

# **2018 2 WHEEL**

## **PROFESSIONAL TYRE GUIDE**



[www.moto-michelin.co.uk](http://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.



\*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. III.

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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); Benoit Jallat, page 55 (Mathias Bellino).

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NI = NEW

MICHELIN MOTORCYCLE HISTORY

**1890**  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.

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

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

**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.



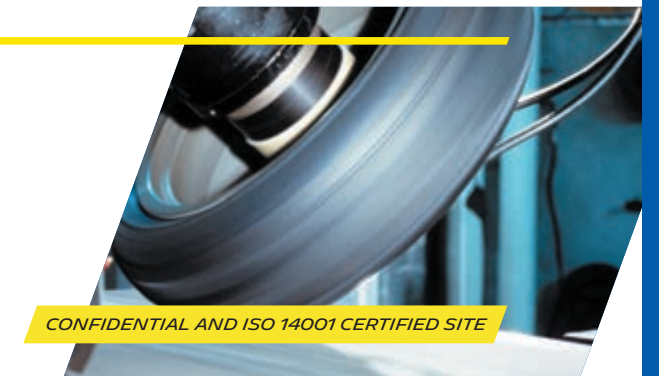
LADOUX THE HEART OF MICHELIN RESEARCH AND INNOVATION

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 m<sup>2</sup>
- 21 test tracks



CONFIDENTIAL AND ISO 14001 CERTIFIED SITE



LADOUX TECHNOLOGY CENTRE

**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.).

MICHELIN MOTORSPORT



MARC MARQUEZ CROWNED WORLD MOTOGP CHAMPION FOR THE 4<sup>TH</sup> TIME AND THE 2<sup>ND</sup> 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 11<sup>th</sup> 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 34<sup>th</sup> 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



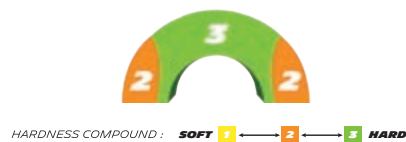
OFFICIAL MotoGP™ CLASS TYRE





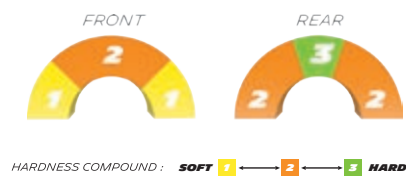
**THE LATEST 2 COMPOUND TECHNOLOGY!**

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



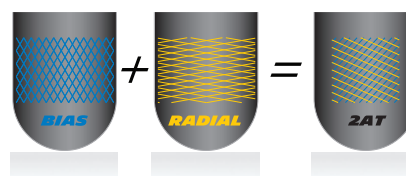
**MICHELIN 2 COMPOUND TECHNOLOGY**

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



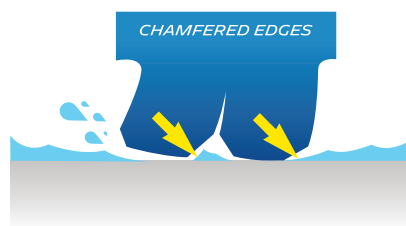
**MICHELIN DUAL ANGLE TECHNOLOGY**

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.



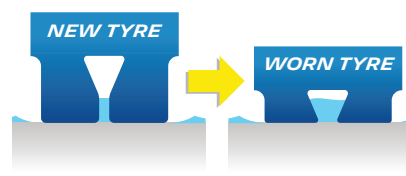
**THE LATEST X-SIPE TECHNOLOGY**

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.

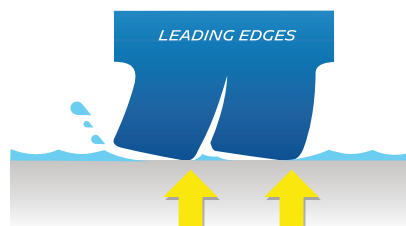


**XST : X SIPE TECHNOLOGY**



**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.



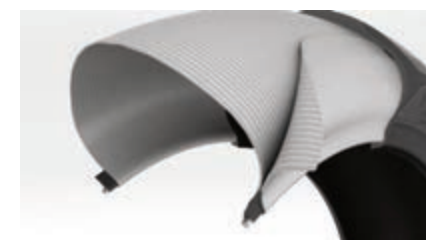
**MICHELIN ADAPTIVE CASING TECHNOLOGY**

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.



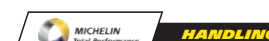
**NST : NEAR SLICK TECHNOLOGY**

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**

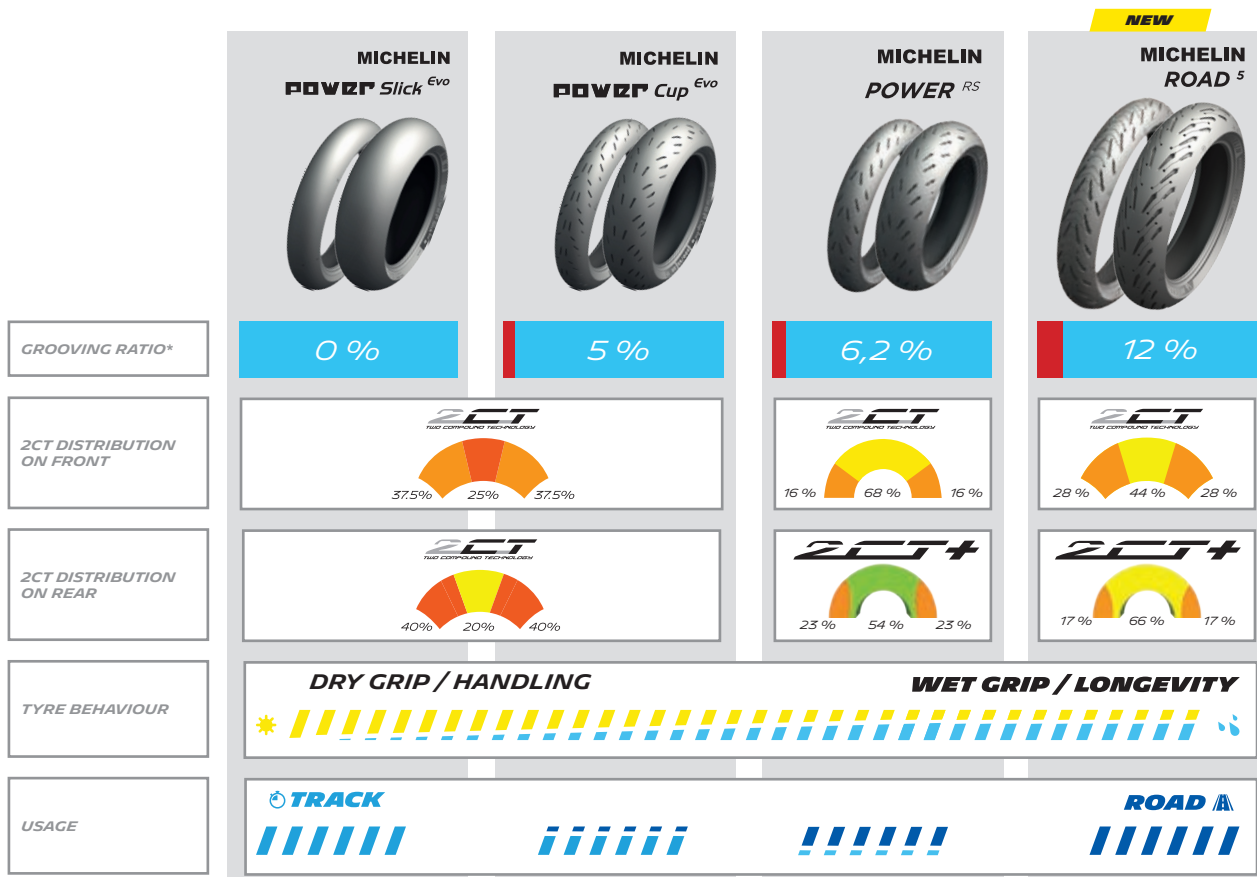
MICHELIN racing synthetic elastomers used in rubber compounds in conjunction with high tech synthetic compound resins promote ultra-fast warm up to optimum operational temperatures.



