R 1200 GS ADVENTURE			
FRONT	110/80 R 19 M/C 59V F TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
FRONT	120/70 R 19 60V F TL/TT	1170	PILOT ROAD 4 TRAIL / ANAKEE III / ANAKEE WILD
REAR	170/60 R 17 72V R TL/TT	1170	PILOT ROAD 4 TRAIL / ANAKEE III / ANAKEE WILD
R 1200 RT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1170	PILOT ROAD 4 GT
REAR	180/55 ZR 17 M/C (73W) R TL	1170	PILOT ROAD 4 GT
R 1200 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	1170	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	1170	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
K 1300 S			
FRONT	120/70 ZR 17 M/C (58W) F TL	1293	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 M/C (75W) R TL	1293	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
K 1300 GT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1293	PILOT ROAD 4 GT
REAR	180/55 ZR 17 M/C (73W) R TL	1293	PILOT ROAD 4 GT
K 1600 GT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1650	PILOT ROAD 4 GT
REAR	190/55 ZR 17 M/C (75W) R TL	1650	PILOT ROAD 4 GT
K 1600 GTL			
FRONT	120/70 ZR 17 M/C (58W) F TL	1650	PILOT ROAD 4 GT
REAR	190/55 ZR 17 M/C (75W) R TL	1650	PILOT ROAD 4 GT
DUCATI			
MONSTER 696			
FRONT	120/60 ZR 17 M/C (55W) F TL	696	POWER RS / PILOT POWER / PILOT POWER 2CT / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 M/C (69W) R TL	696	POWER RS / PILOT POWER / PILOT POWER 2CT / ROAD 5 / PILOT ROAD 4
MONSTER 796			
FRONT	120/70 ZR 17 M/C (58W) F TL	803	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	803	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
DUCATI			
HYPERMOTARD			
FRONT	120/70 ZR 17 M/C (58W) F TL	821	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	821	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
848 EVO			
FRONT	120/70 ZR 17 M/C (58W) F TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 M/C (75W) R TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
848			
FRONT	120/70 ZR 17 M/C (58W) F TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
899 PANIGALE			
FRONT	120/70 ZR 17 M/C (58W) F TL	898	POWER RS
REAR	180/60 ZR 17 M/C (75W) R TL	898	POWER RS
MONSTER 1100			
FRONT	120/70 ZR 17 M/C (58W) F TL	1078	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	1078	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
DIAVEL			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS
REAR	240/45 ZR 17 M/C (82W) R TL	1198	POWER RS
MULTISTRADA 1200 S TOURING			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/55 ZR 17 M/C (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
MULTISTRADA 1200			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/55 ZR 17 M/C (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
1199 S PANIGALE			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS
REAR	200/55 ZR 17 M/C (78W) R TL	1198	POWER RS
1199 PANIGALE			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS
REAR	200/55 ZR 17 M/C (78W) R TL	1198	POWER RS
MULTISTRADA 1200 S			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
DUCATI			
MONSTER 1200			
FRONT	120/70 ZR 17 M/C (58W) F TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/55 ZR 17 M/C (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
GENERIC			
XOR 50			
FRONT	120/70 - 12 51L F TL/TT	49	CITY GRIP WINTER / BOPPER / POWER PURE SC / CITY GRIP
REAR	130/70 - 12 56L R TL/TT	49	CITY GRIP WINTER / BOPPER / POWER PURE SC / CITY GRIP
XOR 125			
FRONT	120/70 - 12 51P F TL	125	CITY GRIP / CITY GRIP WINTER
REAR	130/70 - 12 56P R TL	125	CITY GRIP / CITY GRIP WINTER
HARLEY DAVIDSON			
XG 750 STREET ROD			
FRONT	120/70 R 17 M/C 58V F TL	749	SCORCHER 21
REAR	160/60 R 17 M/C 69V R TL	749	SCORCHER 21
SPORTSTER N 883			
FRONT	MH90 - 21 M/C 54H F TL/TT	883	SCORCHER 31 / COMMANDER II
REAR	150/80 B 16 M/C 77H REINF R TL/TT	883	SCORCHER 31 / COMMANDER II
SPORTSTER L 883			
FRONT	120/70 ZR 18 M/C (59W) F TL	883	SCORCHER 11 F
REAR	150/60 ZR 17 M/C (66W) R TL	883	SCORCHER 11 F
SPORTSTER XL 1200 CUSTOM			
FRONT	MH90 - 21 M/C 54H REINF F TL/TT	1202	COMMANDER II
REAR	130/90 B 16 M/C 73H REINF R TL/TT	1202	COMMANDER II
SPORTSTER XL 1200 C			
FRONT	130/90 B 16 M/C 73H REINF F TL/TT	1202	SCORCHER 31 / COMMANDER II
REAR	150/80 B 16 M/C 77H REINF R TL/TT	1202	SCORCHER 31 / COMMANDER II
SPORTSTER XR 1200			
FRONT	120/70 ZR 18 M/C (59W) F TL	1202	SCORCHER 11
REAR	180/55 ZR 17 M/C (73W) R TL	1202	SCORCHER 11
HERITAGE SOFTAIL CLASSIC 1584			
FRONT	MT90 B 16 M/C 74H REINF F TL/TT	1584	COMMANDER II
REAR	150/80 B 16 M/C 77H REINF R TL/TT	1584	COMMANDER II
FATBOY 1584			
FRONT	140/75 R 17 M/C 67V F TL/TT	1584	SCORCHER 11 / COMMANDER II
REAR	200/55 R 17 M/C 78V R TL/TT	1584	SCORCHER 11 / COMMANDER II
DYNA STREET BOB			
FRONT	100/90 B 19 M/C 57H F TL/TT	1584	SCORCHER 31 / COMMANDER II
REAR	160/70 B 17 M/C 73V R TL/TT	1584	SCORCHER 31 / COMMANDER II
DYNA FATBOB 1584			
FRONT	130/90 B 16 M/C 73H REINF F TL/TT	1585	SCORCHER 32
REAR	180/70 B16 M/C 77H R TL/TT	1585	SCORCHER 32
DYNA STREETBOB 1584			
FRONT	100/90 B 19 M/C 57H F TL/TT	1585	SCORCHER 31 / COMMANDER II
REAR	160/70 B 17 M/C 73V R TL/TT	1585	SCORCHER 31 / COMMANDER II
DYNA WIDEGLIDE 1584			
FRONT	80/90 - 21 M/C 54H REINF F TL/TT	1585	SCORCHER 31
REAR	180/60 B 17 M/C 75V R TL/TT	1585	SCORCHER 31