SPORT RADIAL SEGMENTATION



# TRACK



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)			MICHELIN POWER SUPERMOTO
			MICHELIN POWER RAIN
			MICHELIN POWER SLICK EVO
TRACK ROAD LEGAL			MICHELIN POWER CUP EVO
TRACK & ROAD	MICHELIN POWER RS		





**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.

NHS Not for Highway Service

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
<b>FRONT</b>	1.8 bar/26 psi	1.8 bar/26 psi	50°	80°	110°
<b>REAR</b>	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
<b>FRONT</b>	2.3 bar/33 psi	2.3 bar/33 psi	35°	60°	90°
<b>REAR</b>	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<sup>Evo</sup>**

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
200	55	R	17	TL
563738				
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
<b>FRONT</b>	2.3 b / 33 psi	+0.1 b / 1.5 psi	2.3 b / 33 psi	+0.1b / 1.5 psi	50°	80°	110°
<b>REAR</b>	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<sup>Evo</sup>**



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 <b>N</b>
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 <b>N</b>
150	60	R	17	66 (W)	TL	981679 <b>N</b>
160	60	R	17	69 (W)	TL	050185 <b>N</b>
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
<b>FRONT</b>	2.3 b / 33 psi	+0.1 b / 1.5 psi	2.3 b / 33 psi	+0.1b / 1.5 psi	50°	80°	110°
<b>REAR</b>	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:  
**RYMERACING**



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](http://WWW.POWERDAYS.CO.UK)



- 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](http://www.powerdays.co.uk) \*\*Novice session only





MICHELIN  
POWER RS



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

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



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

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 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**

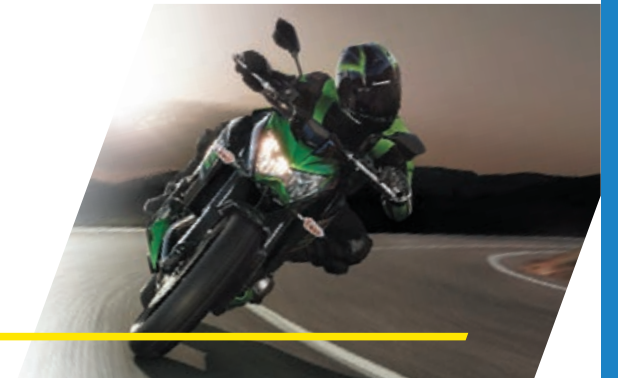
Benefits from MICHELIN 2CT (Dual-Compound Technology) A versatile, durable tyre with exceptional wet and dry grip.

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

\* According internal tests organised in 2012 in Ladoux Technological Center.



NEW

MICHELIN ROAD 5

MORE CONFIDENCE IN ALL CONDITIONS <sup>(1)</sup>, EVEN WHEN 50% WORN <sup>(2)</sup>



IN BRIEF

- › N°1 for wet grip on the road <sup>(3)</sup>
- › Even when 50% worn experience exceptional braking in the wet <sup>(2)</sup>
- › 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 <sup>(4)</sup>

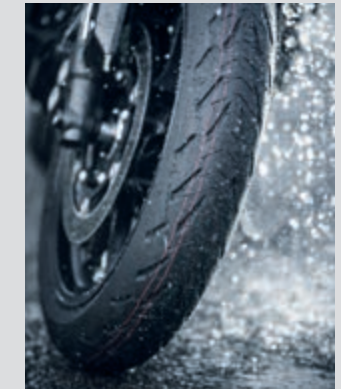
AVANT							ARRIÈRE						
Larg.	Ratio	Diam.	Indice de charge	Indice de vitesse	TL / TT	CAI	Larg.	Ratio	Diam.	Indice de charge	Indice de vitesse	TL / TT	CAI
120	60	ZR 17	55	(W)	TL	094996 <b>N</b>	150	70	ZR 17	69	(W)	TL	236462 <b>N</b>
120	70	ZR 17	58	(W)	TL	162459 <b>N</b>	160	60	ZR 17	69	(W)	TL	088877 <b>N</b>
							180	55	ZR 17	73	(W)	TL	420895 <b>N</b>
							190	50	ZR 17	73	(W)	TL	811140 <b>N</b>
							190	55	ZR 17	75	(W)	TL	441445 <b>N</b>

N = NEW

IN DETAIL

MORE SECURITY IN ALL CONDITIONS <sup>(1)</sup> EVEN AS THE TYRE WEARS

**N°1 FOR WET GRIP ON THE ROAD <sup>(3)</sup>**  
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 <sup>(3)</sup> without compromise on dry roads. <sup>(4)</sup>

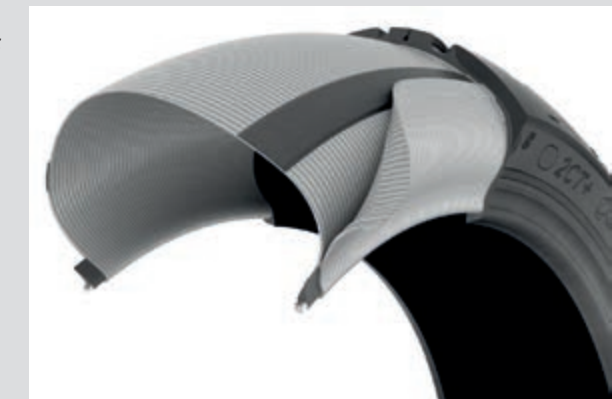


EVEN WHEN 50% WORN EXPERIENCE EXCEPTIONAL BRAKING IN THE WET <sup>(2)</sup>

Even when 50% worn a MICHELIN Road 5 tyre stops as quickly as a brand new MICHELIN Pilot Road 4 tyre <sup>(2)</sup> 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. <sup>(4)</sup>



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

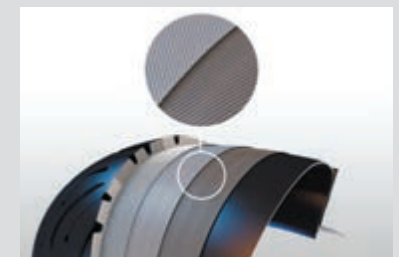
REAR							
Width	Ratio	Diam.	Load index	Speed index	TL / TT	Version	CAI
170	60	ZR 17	73	(W)	TL	GT	534051
180	55	ZR 17	73	(W)	TL	GT	024138
190	50	ZR 17	73	(W)	TL	GT	319435
190	55	ZR 17	75	(W)	TL	GT	271932

THE GT VERSION IS ONLY FOR A SHORT LIST OF SPECIFIC BIKES, CHECK IF YOURS IS ONE OF THEM AT [MOTO.MICHELIN.CO.UK](http://MOTO.MICHELIN.CO.UK)

**MORE DETAILS**

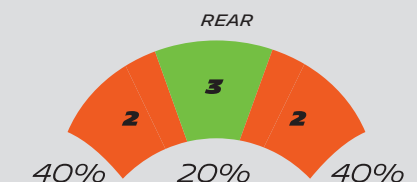
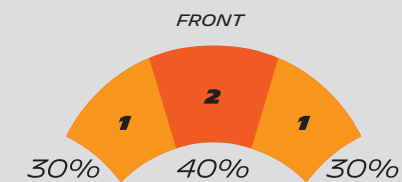
**MICHELIN 2AT**

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	MICHELIN COMMANDER 6	MICHELIN Scorchers 11	MICHELIN Scorchers 12	MICHELIN Scorchers 13	MICHELIN Scorchers 14	Tube
	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 120T Superlow

REAR	Dimension	MICHELIN COMMANDER 6	MICHELIN Scorchers 11	MICHELIN Scorchers 12	MICHELIN Scorchers 13	MICHELIN Scorchers 14	Tube
	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

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 <i>NEW</i>	MICHELIN PILOT ROAD 4 TRAIL	MICHELIN ANAKEE III	MICHELIN ANAKEE 3
TRAIL BIKES AND SMALLER ADVENTURE BIKES			MICHELIN ANAKEE III	MICHELIN SIRAC



**NEW**

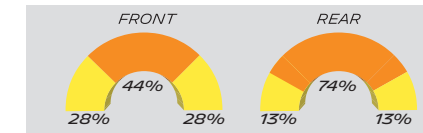
**MICHELIN ROAD 5 TRAIL**



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



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



**IN BRIEF**

- › N°1 for wet grip on the road <sup>(3)</sup>
- › Even when 50% worn experience exceptional braking in the wet <sup>(2)</sup>
- › 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 <sup>(4)</sup>

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 <i>N</i>	150	70	R 17	69	V	TL	813877 <i>N</i>
120	70	ZR 19	60	W	TL	255302 <i>N</i>	170 <sup>(3)</sup>	60	ZR 17	72	W	TL	630514 <i>N</i>

*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 180/55ZR17 (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  
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 Mécaniques) 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



**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.



#### + WHY IS THE DIRECTION OF ROTATION OF THE FRONT AND REAR TYRES DIFFERENT?

Front and rear tyres have virtually opposite demands placed on them, in that the front tyre has to withstand heavy braking forces, and the rear tyre has to withstand hard acceleration forces. Tread pattern designs must take these forces into account in order to perform well and wear evenly. Careful design of our tyres has enabled us to design a tread pattern that is adapted to these differing demands by simply reversing the direction of rotation.

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

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	-

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



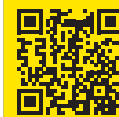
MICHELIN  
CITY Pro



THE PUNCTURE RESISTANT TYRE

IN BRIEF

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



DISCOVER  
MICHELIN CITY PRO  
TYRE PERFORMANCE

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

The new, specifically developed rubber compound marks an improvement over its best performing rivals to provide 10% longer tyre life for the MICHELIN City Pro\*.

Average recorded tyre life is more than 18,000 miles (front) and more than 12,000 miles (rear)\*\*.

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

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

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 <b>DUE MARCH 2018</b>



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

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

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

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



GREATER PEACE OF MIND

IN BRIEF

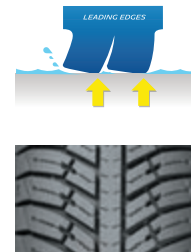
- › GRIP ON FRESH SNOW, SLUSH, ON WET GROUND, IN COLD WEATHER AND IN DRY CONDITIONS
- › FAST WARM-UP, EVEN IN WINTER
- › PEACE OF MIND ALL YEAR ROUND.

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.



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.



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

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

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

\* 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	In. Tube
120	90	10	57	L	TL/TT	057030	-
130	90	10	61	L	TL/TT	057031	10CG
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

		SAND	MUD	GRASS	FIRM	ROCKS	SOLID
<b>MOTOCROSS</b>		MICHELIN STARCROSS 5 SAND					
			MICHELIN STARCROSS 5 SOFT				
				MICHELIN STARCROSS 5 MEDIUM			
						MICHELIN STARCROSS HARD	
<b>MOTOCROSS JUNIOR</b>					MICHELIN STARCROSS MH3		
			MICHELIN STARCROSS MS3				
<b>PRACTICE LEISURE</b>			MICHELIN S 12XC				
					MICHELIN AC 10		
<b>ENDURO</b>	FRONT		MICHELIN ENDURO MEDIUM			MICHELIN ENDURO HARD	
	REAR			MICHELIN ENDURO MEDIUM			
<b>RALLY</b>				MICHELIN DESERT RACE			
		LEISURE			EXPERT		
<b>TRIAL</b>			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<sup>III</sup> SAND



FOR COMPETING ON  
**SANDY SURFACES**



**MICHELIN**  
StarCross 5<sup>I</sup> SOFT

FOR  
**MIXED/SOFT SURFACES**



**MICHELIN**  
StarCross 5<sup>II</sup> MEDIUM

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



**MICHELIN**  
StarCross 5<sup>IV</sup> 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**  
**starcrossMSB**

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**  
**starcrossMSB**

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

ROAD LEGAL



## 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	<b>N</b>
90	100	21	57	R	TT	214111	21MDR	21UHD	M16	<b>N</b>

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	<b>N</b>
140	80	18	70	R	TT	536997	18MGR	18UHD Medium	M14	<b>N</b>

**N = NEW**

\* 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	<b>N</b>

**N = NEW**

\* 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 34<sup>TH</sup> 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).

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

**MICHELIN BIBMOUSSE FITTING GEL**

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



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
M16	338000	90/90 - 21	Enduro Hard	1.60 1.85
		90/90 - 21	S12 XC	1.60 1.85
		80/100 - 21 <sup>(1)</sup>	Starcross 5 Soft	1.60 1.85
		80/100 - 21 <sup>(1)</sup>	Starcross 5 Medium	1.60 1.85
		90/90 - 21	Desert Race	1.60 1.85
M02	057331	90/100 - 21	Enduro Medium	1.60 1.85
		90/100 - 21	Starcross 5 Medium	1.60 1.85
		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
M14	057337	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
		120/90 - 18	Starcross 5 Soft	2.15 2.50
		120/90 - 18	Starcross 5 Medium	2.15 2.50
M02	057331	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

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 <sup>(2)</sup>	Starcross 5 Soft	2.15 2.50
		110/100 - 18 <sup>(2)</sup>	Starcross 5 Medium	2.15 2.50
		110/100 - 18 <sup>(2)</sup>	AC10	2.15 2.50
M22	057334	120/90 - 18	Enduro Medium	1.85 2.15
		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
M199	057335	100/90 - 19	AC10	1.85 2.15
		110/90 - 19	Starcross 5 Soft	2.50 2.15
		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
M199	057335	120/80 - 19	Starcross 5 Soft	2.50 2.15
		120/80 - 19	Starcross 5 Medium	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