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
HARLEY DAVIDSON			
FATBOY 1584			
FRONT	140/75 R 17 M/C 67V F TL/TT	1585	SCORCHER 11 / COMMANDER II
REAR	200/55 R 17 M/C 78V R TL/TT	1585	SCORCHER 11 / COMMANDER II
FATBOY 1690			
FRONT	MT90 B 16 M/C 74H REINF F TL/TT	1690	COMMANDER II
REAR	150/80 B 16 M/C 77H REINF R TL/TT	1690	COMMANDER II
ELECTRAGLIDE UL 1690			
FRONT	MT90 B 16 M/C 74H REINF F TL/TT	1690	COMMANDER II
REAR	MU85 B 16 M/C 77H R TL/TT	1690	COMMANDER II
HONDA			
NSC 50 WH			
FRONT	80/90 - 14 M/C 46P REINF F TL/TT	49	PILOT STREET
REAR	90/90 - 14 M/C 52P REINF R TL/TT	49	PILOT STREET
NSC 50 2WH			
FRONT	80/90 - 14 M/C 46P REINF F TL/TT	49	PILOT STREET
REAR	90/90 - 14 M/C 52P REINF R TL/TT	49	PILOT STREET
NSC 50 E			
FRONT	80/90 - 14 M/C 46P REINF F TL/TT	49	PILOT STREET
REAR	90/90 - 14 M/C 52P REINF R TL/TT	49	PILOT STREET
NSC 110 WH			
FRONT	80/90 - 14 M/C 46P REINF F TL/TT	108	PILOT STREET
REAR	90/90 - 14 M/C 52P REINF R TL/TT	108	PILOT STREET
WAVE 110			
FRONT	70/90 - 17 M/C 43P TT	109	PILOT STREET / CITY PRO
REAR	80/90 - 17 M/C 50P TT	109	PILOT STREET / CITY PRO
PCX 125			
FRONT	90/90 - 14 M/C 46P F TL	125	CITY GRIP
REAR	100/90 - 14 M/C 57P REINF R TL	125	CITY GRIP
CBR 125 R			
FRONT	100/80 - 17 M/C 52P F TL/TT	125	PILOT STREET
REAR	130/70 - 17 M/C 62P R TL/TT	125	PILOT STREET
SH 125			
FRONT	100/80 - 16 M/C 50P F TL	125	CITY GRIP
REAR	120/80 - 16 M/C 60P R TL	125	CITY GRIP
PS 125			
FRONT	110/90 - 13 M/C 56P F TL	125	POWER PURE SC / CITY GRIP
REAR	130/70 - 13 M/C 63P REINF R TL	125	POWER PURE SC / CITY GRIP
MSX 125			
FRONT	120/70 - 12 51L F TL	125	CITY GRIP WINTER / POWER PURE SC
REAR	130/70 - 12 56L R TL	125	CITY GRIP WINTER / POWER PURE SC
FES 125 S-WING			
FRONT	110/90 - 13 M/C 56L F TL	125	CITY GRIP
REAR	130/70 - 12 62L REINF R TL	125	CITY GRIP
XL 125 V VARADERO			
FRONT	100/90 - 18 M/C 56S F TL/TT	125	PILOT ACTIV
REAR	130/80 - 17 M/C 65S R TL/TT	125	PILOT ACTIV
CRF 250 L			
FRONT	3.00 - 21 51P TT	250	SIRAC
REAR	120/80 - 18 62P TT	250	SIRAC
CBR 250 R			
FRONT	110/70 - 17 M/C 54S F TL/TT	250	PILOT STREET RADIAL / PILOT STREET
REAR	140/70 - 17 M/C 66S R TL/TT	250	PILOT STREET RADIAL / PILOT STREET