### 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

MOTO - TR4



MOTO - 2171



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

### 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



UHD  
ULTRA HEAVY DUTY  
INNER TUBE  
4.0mm thick

OFF ROAD AND REINF  
2.5mm thick

STANDARD MOTORCYCLE  
AND SCOOTER  
1.8mm thick



## 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

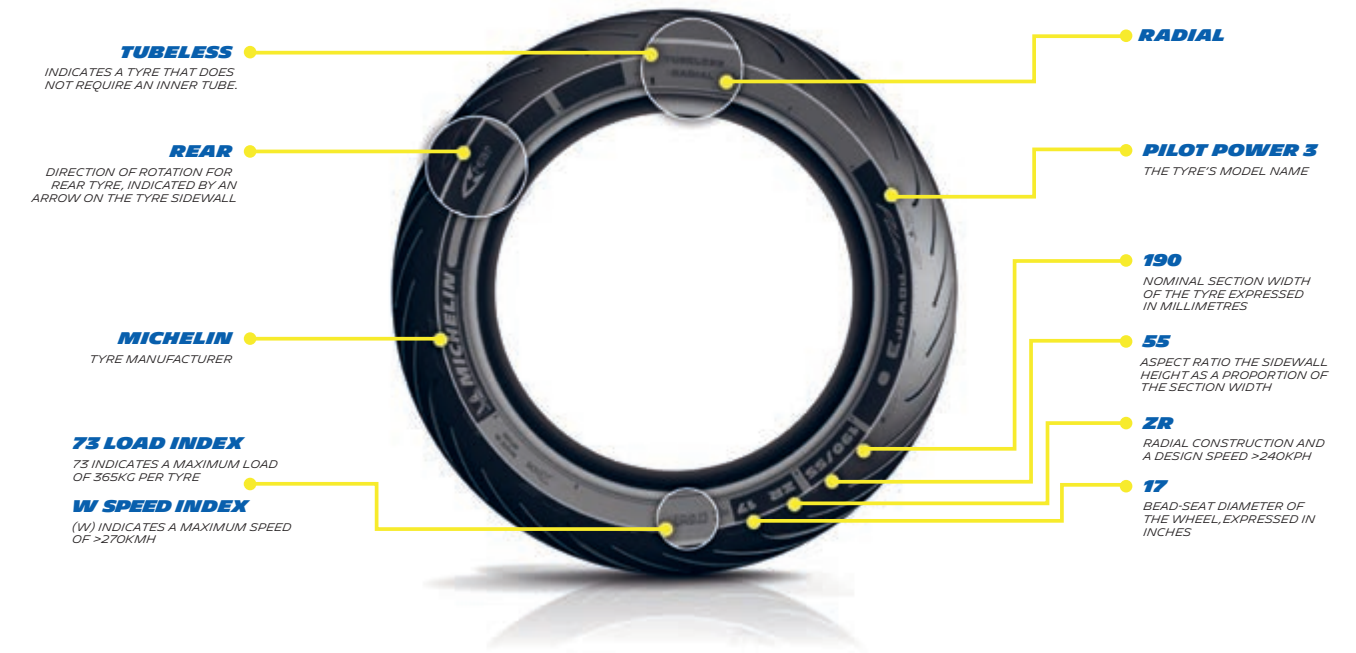
**TO STEER**

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
												90	600
												91	615
												92	630
												93	650
												94	670
												95	690
												96	710
												97	730
												98	750
												99	775

**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**

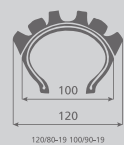
**DIMENSIONAL EQUIVALENCE:**

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.**

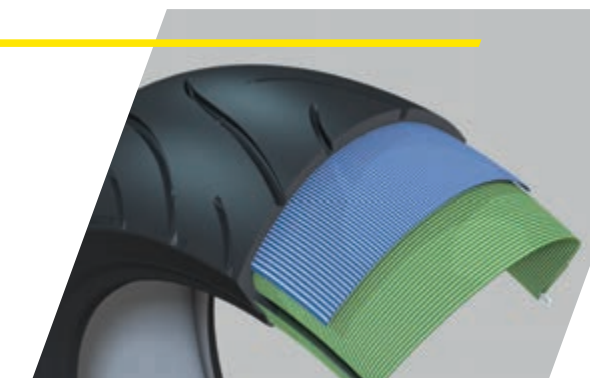
The overlap angle of these plies can be changed to give differing properties to the finished tyre. The structure is uniform and the tyre crown area has similar properties to the sidewalls, because of this the sidewalls tend to be very stiff.



**RADIAL STRUCTURE**

**IN A RADIAL STRUCTURE THE CARCASS PLY IS PLACED RADIALY.**

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.

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

## 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 definitely 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.

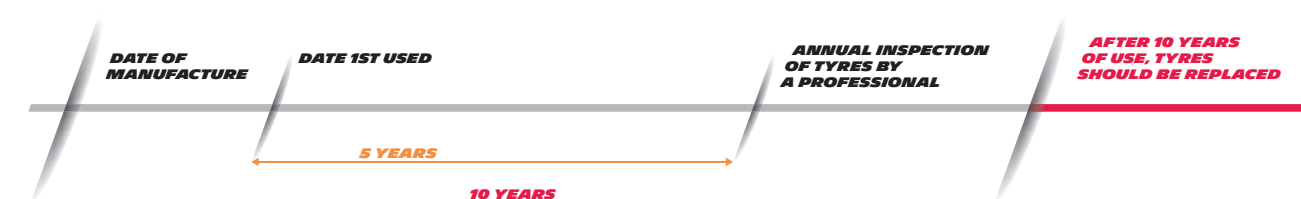
**DRY CONDITIONS, TEMPERATURE, LIGHT AND CERTAIN CHEMICALS OR ELECTRICAL EQUIPMENT ARE KNOWN FACTORS AFFECTING AGEING: IT IS THERE FOR ESSENTIAL THAT PRODUCTS ARE STORED CORRECTLY.**

## 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).

\* 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.

## 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**



## 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 centring 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.

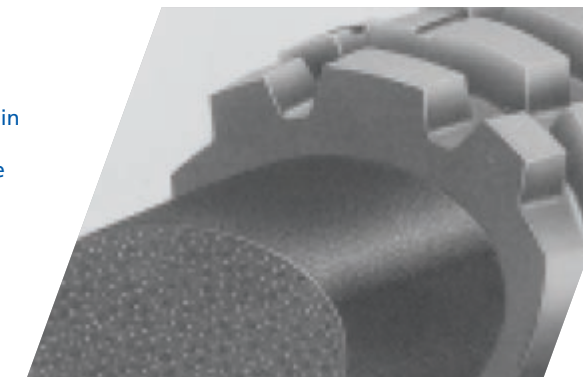
## REMOVAL



## 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**

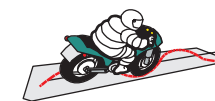
Before making a repair, the tyre systematically undergoes a careful inspection by a professional. A tyre that has been running flat or insufficiently inflated may have suffered irreversible damage and only an exhaustive verification of the inside of the tyre can diagnose whether or not the tyre can be 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
<b>LEVEL OF WEAR</b>	Big effect	Some effect	Some effect	Some effect
<b>INFLATION PRESSURE</b>	Big effect	Some effect	Some effect	No effect
<b>DIMENSIONS OTHER THAN ORIGINAL SIZES</b>	Big effect	Some effect	Some effect	No effect
<b>STRUCTURE : BIAS/RADIAL</b>	Big effect	Some effect	Some effect	No effect
<b>CENTERING OF TYRE ON RIM</b>	Big effect	No effect	Some effect	Some effect
<b>BALANCE OF WHEEL AND TYRE ASSEMBLY</b>	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:**

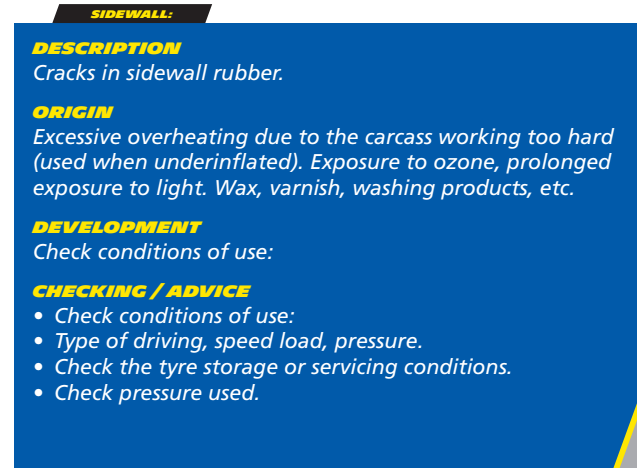
**DESCRIPTION**  
Cracks in the tread. Cracks at the base or edge of the shoulder tread pattern.

**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:**

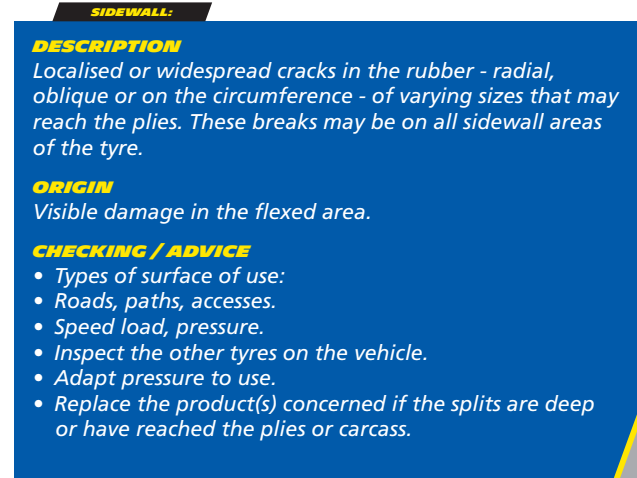
**DESCRIPTION**  
Splits in the rubber on the crown, edge or base of tread, with or without radial or circumference tears.

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

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
<b>BMW</b>			
<b>S 1000 R</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	999	POWER RS
REAR	190/55 ZR 17 MIC (75W) R TL	999	POWER RS
<b>S 1000 RR HP4</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	999	POWER RS
REAR	200/55 ZR 17 MIC (78W) R TL	999	POWER RS
<b>R 1200 GS</b>			
FRONT	110/80 R 19 MIC 59V F TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 MIC 69V R TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
<b>R 1200 GS ADVENTURE</b>			
FRONT	110/80 R 19 MIC 59V F TL	1170	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 MIC 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
<b>R 1200 RT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1170	PILOT ROAD 4 GT
REAR	180/55 ZR 17 MIC (73W) R TL	1170	PILOT ROAD 4 GT
<b>R 1200 R</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	1170	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>K 1300 S</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1293	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 MIC (75W) R TL	1293	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>K 1300 GT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1293	PILOT ROAD 4 GT
REAR	180/55 ZR 17 MIC (73W) R TL	1293	PILOT ROAD 4 GT
<b>K 1600 GT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1650	PILOT ROAD 4 GT
REAR	190/55 ZR 17 MIC (75W) R TL	1650	PILOT ROAD 4 GT
<b>K 1600 GTL</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1650	PILOT ROAD 4 GT
REAR	190/55 ZR 17 MIC (75W) R TL	1650	PILOT ROAD 4 GT
<b>DUCATI</b>			
<b>MONSTER 696</b>			
FRONT	120/60 ZR 17 MIC (55W) F TL	696	POWER RS / PILOT POWER / PILOT POWER 2CT / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 MIC (69W) R TL	696	POWER RS / PILOT POWER / PILOT POWER 2CT / ROAD 5 / PILOT ROAD 4
<b>MONSTER 796</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (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
<b>DUCATI</b>			
<b>HYPERMOTARD</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	821	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	821	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>848 EVO</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 MIC (75W) R TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>848</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	849	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>899 PANIGALE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	898	POWER RS
REAR	180/60 ZR 17 MIC (75W) R TL	898	POWER RS
<b>MONSTER 1100</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1078	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	1078	ROAD 5 / PILOT ROAD 4 / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>DIAVEL</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1198	POWER RS
REAR	240/45 ZR 17 MIC (82W) R TL	1198	POWER RS
<b>MULTISTRADA 1200 S TOURING</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>MULTISTRADA 1200</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>1199 S PANIGALE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1198	POWER RS
REAR	200/55 ZR 17 MIC (78W) R TL	1198	POWER RS
<b>1199 PANIGALE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1198	POWER RS
REAR	200/55 ZR 17 MIC (78W) R TL	1198	POWER RS
<b>MULTISTRADA 1200 S</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (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
<b>DUCATI</b>			
<b>MONSTER 1200</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (75W) R TL	1198	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>GENERIC</b>			
<b>XOR 50</b>			
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
<b>XOR 125</b>			
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
<b>HARLEY DAVIDSON</b>			
<b>XG 750 STREET ROD</b>			
FRONT	120/70 R 17 MIC 58V F TL	749	SCORCHER 21
REAR	160/60 R 17 MIC 69V R TL	749	SCORCHER 21
<b>SPORTSTER N 883</b>			
FRONT	MH90 - 21 MIC 54H F TL/TT	883	SCORCHER 31 / COMMANDER II
REAR	150/80 B 16 MIC 77H REINF R TL/TT	883	SCORCHER 31 / COMMANDER II
<b>SPORTSTER L 883</b>			
FRONT	120/70 ZR 18 MIC (59W) F TL	883	SCORCHER 11 F
REAR	150/60 ZR 17 MIC (66W) R TL	883	SCORCHER 11 F
<b>SPORTSTER XL 1200 CUSTOM</b>			
FRONT	MH90 - 21 MIC 54H REINF F TL/TT	1202	COMMANDER II
REAR	130/90 B 16 MIC 73H REINF R TL/TT	1202	COMMANDER II
<b>SPORTSTER XL 1200 C</b>			
FRONT	130/90 B 16 MIC 73H REINF F TL/TT	1202	SCORCHER 31 / COMMANDER II
REAR	150/80 B 16 MIC 77H REINF R TL/TT	1202	SCORCHER 31 / COMMANDER II
<b>SPORTSTER XR 1200</b>			
FRONT	120/70 ZR 18 MIC (59W) F TL	1202	SCORCHER 11
REAR	180/55 ZR 17 MIC (73W) R TL	1202	SCORCHER 11
<b>HERITAGE SOFTAIL CLASSIC 1584</b>			
FRONT	MT90 B 16 MIC 74H REINF F TL/TT	1584	COMMANDER II
REAR	150/80 B 16 MIC 77H REINF R TL/TT	1584	COMMANDER II
<b>FATBOY 1584</b>			
FRONT	140/75 R 17 MIC 67V F TL/TT	1584	SCORCHER 11 / COMMANDER II
REAR	200/55 R 17 MIC 78V R TL/TT	1584	SCORCHER 11 / COMMANDER II
<b>DYNA STREET BOB</b>			
FRONT	100/90 B 19 MIC 57H F TL/TT	1584	SCORCHER 31 / COMMANDER II
REAR	160/70 B 17 MIC 73V R TL/TT	1584	SCORCHER 31 / COMMANDER II
<b>DYNA FATBOB 1584</b>			
FRONT	130/90 B 16 MIC 73H REINF F TL/TT	1585	SCORCHER 32
REAR	180/70 B16 MIC 77H R TL/TT	1585	SCORCHER 32
<b>DYNA STREETBOB 1584</b>			
FRONT	100/90 B 19 MIC 57H F TL/TT	1585	SCORCHER 31 / COMMANDER II
REAR	160/70 B 17 MIC 73V R TL/TT	1585	SCORCHER 31 / COMMANDER II
<b>DYNA WIDEGLIDE 1584</b>			
FRONT	80/90 - 21 MIC 54H REINF F TL/TT	1585	SCORCHER 31
REAR	180/60 B 17 MIC 75V R TL/TT	1585	SCORCHER 31