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
HONDA			
SH 300			
FRONT	110/70 - 16 M/C 52S F TL	279	CITY GRIP
REAR	130/70 R 16 M/C 61S R TL	279	CITY GRIP
CBR 500 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	471	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	471	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CB 500 X			
FRONT	120/70 ZR 17 M/C (58W) F TL	471	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	471	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CB 500 F			
FRONT	120/70 ZR 17 M/C (58W) F TL	471	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	471	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
T 600 SILVERWING			
FRONT	120/80 - 14 M/C 58S F TL	582	POWER PURE SC
REAR	150/70 - 13 M/C 64S R TL	582	POWER PURE SC
CBR 600 RR			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
CBR 600 F			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CB 600 F HORNET			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / ROAD 5 / PILOT ROAD 4 / / PILOT ROAD 2
CBF 600 S			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	599	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CBR 650 F			
FRONT	120/70 ZR 17 M/C (58W) F TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
CB 650 F			
FRONT	120/70 ZR 17 M/C (58W) F TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NC 700 X			
FRONT	120/70 ZR 17 M/C (58W) F TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
HONDA			
NC 700 S			
FRONT	120/70 ZR 17 M/C (58W) F TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NC 700 INTEGRA			
FRONT	120/70 ZR 17 M/C (58W) F TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) A R TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NT 700 V DEAUVILLE			
FRONT	120/70 ZR 17 M/C (58W) F TL	680	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	150/70 ZR 17 M/C (69W) R TL	680	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
XL 700 V TRANSALP			
FRONT	100/90 - 19 M/C 57H F TL/TT	680	ANAKEE III
REAR	130/80 R 17 M/C 65H R TL/TT	680	ANAKEE III
NC 750 X			
FRONT	120/70 ZR 17 M/C (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NC 750 INTEGRA			
FRONT	120/70 ZR 17 M/C (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NC 750			
FRONT	120/70 ZR 17 M/C (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
VFR 800			
FRONT	120/70 ZR 17 M/C (58W) F TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
VFR 800 X CROSSRUNNER			
FRONT	120/70 ZR 17 M/C (58W) F TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
XL 1000 V VARADERO			
FRONT	110/80 R 19 M/C 59H F TL/TT	996	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 M/C 69H R TL/TT	996	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
CBF 1000			
FRONT	120/70 ZR 17 M/C (58W) F TL	998	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	998	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CB 1000 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
CBR 1000 RR FIREBLADE			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/50 ZR 17 M/C (73W) R TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
HONDA			
CRF 1000 L AFRICA TWIN			
FRONT	90/90 - 21 M/C 54R F TL/TT	998	ANAKEE WILD
REAR	150/70 R 18 M/C 70R R TL/TT	998	ANAKEE WILD
VFR 1200			
FRONT	120/70 ZR 17 M/C (58W) F TL	1237	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/55 ZR 17 M/C (75W) R TL	1237	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
VFR 1200 X CROSSTOURER			
FRONT	110/80 R 19 M/C 59V F TL/TT	1237	ANAKEE III / ANAKEE 2 / ROAD 5 TRAIL / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL/TT	1237	ANAKEE III / ANAKEE 2 / ROAD 5 TRAIL / ANAKEE WILD
ST 1300 PAN EUROPEAN			
FRONT	120/70 ZR 18 M/C (59W) F TL	1261	PILOT ROAD 4 GT
REAR	170/60 ZR 17 M/C (72W) R TL	1261	PILOT ROAD 4 GT
JONWAY			
MATADOR 50			
FRONT	120/70 - 12 51L TL/TT	50	POWER PURE SC / BOPPER
REAR	120/70 - 12 51L TL/TT	50	POWER PURE SC / BOPPER
CUTE			
FRONT	3.00 - 10 42J TL/TT	50	S1 / S83
REAR	3.00 - 10 42J TL/TT	50	S1 / S83
PREDATOR & STAR			
FRONT	130/60 - 13 M/C 53L F TL	125	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 M/C 53P R TL	125	POWER PURE SC / CITY GRIP WINTER
MATADOR			
FRONT	120/70 - 12 51P F TL	125	POWER PURE SC / CITY GRIP WINTER
REAR	130/70 - 12 62P REINF R TL	125	POWER PURE SC / CITY GRIP WINTER
KAWASAKI			
NINJA 250 R			
FRONT	110/70 - 17 M/C 54H F TL/TT	249	PILOT STREET RADIAL
REAR	130/70 - 17 M/C 62H R TL/TT	249	PILOT STREET RADIAL
NINJA 300			
FRONT	110/70 - 17 M/C 54S F TL/TT	296	PILOT STREET RADIAL
REAR	140/70 - 17 M/C 66S R TL/TT	296	PILOT STREET RADIAL
J 300			
FRONT	120/80 - 14 M/C 58S F TL	299	POWER PURE SC
REAR	150/70 - 13 M/C 64S R TL	299	POWER PURE SC
NINJA ZX-6R			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
NINJA ZX-6R 636			
FRONT	120/70 ZR 17 M/C (58W) F TL	636	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	636	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
KAWASAKI			
ER-6F			
FRONT	120/70 ZR 17 M/C (58W) F TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
ER-6N			
FRONT	120/70 ZR 17 M/C (58W) F TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
KLE 650 VERSYS			
FRONT	120/70 ZR 17 M/C (58W) F TL	649	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	649	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
Z 750			
FRONT	120/70 ZR 17 M/C (58W) F TL	748	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	748	POWER RS / PILOT ROAD 4
Z 750 R			
FRONT	120/70 ZR 17 M/C (58W) F TL	748	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	748	POWER RS / PILOT ROAD 4
W 800			
FRONT	100/90 - 19 M/C 57V F TL/TT	773	PILOT ACTIV
REAR	130/80 - 18 M/C 66V R TL/TT	773	PILOT ACTIV
Z 800			
FRONT	120/70 ZR 17 M/C (58W) F TL	806	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	806	POWER RS / PILOT ROAD 4
VN 900			
FRONT	130/90 B 16 M/C 73H REINF F TL/TT	903	COMMANDER II
REAR	180/70 B 15 M/C 76H R TL/TT	903	COMMANDER II
ZX-10 R NINJA			
FRONT	120/70 ZR 17 M/C (58W) F TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
REAR	190/55 ZR 17 M/C (75W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
Z 1000 SX			
FRONT	120/70 ZR 17 M/C (58W) F TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/50 ZR 17 M/C (73W) R TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
Z 1000			
FRONT	120/70 ZR 17 M/C (58W) F TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/50 ZR 17 M/C (73W) R TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
KLZ 1000 VERSYS			
FRONT	120/70 ZR 17 M/C (58W) F TL	1043	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	1043	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
KAWASAKI			
ZZR 1400			
FRONT	120/70 ZR 17 M/C (58W) F TL	1352	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 M/C (73W) R TL	1352	POWER RS / PILOT POWER 3 / PILOT ROAD 4
GTR 1400			
FRONT	120/70 ZR 17 M/C (58W) F TL	1352	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3
REAR	190/50 ZR 17 M/C (73W) R TL	1352	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT ROAD 2
ZZR 1400			
FRONT	120/70 ZR 17 M/C (58W) F TL	1441	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 M/C (73W) R TL	1441	POWER RS / PILOT POWER 3 / PILOT ROAD 4
KEEWAY			
F-ACT 50			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
AGORA			
FRONT	3.50 - 10 51J F TL/TT	49	CITY GRIP WINTER / S1
REAR	3.50 - 10 51J R TL/TT	49	CITY GRIP WINTER / S1
RKV 125			
FRONT	100/80 - 17 M/C 52S F TL/TT	124	PILOT STREET
REAR	130/70 - 17 M/C 62S R TL/TT	124	PILOT STREET
KTM			
125 DUKE			
FRONT	110/70 ZR 17 M/C (54W) F TL	125	POWER RS / PILOT POWER 2CT
REAR	150/60 ZR 17 M/C (66W) R TL	125	POWER RS / PILOT POWER 2CT
250 EXC			
FRONT	90/90 - 21 54M TT	249	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
REAR	140/80 - 18 70M TT	249	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
300 EXC			
FRONT	90/90 - 21 54M TT	293	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
REAR	140/80 - 18 70M TT	293	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
350 EXC-F			
FRONT	90/90 - 21 54M TT	350	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
REAR	140/80 - 18 70M TT	350	ENDURO MEDIUM / STARCROSS 5 / AC10 / S12XC
390 DUKE			
FRONT	110/70 ZR 17 M/C (54W) F TL	373	POWER RS / PILOT POWER 2CT
REAR	150/60 ZR 17 M/C (66W) R TL	373	POWER RS / PILOT POWER 2CT
690 DUKE			
FRONT	120/70 ZR 17 M/C (58W) F TL	690	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5
REAR	160/60 ZR 17 M/C (69W) R TL	690	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5
990 SUPERMOTO			
FRONT	120/70 ZR 17 M/C (58W) F TL	1000	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	1000	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
1190 RC 8			
FRONT	120/70 ZR 17 M/C (58W) F TL	1150	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
REAR	190/55 ZR 17 M/C (75W) R TL	1150	POWER RS / PILOT POWER 3 / PILOT POWER 2CT

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
KTM			
1290 SUPERDUKE R			
FRONT	120/70 ZR 17 M/C (58W) F TL	1301	POWER RS
REAR	190/50 ZR 17 M/C (73W) R TL	1301	POWER RS
1290 SUPERDUKE GT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1301	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	190/55 ZR 17 M/C (75W) R TL	1301	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
KYMCO			
AGILITY 50			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
AGILITY RS 50			
FRONT	120/70 - 12 51L F TL/TT	49	CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	CITY GRIP WINTER / CITY GRIP / BOPPER
DJS 50			
FRONT	120/70 - 12 51L TL/TT	50	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L TL/TT	50	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
AGILITY 125			
FRONT	120/70 - 12 51P F TL	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP
REAR	130/70 - 12 56P R TL	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP
AGILITY CITY 125			
FRONT	100/80 - 16 M/C 50P F TL	125	CITY GRIP
REAR	120/80 - 16 M/C 60P R TL	125	CITY GRIP
LIKE 125			
FRONT	120/70 - 12 51L F TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
LAMBRETTA			
PATO			
FRONT	120/70 - 12 51P F TL	125	POWER PURE SC
REAR	120/70 - 12 51P R TL	125	POWER PURE SC
LML			
STAR DELUXE			
FRONT	3.50 - 10 51J F TL/TT	125	CITY GRIP WINTER / S1
REAR	3.50 - 10 51J R TL/TT	125	CITY GRIP WINTER / S1
STAR DELUXE 125 2T			
FRONT	3.50 - 10 51J F TL/TT	125	CITY GRIP WINTER / S1
REAR	3.50 - 10 51J R TL/TT	125	CITY GRIP WINTER / S1
LML			
STAR DELUXE 125 4T			
FRONT	3.50 - 10 51J F TL/TT	125	CITY GRIP WINTER / S1
REAR	3.50 - 10 51J R TL/TT	125	CITY GRIP WINTER / S1
STAR 125 2T			
FRONT	3.50 - 10 51J F TL/TT	125	CITY GRIP WINTER / S1
REAR	3.50 - 10 51J R TL/TT	125	CITY GRIP WINTER / S1
PEUGEOT			
V CLIC 50			
FRONT	120/70 - 12 51J F TL	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56J R TL	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
SPEEDFIGHT 50			
FRONT	130/60 - 13 M/C 53L F TL	49	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 M/C 53L R TL	49	POWER PURE SC / CITY GRIP WINTER

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
PEUGEOT			
LUDIX			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
KISBEE 100			
FRONT	100/90 - 10 56J TL/TT	102	CITY GRIP / S83 / S1
REAR	100/90 - 10 56J TL/TT	102	CITY GRIP / S83 / S1
VIVACITY 3 125			
FRONT	120/70 - 12 51L F TL/TT	124	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	124	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
SUM UP 125			
FRONT	130/60 - 13 M/C 53L F TL	124	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 M/C 53L R TL	124	POWER PURE SC / CITY GRIP WINTER
TWEET 125			
FRONT	90/80 - 16 M/C 45J F TL	125	CITY GRIP WINTER
REAR	110/80 - 16 M/C 55J R TL	125	CITY GRIP WINTER
SPEEDFIGHT 125			
FRONT	130/60 - 13 M/C 53L F TL	125	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 M/C 53L R TL	125	POWER PURE SC / CITY GRIP WINTER
PIAGGIO			
ZIP 50			
FRONT	100/80 - 10 53L TL	49	CITY GRIP / SM100
REAR	120/70 - 10 54L TL	49	CITY GRIP / SM100
NRG			
FRONT	120/70 - 13 M/C 53P F TL	49	POWER PURE SC
REAR	140/60 - 13 M/C 57P R TL	49	POWER PURE SC
TYPHOON 50			
FRONT	120/90 - 10 57J F TL	49	BOPPER / REGGAE
REAR	120/90 - 10 57J R TL	49	BOPPER / REGGAE
FLY 50			
FRONT	120/70 - 12 51J F TL	49	POWER PURE SC / BOPPER
REAR	120/80 - 12 55J R TL	49	POWER PURE SC / BOPPER
LIBERTY 50			
FRONT	90/80 - 16 M/C 51P REINF F TL	49	CITY GRIP WINTER / CITY GRIP
REAR	110/80 - 14 M/C 59P REINF R TL	49	CITY GRIP WINTER / CITY GRIP
ZIP 50 RS			
FRONT	100/80 - 10 53L TL	49	CITY GRIP / SM100
REAR	120/70 - 10 54L TL	49	CITY GRIP / SM100
FLY 100			
FRONT	120/70 - 12 51J F TL	100	POWER PURE SC / BOPPER
REAR	120/80 - 12 55J R TL	100	POWER PURE SC / BOPPER
FLY 125			
FRONT	120/70 - 12 51L F TL/TT	124	POWER PURE SC / BOPPER
REAR	120/70 - 12 51L R TL/TT	124	POWER PURE SC / BOPPER
FLY 125 3V			
FRONT	120/70 - 12 51L F TL/TT	124	POWER PURE SC / BOPPER
REAR	120/70 - 12 51L R TL/TT	124	POWER PURE SC / BOPPER
X EVO 125			
FRONT	120/70 - 14 M/C 55P F TL	124	CITY GRIP
REAR	140/60 - 13 M/C 63P R TL	124	CITY GRIP
LIBERTY 125			
FRONT	90/80 - 16 M/C 51P REINF F TL/TT	124	CITY GRIP WINTER / CITY GRIP
REAR	110/80 - 14 M/C 59P REINF R TL/TT	124	CITY GRIP WINTER / CITY GRIP

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
PIAGGIO			
X 10 350			
FRONT	120/70 - 15 M/C 56S F TL	330	POWER PURE SC / CITY GRIP
REAR	150/70 - 13 M/C 64S R TL	330	POWER PURE SC / CITY GRIP
BEVERLY 350			
FRONT	110/70 - 16 M/C 52S F TL	330	CITY GRIP
REAR	150/70 - 14 M/C 66S R TL	330	CITY GRIP
ROYAL ENFIELD			
CONTINENTAL			
FRONT	100/90 - 18 M/C 54H F TL	535	PILOT ACTIV
REAR	130/70 - 18 M/C 63H F TL/TT	535	PILOT ACTIV
SUZUKI			
125 ADDRESS			
FRONT	70/90 - 17 M/C 43S F TL/TT	124	PILOT STREET
REAR	80/90 - 17 M/C 50S R TL/TT	124	PILOT STREET
DR 125 SM			
FRONT	100/80 - 17 M/C 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 M/C 62S R TL/TT	125	PILOT STREET
125 BURGMAN			
FRONT	110/90 - 13 M/C 56P F TL	125	POWER PURE SC / CITY GRIP
REAR	130/70 - 12 62P REINF R TL	125	POWER PURE SC / CITY GRIP
400 BURGMAN			
FRONT	120/80 - 14 M/C 58S F TL	400	POWER PURE SC
REAR	150/70 - 13 M/C 64S R TL	400	POWER PURE SC
GSX-R 600			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
DL 650 V-STROM			
FRONT	110/80 R 19 M/C 59H F TL/TT	645	ROAD 5 TRAIL / ANAKEE III / ANAKEE II / ANAKEE WILD
REAR	150/70 R 17 M/C 69H R TL/TT	645	ROAD 5 TRAIL / ANAKEE III / ANAKEE II / ANAKEE WILD
SFV 650 GLADIUS			
FRONT	120/60 ZR 17 M/C (55W) F TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 M/C (69W) R TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
SV 650 S			
FRONT	120/60 ZR 17 M/C (55W) F TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 M/C (69W) R TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSX 650 F			
FRONT	120/70 ZR 17 M/C (58W) F TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 M/C (69W) R TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSF 650 S BANDIT			
FRONT	120/70 ZR 17 M/C (58W) F TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 M/C (69W) R TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
SUZUKI			
GSR 750			
FRONT	120/70 ZR 17 M/C (58W) F TL	749	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	749	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSX-R 750			
FRONT	120/70 ZR 17 M/C (58W) F TL	750	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	750	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSX-R 1000			
FRONT	120/70 ZR 17 M/C (58W) F TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/50 ZR 17 M/C (73W) R TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
DL1000V-STROM			
FRONT	110/80 R 19 M/C 59H F TL/TT	1037	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 M/C 69H R TL/TT	1037	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
GSX 1250 FA			
FRONT	120/70ZR17M/C (58W)	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55ZR17M/C (73W)	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSF 1250 S BANDIT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSF 1250 BANDIT			
FRONT	120/70 ZR 17 M/C (58W) F TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
GSX 1300 R HAYABUSA			
FRONT	120/70 ZR 17 M/C (58W) F TL	1340	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 M/C (73W) R TL	1340	POWER RS / PILOT POWER 3 / PILOT ROAD 4
SYM			
SYMPLY 50			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
JET 50			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
MIO 50			
FRONT	90/90 - 10 50J F TL/TT	49	CITY GRIP / S1
REAR	90/90 - 10 50J R TL/TT	49	CITY GRIP / S1
XS 125			
FRONT	2.75 - 18 M/C 42P TL/TT	124	PILOT STREET / CITY PRO
REAR	90/90 - 18 M/C 57P REINF TL/TT	124	PILOT STREET / CITY PRO
FIDDLE III 125			
FRONT	110/70 - 12 47L F TL	124	POWER PURE SC
REAR	120/70 - 12 51J R TL	124	POWER PURE SC
SYMPLY 125			
FRONT	120/70 - 12 51L F TL/TT	124	CITY GRIP / CITY GRIP WINTER / BOPPER
REAR	130/70 - 12 56L R TL/TT	124	CITY GRIP / CITY GRIP WINTER / BOPPER