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

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

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
<b>HONDA</b>			
<b>NC 700 S</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>NC 700 INTEGRA</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) A R TL	670	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>NT 700 V DEAUVILLE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	680	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	150/70 ZR 17 MIC (69W) R TL	680	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>XL 700 V TRANSALP</b>			
FRONT	100/90 - 19 MIC 57H F TL/TT	680	ANAKEE III
REAR	130/80 R 17 MIC 65H R TL/TT	680	ANAKEE III
<b>NC 750 X</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>NC 750 INTEGRA</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>NC 750</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	745	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>VFR 800</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>VFR 800 X CROSSRUNNER</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	782	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>XL 1000 V VARADERO</b>			
FRONT	110/80 R 19 MIC 59H F TL/TT	996	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 MIC 69H R TL/TT	996	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
<b>CBF 1000</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	998	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	998	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>CB 1000 R</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>CBR 1000 RR FIREBLADE</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (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
<b>HONDA</b>			
<b>CRF 1000 L AFRICA TWIN</b>			
FRONT	90/90 - 21 MIC 54R F TL/TT	998	ANAKEE WILD
REAR	150/70 R 18 MIC 70R R TL/TT	998	ANAKEE WILD
<b>VFR 1200</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (75W) R TL	1237	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>VFR 1200 X CROSSTOURER</b>			
FRONT	110/80 R 19 MIC 59V F TL/TT	1237	ANAKEE III / ANAKEE 2 / ROAD 5 TRAIL / ANAKEE WILD
REAR	150/70 R 17 MIC 69V R TL/TT	1237	ANAKEE III / ANAKEE 2 / ROAD 5 TRAIL / ANAKEE WILD
<b>ST 1300 PAN EUROPEAN</b>			
FRONT	120/70 ZR 18 MIC (59W) F TL	1261	PILOT ROAD 4 GT
REAR	170/60 ZR 17 MIC (72W) R TL	1261	PILOT ROAD 4 GT
<b>JONWAY</b>			
<b>MATADOR 50</b>			
FRONT	120/70 - 12 51L TL/TT	50	POWER PURE SC / BOPPER
REAR	120/70 - 12 51L TL/TT	50	POWER PURE SC / BOPPER
<b>CUTE</b>			
FRONT	3.00 - 10 42J TL/TT	50	S1 / S83
REAR	3.00 - 10 42J TL/TT	50	S1 / S83
<b>PREDATOR &amp; STAR</b>			
FRONT	130/60 - 13 MIC 53L F TL	125	POWER PURE SC / CITY GRIP WINTER
REAR	130/60 - 13 MIC 53P R TL	125	POWER PURE SC / CITY GRIP WINTER
<b>MATADOR</b>			
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
<b>KAWASAKI</b>			
<b>NINJA 250 R</b>			
FRONT	110/70 - 17 MIC 54H F TL/TT	249	PILOT STREET RADIAL
REAR	130/70 - 17 MIC 62H R TL/TT	249	PILOT STREET RADIAL
<b>NINJA 300</b>			
FRONT	110/70 - 17 MIC 54S F TL/TT	296	PILOT STREET RADIAL
REAR	140/70 - 17 MIC 66S R TL/TT	296	PILOT STREET RADIAL
<b>J 300</b>			
FRONT	120/80 - 14 MIC 58S F TL	299	POWER PURE SC
REAR	150/70 - 13 MIC 64S R TL	299	POWER PURE SC
<b>NINJA ZX-6R</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>NINJA ZX-6R 636</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (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
<b>KAWASAKI</b>			
<b>ER-6F</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (69W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>ER-6N</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (69W) R TL	649	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>KLE 650 VERSYS</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	649	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	649	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>Z 750</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	748	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	748	POWER RS / PILOT ROAD 4
<b>Z 750 R</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	748	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	748	POWER RS / PILOT ROAD 4
<b>W 800</b>			
FRONT	100/90 - 19 MIC 57V F TL/TT	773	PILOT ACTIV
REAR	130/80 - 18 MIC 66V R TL/TT	773	PILOT ACTIV
<b>Z 800</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	806	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	806	POWER RS / PILOT ROAD 4
<b>VN 900</b>			
FRONT	130/90 B 16 MIC 73H REINF F TL/TT	903	COMMANDER II
REAR	180/70 B 15 MIC 76H R TL/TT	903	COMMANDER II
<b>ZX-10 R NINJA</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
REAR	190/55 ZR 17 MIC (75W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
<b>Z 1000 SX</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>Z 1000</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	1043	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>KLZ 1000 VERSYS</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1043	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	180/55 ZR 17 MIC (73W) R TL	1043	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
<b>KAWASAKI</b>			
<b>ZZR 1400</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1352	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 MIC (73W) R TL	1352	POWER RS / PILOT POWER 3 / PILOT ROAD 4
<b>GTR 1400</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1352	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3
REAR	190/50 ZR 17 MIC (73W) R TL	1352	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT ROAD 2
<b>ZZR 1400</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1441	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 MIC (73W) R TL	1441	POWER RS / PILOT POWER 3 / PILOT ROAD 4
<b>KEEWAY</b>			
<b>F-ACT 50</b>			
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
<b>AGORA</b>			
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
<b>RKV 125</b>			
FRONT	100/80 - 17 MIC 52S F TL/TT	124	PILOT STREET
REAR	130/70 - 17 MIC 62S R TL/TT	124	PILOT STREET
<b>KTM</b>			
<b>125 DUKE</b>			
FRONT	110/70 ZR 17 MIC (54W) F TL	125	POWER RS / PILOT POWER 2CT
REAR	150/60 ZR 17 MIC (66W) R TL	125	POWER RS / PILOT POWER 2CT
<b>250 EXC</b>			
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
<b>300 EXC</b>			
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
<b>350 EXC-F</b>			
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
<b>390 DUKE</b>			
FRONT	110/70 ZR 17 MIC (54W) F TL	373	POWER RS / PILOT POWER 2CT
REAR	150/60 ZR 17 MIC (66W) R TL	373	POWER RS / PILOT POWER 2CT
<b>690 DUKE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	690	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5
REAR	160/60 ZR 17 MIC (69W) R TL	690	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5
<b>990 SUPERMOTO</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1000	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	1000	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>1190 RC 8</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1150	POWER RS / PILOT POWER 3 / PILOT POWER 2CT
REAR	190/55 ZR 17 MIC (75W) R TL	1150	POWER RS / PILOT POWER 3 / PILOT POWER 2CT