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
SYM			
FIDDLEII125			
FRONT	110/70 - 12 47L F TL	124	PILOT STREET / CITY PRO
REAR	120/70 - 12 51J R TL	124	PILOT STREET / CITY PRO
SYMPHONY 125			
FRONT	90/80 - 16 M/C 51S REINF F TL/TT	125	CITY GRIP WINTER
REAR	90/80 - 16 M/C 51S REINF R TL/TT	125	CITY GRIP WINTER
SYMPPLY 125			
FRONT	120/70 - 12 51L F TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
TRIUMPH			
STREET TRIPLE			
FRONT	120/70 ZR 17 M/C (58W) F TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
DAYTONA 675			
FRONT	120/70 ZR 17 M/C (58W) F TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
TIGER 800 ABS			
FRONT	100/90 - 19 M/C 57V F TL/TT	800	ANAKEE III 110/80-19 / ANAKEE WILD *TRIUMPH APPROVED ALTERNATE SIZE ROAD 5 TRAIL 110/80-19 / ANAKEE WILD *TRIUMPH APPRO- VED ALTERNATE SIZE
REAR	150/70 R 17 M/C 69V R TL/TT	800	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
TIGER 800 XC			
FRONT	90/90 - 21 M/C 54V F TL/TT	800	ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL/TT	800	ANAKEE III / ANAKEE WILD
BONNEVILLE T100			
FRONT	100/90 - 19 M/C 57H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 M/C 65H R TL/TT	865	PILOT ACTIV
BONNEVILLE AMERICA 865			
FRONT	110/70 R 17 M/C 54H R TL/TT	865	COMMANDER II
REAR	130/80 R 17 M/C 65H R TL/TT	865	COMMANDER II
SPEEDMASTER 865			
FRONT	100/90 - 19 M/C 57H F TL/TT	865	COMMANDER II
REAR	170/80 B 15 M/C 77H R TL/TT	865	COMMANDER II
BONNEVILLE THRUXTON			
FRONT	100/90 - 18 M/C 56H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 M/C 65H R TL/TT	865	PILOT ACTIV
BONNEVILLE SCRAMBLER			
FRONT	100/90 - 19 M/C 57H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 M/C 65H R TL/TT	865	PILOT ACTIV
SPEED TRIPLE 1050			
FRONT	120/70 ZR 17 M/C (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
TRIUMPH			
TIGER 1050			
FRONT	120/70 ZR 17 M/C (58W) F TL	1050	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	1050	POWER RS / PILOT ROAD 4
SPRINT GT 1050			
FRONT	120/70 ZR 17 M/C (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 GT
REAR	180/55 ZR 17 M/C (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 GT
SPRINT ST 1050			
FRONT	120/70 ZR 17 M/C (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 / PILOT ROAD 2
TIGER SPORT 1050			
FRONT	120/70 ZR 17 M/C (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
TIGER EXPLORER 1200			
FRONT	110/80 R 19 M/C 59V F TL/TT	1215	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL/TT	1215	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
FRONT	120/70 R 19 60V f TL	1215	PILOT ROAD 4 TRAIL / ANAKEE III / ANAKEE WILD
REAR	170/60 R 17 72V r TL	1215	PILOT ROAD 4 TRAIL / ANAKEE III / ANAKEE WILD
TROPHY SE			
FRONT	120/70 ZR 17 M/C (58W) F TL	1215	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 M/C (75W) R TL	1215	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
VESPA			
LX 50			
FRONT	110/70 - 11 45L F TL	49	CITY GRIP
REAR	120/70 - 10 51L R TL	49	CITY GRIP
S 50			
FRONT	3.00 - 10 42J F TL/TT	49	S83
REAR	3.00 - 10 42J R TL/TT	49	S83
PRIMAVERA 50 2T			
FRONT	110/70 - 11 45L F TL	49	CITY GRIP
REAR	120/70 - 11 56L R TL	49	CITY GRIP
PX 125			
FRONT	3.50 - 10 51J F TL/TT	123	CITY GRIP WINTER / S83 / S1
REAR	3.50 - 10 51J R TL/TT	123	CITY GRIP WINTER / S83 / S1
LX 125			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 51L R TL	124	CITY GRIP
GTS 125 SUPER			
FRONT	120/70 - 12 51P F TL	124	CITY GRIP WINTER / CITY GRIP / POWER PURE SC
REAR	130/70 - 12 56P R TL	124	CITY GRIP WINTER / CITY GRIP / POWER PURE SC
PRIMAVERA 125 3V			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 11 56L R TL	124	CITY GRIP

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
VESPA			
S 125			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 54L REINF R TL	124	CITY GRIP
LXV 125			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 54L REINF R TL	124	CITY GRIP
PX 150			
FRONT	3.50 - 10 51J F TL/TT	150	CITY GRIP WINTER / S83 / S1
REAR	3.50 - 10 51J R TL/TT	150	CITY GRIP WINTER / S83 / S1
GTS 300			
FRONT	120/70 - 12 51P F TL	278	POWER PURE SC / CITY GRIP WINTER / CITY GRIP GT
REAR	130/70 - 12 56P R TL	278	POWER PURE SC / CITY GRIP WINTER / CITY GRIP GT
YAMAHA			
AEROX 50			
FRONT	130/60 - 13 M/C 53J F TL	49	POWER PURE SC
REAR	140/60 - 13 M/C 57J R TL	49	POWER PURE SC
JOG 50			
FRONT	110/70 - 12 47L F TL	49	POWER PURE SC
REAR	120/70 - 10 51L R TL	49	POWER PURE SC
NEO 50			
FRONT	120/70 - 12 51L F TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	49	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
XC 115 S			
FRONT	90/90 - 12 54J F TT	114	CITY GRIP
REAR	90/90 - 12 54J R TT	114	CITY GRIP
YBR 125			
FRONT	2.75 - 18 M/C 42 P F TT	124	CITY PRO / PILOT STREET
REAR	90/90 - 18 M/C 57P REINF R TT	124	CITY PRO / PILOT STREET
WR 125 X			
FRONT	110/70 R 17 M/C 54HF TL	124	PILOT STREET RADIAL
REAR	140/70 - 17 M/C 66H R TL/TT	124	PILOT STREET RADIAL
YBR 125 CUSTOM			
FRONT	3.00 - 18 47	P	TL
REAR	3.50 - 16	58	P
WR 125 R			
FRONT	80/90 - 21 M/C 48R TT	124	SIRAC / ANAKEE WILD
REAR	110/80 - 18 M/C 58R R TT	124	SIRAC / ANAKEE WILD
CYGNUS X 125			
FRONT	110/70 - 12 47J F TL	124	POWER PURE SC
REAR	120/70 - 12 51J R TL	124	POWER PURE SC
X-CITY 125			
FRONT	120/70 - 16 M/C 57P F TL	124	CITY GRIP
REAR	140/70 - 15 M/C 69P R TL	124	CITY GRIP
YZF R 125			
FRONT	100/80 - 17 M/C 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 M/C 62S R TL/TT	125	PILOT STREET
X-MAX 125			
FRONT	120/70 - 15 M/C 56P F TL	125	CITY GRIP WINTER / CITY GRIP
REAR	140/70 - 14 M/C 68P REINF R TL	125	CITY GRIP WINTER / CITY GRIP
BWS 125			
FRONT	120/70 - 12 51L F TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER
REAR	130/70 - 12 56L R TL/TT	125	POWER PURE SC / CITY GRIP WINTER / CITY GRIP / BOPPER

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
YAMAHA			
XENTER 125			
FRONT	100/80 - 16 M/C 50P F TL	125	CITY GRIP
REAR	120/80 - 16 M/C 60P R TL	125	CITY GRIP
MT 125			
FRONT	100/80 - 17 M/C 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 M/C 62S R TL/TT	125	PILOT STREET
WR 125 X			
FRONT	110/70 R 17 M/C 54HF TL	125	PILOT STREET RADIAL
REAR	140/70 - 17 M/C 66H R TL/TT	125	PILOT STREET RADIAL
X-MAX 250			
FRONT	120/70 - 15 M/C 56P F TL	249	CITY GRIP WINTER / CITY GRIP
REAR	140/70 - 14 M/C 68P REINF R TL	249	CITY GRIP WINTER / CITY GRIP
XP 500 T-MAX			
FRONT	120/70 R 15 M/C 56H F TL	499	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
REAR	160/60 R 15 M/C 67H R TL	499	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
XP 530 T-MAX			
FRONT	120/70 R 15 M/C 56H F TL	530	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
REAR	160/60 R 15 M/C 67H R TL	530	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
YZF-R6			
FRONT	120/70 ZR 17 M/C (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 M/C (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
XJ6 S DIVERSION			
FRONT	120/70 ZR 17 M/C (58W) F TL	600	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 M/C (69W) R TL	600	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
XTZ 660 TENERE			
FRONT	90/90 - 21 M/C 54T F TT	659	ANAKEE III / SIRAC / ANAKEE WILD
REAR	130/80 - 17 M/C 65T R TT	659	ANAKEE III / SIRAC / ANAKEE WILD
MT-07			
FRONT	120/70 ZR 17 M/C (58W) F TL	689	POWER RS / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 M/C (73W) R TL	689	POWER RS / ROAD 5 / PILOT ROAD 4
FZ8			
FRONT	120/70 ZR 17 M/C (58W) F TL	779	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 M/C (73W) R TL	779	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
MT-09			
FRONT	120/70 ZR 17 M/C (58W) F TL	847	POWER RS
REAR	180/55 ZR 17 M/C (73W) R TL	847	POWER RS
YZF R1			
FRONT	120/70 ZR 17 M/C (58W) F TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/50 ZR 17 M/C (73W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
XT 1200 SUPERTENERE			
FRONT	110/80 R 19 M/C 59V F TL/TT	1199	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 M/C 69V R TL/TT	1199	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
YAMAHA			
FJR 1300			
FRONT	120/70 ZR 17 M/C (58W) F TL	1298	PILOT ROAD 4 GT
REAR	180/55 ZR 17 M/C (73W) R TL	1298	PILOT ROAD 4 GT

QUESTIONS AND ANSWERS

+ WHY DON'T YOU RECOMMEND ANY OF YOUR SPORTS TOURING TYRES FOR MY SPORT BIKE? THE LOAD AND SPEED INDEXES ARE IDENTICAL, AND THEY WOULD BE PERFECTLY LEGAL.

The top Sports and Hypersports bikes are very uncompromising in terms of their performance with phenomenal top speeds, razor sharp handling, steering and feedback. The tyres that we recommend must enhance the abilities of your bike and help you to thoroughly enjoy every ride by making the most of the bikes strengths. Our Hypersports and Sports tyres are constructed to offer the highest levels of grip and performance of all our road tyres and are capable of race track use too. A Sports Touring tyre is designed to offer comfort and long life in all conditions and on all types of road and although they can cope with the high power and torque demands of todays fastest bikes they're not recommended for track use. Hypersports and Sports tyres offer that extra level of dry grip, agility and feedback that the bikes are designed to exploit.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ MY BIKE MANUFACTURER RECOMMENDED TYRE PRESSURES ARE THE SAME FOR SOLO AS THEY ARE FOR LOADED WITH A PILLION. THEY FEEL QUITE HARD, SHOULD I LOWER THEM SLIGHTLY FOR SOLO USE?

We suggest that the manufacturer guidelines are followed and the performance and wear of the tyre is monitored to ensure their suitability for you and your particular use. Incorrect tyre pressures can cause uneven wear and reduced levels of grip, so pressure recommendations tend to err on the side of caution. As the riders weight and normal solo riding style is an unknown this is also factored into the pressure recommendations. Slight overinflation is preferable to slight underinflation on motorcycle tyres. Feel is very subjective and a tyre can feel okay to a rider but not be able to perform to it's full potential which becomes vital in emergency situations when the tyres very best performance is demanded.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

+ THE ANAKEE WILD TYRES HAVE A LOWER SPEED RATING THAN THE TOP SPEED OF MY BIG ADVENTURE BIKE. MICHELIN RECOMMEND THEM FOR MY BIKE, BUT CAN I USE THEM?

Most adventure and trail bikes come equipped with tyres that have a speed index that matches or exceeds the bikes top speed as it can be reasonably expected that a rider would at some stage wish to use all of their bikes speed capability. MICHELIN Anakee Wild tyres are designed to give equally good performance on road and off road for those riders that wish to fully utilise the off road capabilities of the bikes, but adding such a high level of off road ability does require a reduction in the tyres top speed. Riders that wish to ride at speeds in excess of the Anakee Wild tyres speed index would have to sacrifice some off road ability and choose a more road biased tyre.