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

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

FRONT/ REAR	SIZE	CC	MICHELIN RECOMMENDATIONS
<b>PIAGGIO</b>			
<b>X 10 350</b>			
FRONT	120/70 - 15 MIC 56S F TL	330	POWER PURE SC / CITY GRIP
REAR	150/70 - 13 MIC 64S R TL	330	POWER PURE SC / CITY GRIP
<b>BEVERLY 350</b>			
FRONT	110/70 - 16 MIC 52S F TL	330	CITY GRIP
REAR	150/70 - 14 MIC 66S R TL	330	CITY GRIP
<b>ROYAL ENFIELD</b>			
<b>CONTINENTAL</b>			
FRONT	100/90 - 18 MIC 54H F TL	535	PILOT ACTIV
REAR	130/70 - 18 MIC 63H F TL/TT	535	PILOT ACTIV
<b>SUZUKI</b>			
<b>125 ADDRESS</b>			
FRONT	70/90 - 17 MIC 43S F TL/TT	124	PILOT STREET
REAR	80/90 - 17 MIC 50S R TL/TT	124	PILOT STREET
<b>DR 125 SM</b>			
FRONT	100/80 - 17 MIC 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 MIC 62S R TL/TT	125	PILOT STREET
<b>125 BURGMAN</b>			
FRONT	110/90 - 13 MIC 56P F TL	125	POWER PURE SC / CITY GRIP
REAR	130/70 - 12 62P REINF R TL	125	POWER PURE SC / CITY GRIP
<b>400 BURGMAN</b>			
FRONT	120/80 - 14 MIC 58S F TL	400	POWER PURE SC
REAR	150/70 - 13 MIC 64S R TL	400	POWER PURE SC
<b>GSX-R 600</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>DL 650 V-STROM</b>			
FRONT	110/80 R 19 MIC 59H F TL/TT	645	ROAD 5 TRAIL / ANAKEE III / ANAKEE II / ANAKEE WILD
REAR	150/70 R 17 MIC 69H R TL/TT	645	ROAD 5 TRAIL / ANAKEE III / ANAKEE II / ANAKEE WILD
<b>SFV 650 GLADIUS</b>			
FRONT	120/60 ZR 17 MIC (55W) F TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 MIC (69W) R TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>SV 650 S</b>			
FRONT	120/60 ZR 17 MIC (55W) F TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 MIC (69W) R TL	645	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSX 650 F</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 MIC (69W) R TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSF 650 S BANDIT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	656	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	160/60 ZR 17 MIC (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
<b>SUZUKI</b>			
<b>GSR 750</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	749	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	749	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSX-R 750</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	750	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	750	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSX-R 1000</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/50 ZR 17 MIC (73W) R TL	999	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>DL1000V-STROM</b>			
FRONT	110/80 R 19 MIC 59H F TL/TT	1037	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 MIC 69H R TL/TT	1037	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
<b>GSX 1250 FA</b>			
FRONT	120/70ZR17MIC (58W)	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55ZR17MIC (73W)	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSF 1250 S BANDIT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSF 1250 BANDIT</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	1255	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>GSX 1300 R HAYABUSA</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1340	POWER RS / PILOT POWER 3 / PILOT ROAD 4
REAR	190/50 ZR 17 MIC (73W) R TL	1340	POWER RS / PILOT POWER 3 / PILOT ROAD 4
<b>SYM</b>			
<b>SYMPLY 50</b>			
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
<b>JET 50</b>			
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
<b>MIO 50</b>			
FRONT	90/90 - 10 50J F TL/TT	49	CITY GRIP / S1
REAR	90/90 - 10 50J R TL/TT	49	CITY GRIP / S1
<b>XS 125</b>			
FRONT	2.75 - 18 MIC 42P TL/TT	124	PILOT STREET / CITY PRO
REAR	90/90 - 18 MIC 57P REINF TL/TT	124	PILOT STREET / CITY PRO
<b>FIDDLE III 125</b>			
FRONT	110/70 - 12 47L F TL	124	POWER PURE SC
REAR	120/70 - 12 51J R TL	124	POWER PURE SC
<b>SYMPLY 125</b>			
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
<b>SYM</b>			
<b>FIDDLEII125</b>			
FRONT	110/70 - 12 47L F TL	124	PILOT STREET / CITY PRO
REAR	120/70 - 12 51J R TL	124	PILOT STREET / CITY PRO
<b>SYMPHONY 125</b>			
FRONT	90/80 - 16 MIC 51S REINF F TL/TT	125	CITY GRIP WINTER
REAR	90/80 - 16 MIC 51S REINF R TL/TT	125	CITY GRIP WINTER
<b>SYMPPLY 125</b>			
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
<b>TRIUMPH</b>			
<b>STREET TRIPLE</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>DAYTONA 675</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	675	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>TIGER 800 ABS</b>			
FRONT	100/90 - 19 MIC 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 APPROVED ALTERNATE SIZE
REAR	150/70 R 17 MIC 69V R TL/TT	800	ROAD 5 TRAIL / ANAKEE III / ANAKEE WILD
<b>TIGER 800 XC</b>			
FRONT	90/90 - 21 MIC 54V F TL/TT	800	ANAKEE III / ANAKEE WILD
REAR	150/70 R 17 MIC 69V R TL/TT	800	ANAKEE III / ANAKEE WILD
<b>BONNEVILLE T100</b>			
FRONT	100/90 - 19 MIC 57H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 MIC 65H R TL/TT	865	PILOT ACTIV
<b>BONNEVILLE AMERICA 865</b>			
FRONT	110/70 R 17 MIC 54H R TL/TT	865	COMMANDER II
REAR	130/80 R 17 MIC 65H R TL/TT	865	COMMANDER II
<b>SPEEDMASTER 865</b>			
FRONT	100/90 - 19 MIC 57H F TL/TT	865	COMMANDER II
REAR	170/80 B 15 MIC 77H R TL/TT	865	COMMANDER II
<b>BONNEVILLE THRUXTON</b>			
FRONT	100/90 - 18 MIC 56H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 MIC 65H R TL/TT	865	PILOT ACTIV
<b>BONNEVILLE SCRAMBLER</b>			
FRONT	100/90 - 19 MIC 57H F TL/TT	865	PILOT ACTIV
REAR	130/80 - 17 MIC 65H R TL/TT	865	PILOT ACTIV
<b>SPEED TRIPLE 1050</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (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
<b>TRIUMPH</b>			
<b>TIGER 1050</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1050	POWER RS / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	1050	POWER RS / PILOT ROAD 4
<b>SPRINT GT 1050</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 GT
REAR	180/55 ZR 17 MIC (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 GT
<b>SPRINT ST 1050</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / PILOT ROAD 4 / PILOT ROAD 2
<b>TIGER SPORT 1050</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	1050	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4
<b>TIGER EXPLORER 1200</b>			
FRONT	110/80 R 19 MIC 59V F TL/TT	1215	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 MIC 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
<b>TROPHY SE</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1215	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/55 ZR 17 MIC (75W) R TL	1215	PILOT ROAD 4 GT / POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>VESPA</b>			
<b>LX 50</b>			
FRONT	110/70 - 11 45L F TL	49	CITY GRIP
REAR	120/70 - 10 51L R TL	49	CITY GRIP
<b>S 50</b>			
FRONT	3.00 - 10 42J F TL/TT	49	S83
REAR	3.00 - 10 42J R TL/TT	49	S83
<b>PRIMAVERA 50 2T</b>			
FRONT	110/70 - 11 45L F TL	49	CITY GRIP
REAR	120/70 - 11 56L R TL	49	CITY GRIP
<b>PX 125</b>			
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
<b>LX 125</b>			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 51L R TL	124	CITY GRIP
<b>GTS 125 SUPER</b>			
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
<b>PRIMAVERA 125 3V</b>			
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
<b>VESPA</b>			
<b>S 125</b>			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 54L REINF R TL	124	CITY GRIP
<b>LXV 125</b>			
FRONT	110/70 - 11 45L F TL	124	CITY GRIP
REAR	120/70 - 10 54L REINF R TL	124	CITY GRIP
<b>PX 150</b>			
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
<b>GTS 300</b>			
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
<b>YAMAHA</b>			
<b>AEROX 50</b>			
FRONT	130/60 - 13 MIC 53J F TL	49	POWER PURE SC
REAR	140/60 - 13 MIC 57J R TL	49	POWER PURE SC
<b>JOG 50</b>			
FRONT	110/70 - 12 47L F TL	49	POWER PURE SC
REAR	120/70 - 10 51L R TL	49	POWER PURE SC
<b>NEO 50</b>			
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
<b>XC 115 S</b>			
FRONT	90/90 - 12 54J F TT	114	CITY GRIP
REAR	90/90 - 12 54J R TT	114	CITY GRIP
<b>YBR 125</b>			
FRONT	2.75 - 18 MIC 42 P F TT	124	CITY PRO / PILOT STREET
REAR	90/90 - 18 MIC 57P REINF R TT	124	CITY PRO / PILOT STREET
<b>WR 125 X</b>			
FRONT	110/70 R 17 MIC 54HF TL	124	PILOT STREET RADIAL
REAR	140/70 - 17 MIC 66H R TL/TT	124	PILOT STREET RADIAL
<b>YBR 125 CUSTOM</b>			
FRONT	3.00 - 18 47	P	TL
REAR	3.50 - 16	58	P
<b>WR 125 R</b>			
FRONT	80/90 - 21 MIC 48R TT	124	SIRAC / ANAKEE WILD
REAR	110/80 - 18 MIC 58R R TT	124	SIRAC / ANAKEE WILD
<b>CYGNUS X 125</b>			
FRONT	110/70 - 12 47J F TL	124	POWER PURE SC
REAR	120/70 - 12 51J R TL	124	POWER PURE SC
<b>X-CITY 125</b>			
FRONT	120/70 - 16 MIC 57P F TL	124	CITY GRIP
REAR	140/70 - 15 MIC 69P R TL	124	CITY GRIP
<b>YZF R 125</b>			
FRONT	100/80 - 17 MIC 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 MIC 62S R TL/TT	125	PILOT STREET
<b>X-MAX 125</b>			
FRONT	120/70 - 15 MIC 56P F TL	125	CITY GRIP WINTER / CITY GRIP
REAR	140/70 - 14 MIC 68P REINF R TL	125	CITY GRIP WINTER / CITY GRIP
<b>BWS 125</b>			
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
<b>YAMAHA</b>			
<b>XENTER 125</b>			
FRONT	100/80 - 16 MIC 50P F TL	125	CITY GRIP
REAR	120/80 - 16 MIC 60P R TL	125	CITY GRIP
<b>MT 125</b>			
FRONT	100/80 - 17 MIC 52S F TL/TT	125	PILOT STREET
REAR	130/70 - 17 MIC 62S R TL/TT	125	PILOT STREET
<b>WR 125 X</b>			
FRONT	110/70 R 17 MIC 54HF TL	125	PILOT STREET RADIAL
REAR	140/70 - 17 MIC 66H R TL/TT	125	PILOT STREET RADIAL
<b>X-MAX 250</b>			
FRONT	120/70 - 15 MIC 56P F TL	249	CITY GRIP WINTER / CITY GRIP
REAR	140/70 - 14 MIC 68P REINF R TL	249	CITY GRIP WINTER / CITY GRIP
<b>XP 500 T-MAX</b>			
FRONT	120/70 R 15 MIC 56H F TL	499	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
REAR	160/60 R 15 MIC 67H R TL	499	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
<b>XP 530 T-MAX</b>			
FRONT	120/70 R 15 MIC 56H F TL	530	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
REAR	160/60 R 15 MIC 67H R TL	530	PILOT POWER 3 SC / POWER PURE SC / PILOT ROAD 4 SC
<b>YZF-R6</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	180/55 ZR 17 MIC (73W) R TL	599	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>XJ6 S DIVERSION</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	600	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
REAR	160/60 ZR 17 MIC (69W) R TL	600	ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>XTZ 660 TENERE</b>			
FRONT	90/90 - 21 MIC 54T F TT	659	ANAKEE III / SIRAC / ANAKEE WILD
REAR	130/80 - 17 MIC 65T R TT	659	ANAKEE III / SIRAC / ANAKEE WILD
<b>MT-07</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	689	POWER RS / ROAD 5 / PILOT ROAD 4
REAR	180/55 ZR 17 MIC (73W) R TL	689	POWER RS / ROAD 5 / PILOT ROAD 4
<b>FZ8</b>			
FRONT	120/70 ZR 17 MIC (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 MIC (73W) R TL	779	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER / ROAD 5 / PILOT ROAD 4 / PILOT ROAD 2
<b>MT-09</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	847	POWER RS
REAR	180/55 ZR 17 MIC (73W) R TL	847	POWER RS
<b>YZF R1</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
REAR	190/50 ZR 17 MIC (73W) R TL	998	POWER RS / PILOT POWER 3 / PILOT POWER 2CT / PILOT POWER
<b>XT 1200 SUPERTENERE</b>			
FRONT	110/80 R 19 MIC 59V F TL/TT	1199	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD
REAR	150/70 R 17 MIC 69V R TL/TT	1199	ROAD 5 TRAIL / ANAKEE III / ANAKEE 2 / ANAKEE WILD