For more information contact the 2 Wheel Technical department on 0845 366 1589.

As of 1 January 2018

1. DEFINITIONS

In these Conditions of Sale:

- 1.1 'Michelin Goods' means any goods or services sold or supplied by the Company to the Customer.
- 1.2 'Contract' means the agreement to supply Michelin Goods under these Conditions of Sale.
- 1.3 'Insolvency Event' means any threat by the Customer to suspend payment of its debts; or if the Customer is unable to pay its debts as they fall due; or an application is made to court, or an order is made, for the appointment of an administrator for the Customer: or a Receiver is appointed for the Customer.
- 1.4 'Order' means the Customer's order for the supply of Goods and/or Services.
- 1.5 'the Company' means Michelin Tyre Public Limited Company
- 1.6 'the Customer' means an individual, firm, partnership or corporate entity to whom the Company sells or supplies Michelin Goods.
- 1.7 'Delivery Location' means the Customer's address unless an alternative address has been agreed in accordance with these Conditions of Sale.
- 1.8 'Commencement Date' means the date on which the Company despatches the Michelin Goods.

2. APPLICATION OF CONDITIONS

- 2.1 The Order constitutes an offer by the Customer to purchase Michelin Goods in accordance with these Conditions of Sale.
- 2.2 The offer shall only be accepted on the Commencement Date. The Company shall have no obligation to accept the Order.
- 2.3 These Conditions of Sale apply to the Contract to the exclusion of any other terms that the Customer seeks to impose or incorporate, or which the Customer seeks to rely on, which may be implied by trade, custom, practice or course of dealing.
- 2.4 No other terms and conditions shall apply to the Contract, unless it is expressly agreed in writing by a person authorised to act on behalf of the Company.

3. PRICE CONDITIONS AND TERMS

The Company reserves the right (without notice) to amend all prices and these Conditions of Sale. Michelin Goods are sold at the prices and Conditions of Sale applicable at the Commencement Date.

4. DELIVERY

- 4.1 Whilst every effort will be made to fulfil Orders, any processing or action taken in respect of an Order by the Company shall not bind the Company to make delivery of such goods, and the Company shall not be liable for any delay or failure to make delivery.
- 4.2 The Company reserves the right to deliver an Order in instalments and produce a separate invoice for each instalment. Each individual instalment shall constitute a separate Contract.
- 4.3. The Company will only deliver Michelin Goods to the Delivery Location. Any proposed change to the Delivery Location shall require the prior written consent of the Company and any additional costs shall be borne by the Customer.
- 4.4. In the event that the Company does agree to deliver to an address which is not the Delivery Location, the Customer shall agree to appoint a representative to be present to countersign the proof of delivery as proof of receipt of the goods.
- 4.5. For the avoidance of doubt, delivery to destinations in the United Kingdom and the Republic of Ireland will be paid by the Company (subject to clause 4.3)
- 4.6 Time of Delivery shall not be of the essence.

5. CLAIMS FOR DAMAGE, SHORTAGE, LOSS

- 5.1 Any visible damage or shortages must be advised to the Company when the Michelin Goods are unloaded at the Delivery Location by the carrier. The details of loss or damage must, in all cases, be shown on the carrier's and/or the Company documents accompanying the Michelin Goods. All observations should be signed and dated both by the Customer and the carrier with the exception of inherent defects.
- 5.2 Non-delivery of Michelin Goods must be advised in writing to the Company within 7 days of receipt of the invoice.
- 5.3 No claim for lost or damaged goods or in respect of shortages will be entertained unless the requirements for notification have been complied with.

6. RETENTION OF TITLE AND RISK

- 6.1 The risk in the Michelin Goods shall pass to the Customer when the Michelin Goods are unloaded at the Delivery Location.
- 6.2 Title to the Goods shall not pass to the Customer until the earlier of:
 - (a) the Company receives payment in full (in cash or cleared funds) for the Goods and any other Michelin Goods that the Company has supplied to the Customer in respect of which payment has become due, in which case title to the Goods shall pass at the time of payment of all such sums;
 - (b) the Customer resells the Michelin Goods, in which case title to the Michelin Goods shall pass to the Customer at the time specified in clause 6.4.
- 6.3 Until title to the Michelin Goods has passed to the Customer, the Customer shall:
 - (a) store the Michelin Goods separately from all other goods held by the Customer so that they remain readily identifiable as the Company's property;
 - (b) not remove, deface or obscure any identifying mark or packaging on or relating to the Michelin Goods;
 - (c) maintain the Michelin Goods in satisfactory condition and keep them insured against all risks for their full price from the date of delivery;
 - (d) notify the Company immediately if it becomes subject to an Insolvency Event; and
 - (e) give the Company such information relating to the Goods as the Company may require from time to time.
- 6.4 Subject to clause 6.5, the Customer may resell or use the Michelin Goods in the ordinary course of its business (but not otherwise) before the Company receives payment for the Michelin Goods. However, if the Customer resells the Michelin Goods before that time:
 - (a) it does so as principal and not as the Company's agent; and
 - (b) title to the Michelin Goods shall pass from the Company to the Customer immediately before the time at which resale by the Customer occurs.
- 6.5 If before title to the Michelin Goods passes to the Customer the Customer becomes subject to an Insolvency Event, then, without limiting any other right or remedy the Company may have, the Company may at any time:
 - (i) require the Customer to deliver up all Goods in its possession which have not been resold, or irrevocably incorporated into another product; and
 - (ii) if the Customer fails to do so promptly, enter any premises of the Customer or of any third party where the Goods are stored in order to recover them.

7. WARRANTIES

- 7.1 The clause shall not apply to section 12 of the Sale of Goods Act 1979.
- 7.2 Nothing shall operate so as to limit or exclude either party's liability for death or personal injury caused by negligence or liability for fraudulent misrepresentation.
- 7.3 The Customer shall review and comply with all information provided relating to storage, selection, mounting, inflation, pressure, use, inspections, repairs and maintenance of tyres. The Customer shall ensure that all its relevant personnel are trained appropriately regarding the sale, fitment and repair of tyres.

8. PAYMENT

- 8.1 Payment for Michelin Goods shall be due not later than the last day of the month immediately following the month of the Commencement Date, unless alternative payment terms have been agreed in writing by the Company.
- 8.2 At the Company's discretion, credit facilities may be suitable for some customers. Credit facilities may be withdrawn or reduced at any time at the Company's sole discretion.
- 8.3 Payment shall not have been made in accordance with these Conditions of Sale unless all monies have been received as cleared funds by the Company.
- 8.4 In case of payment by cheque, all cheques must be received by the Customer in sufficient time to ensure that they can be banked by the Company at least three working days before the last working day of the relevant month.
- 8.5 If the Customer fails to make any payment by the due date the Company reserves the right to suspend any further deliveries scheduled for the Customer and dispatch no other goods. This decision is solely at the discretion of the Company.
- 8.6 In the event of late payment the sum payable (together with all sums payable for any further Michelin Goods supplied up to the payment due date shall become due and payable immediately together with interest. Interest from the due date will be calculated at a daily rate equivalent to an annual rate of the inter bank lending rate plus 8%. Interest will be charged for each day or part of thereof during which the Customer remains in default.
- 8.7 In the event that any monies are due to the Customer for the Company then a credit note may be issued to the value of the sum owed.

9. INTELLECTUAL PROPERTY

- 9.1 The Customer shall not advertise offer for sale or supply any Michelin Goods under the name 'Michelin' without adding to the name Michelin the appropriate description of such goods.
- 9.2 The Customer shall only use Michelin trademarks in accordance with Michelin's requirements and values including in particular but without limitation in accordance with the instructions and/or guidance issued by the Company from time to time.
- 9.3 The Customer shall not:
 - (a) Subject to sub-clause 9.2, alter, remove or vary in any way any numbers or other distinguishing marks on any Michelin Goods. This includes any markings that have been branded on the side wall of retreaded and/or reggraded quality Michelin Goods.
 - (b) Modify, offer for sale or sell any Michelin products other than those that have been subject to regroove modifications in accordance with the Company's regroove policy (if any) expressly authorised by the Company.
- 9.4 The Company invests heavily in research and development to ensure that its tyres achieve a high level of performance. Legal proceedings will be commenced against any organisation which copies Michelin tyres or infringes Michelin's intellectual property rights.

10. EXPORT

The Customer shall not without the Company's written permission export or sell or advertise for sale for export purposes Michelin Goods to a country which is not a member of the EEA except where fitted to or forming component parts of a motor car, machine implement or other vehicle.

11. PRODUCT LIABILITY

- 11.1 Where Michelin Goods are sold to the Customer, the Customer undertakes to comply with such instructions as may be issued by the Company from time to time concerning the proper usage of Michelin Goods. The Customer shall observe any steps, precautions or other measures required to be taken in order to ensure that Michelin Goods are used safely and in a manner that is not injurious to health.
- 11.2 The Customer shall not undertake any tyre repair without first demounting the tyre.
- 11.3 Tyres for the European market have to comply with specific legislative requirements. This is shown by tyres being marked "E2". The Company has no responsibility for tyres sold, distributed or used in Europe which are not marked E2. The Company does not guarantee their performance.

12. DATA PROTECTION

Both parties shall comply with their obligations under the Data Protection Act 1998 and any other applicable laws and legislation relating to the processing of personal data and privacy.

13. BRIBERY ACT COMPLIANCE

Both parties shall comply with all applicable laws, statutes, regulations and codes relating to anti-bribery and anti-corruption including but not limited to the Bribery Act 2010.

14. ENTIRE AGREEMENT

These conditions and such other terms and conditions as may be expressly agreed by the Company in writing constitute the entire agreement between the Company and the Customer with the exception of where a bespoke agreement has been negotiated, agreed and signed between the parties. All other discussions, correspondence or communications between the Company and the Customer whether oral or written shall not constitute any part of an agreement. The Customer acknowledges that it has not relied on any statement, promise, representation, assurance or warranty made or given on behalf of the Company which is not set out in this agreement.

15. SEVERANCE

If any provision or part-provision contained within these conditions become invalid, illegal or unenforceable, it shall be deemed modified to the minimum extent necessary to make it valid, legal and enforceable. If such modification is not possible, the relevant provision or part-provision shall be deemed deleted. Any modification to or deletion of a provision or part-provision under this clause shall not affect the validity and enforceability of the rest of these conditions.

16. JURISDICTION

This Contract is subject to English Law, and the English courts shall have exclusive jurisdiction in respect of all claims, disputes or matters arising out of these conditions.

Notice

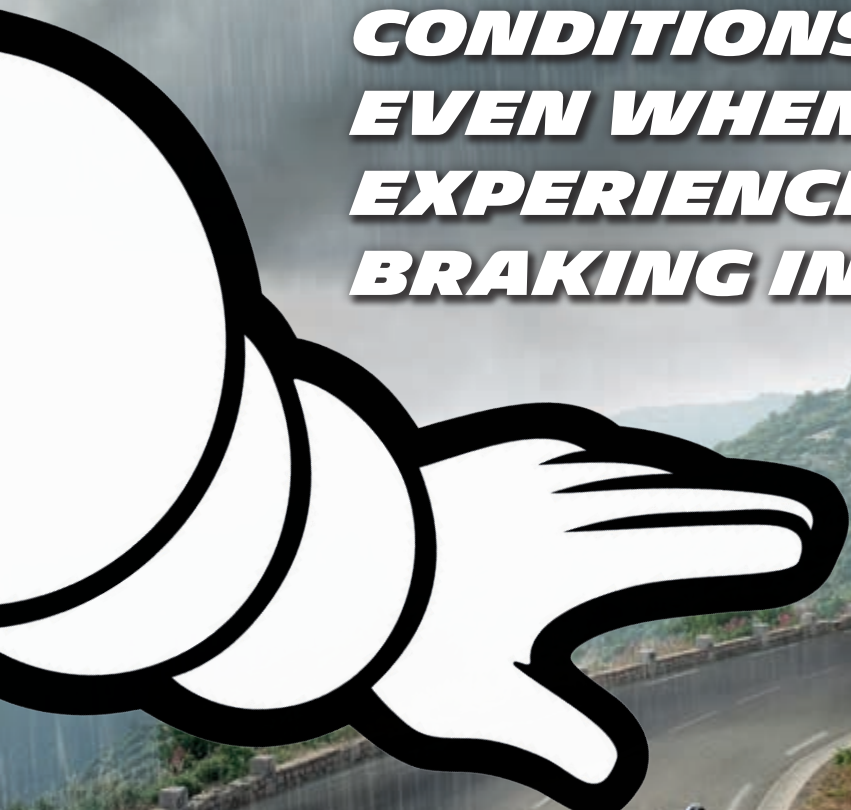
The Company may refuse to sell products which may be used for military purposes or which are subject to trade embargos to dealers located in countries which are subject to embargo by the United Nations, the European Council or the Organisation for the Security and Co-operation in Europe or to dealers which Michelin considers may sell such products into countries under such embargos. The Company may ask for evidence of the destination of the products. Lists of relevant products may be made available on request from The Company.

For further technical information or assistance, please consult our technical documentation, our technical experts or our web site at www.michelin.co.uk

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MICHELIN ROAD 5

**MORE CONFIDENCE IN ALL
CONDITIONS ⁽¹⁾,
EVEN WHEN 50% WORN
EXPERIENCE EXCEPTIONAL
BRAKING IN THE WET ⁽²⁾**



MICHELIN
ROAD 5

NEW



- (1) Except snow and ice and other extreme conditions.
(2) According to internal studies at Ladoux, the Michelin centre of excellence under the supervision of an independent witness, comparing MICHELIN Road 5 tyres used for 3502 miles and at 50% remaining tread depth with new and unworn MICHELIN Pilot Road 4 tyres.

www.moto-michelin.co.uk