<i>FRONT/ REAR</i>	<i>SIZE</i>	<i>CC</i>	<i>MICHELIN RECOMMENDATIONS</i>
<b>YAMAHA</b>			
<b>FJR 1300</b>			
FRONT	120/70 ZR 17 MIC (58W) F TL	1298	PILOT ROAD 4 GT
REAR	180/55 ZR 17 MIC (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 regraded 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**

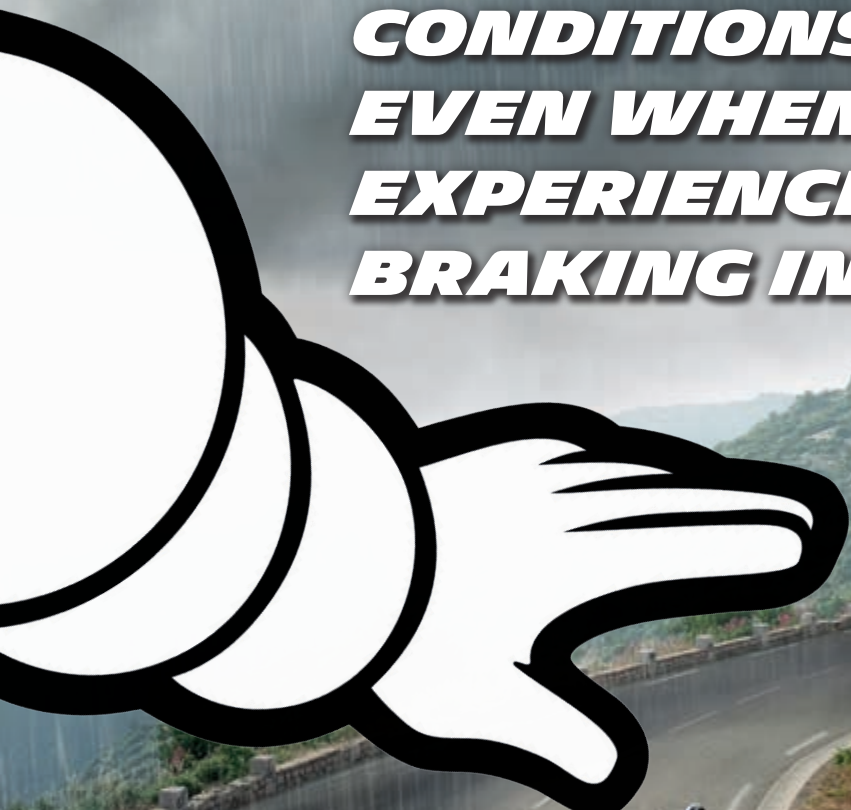
The Company may refuse to sell products which may be used for military purposes or which are subject to trade embargos to dealers located in countries which are subject to embargo by the United Nations, the European Council or the Organisation for the Security and Co-operation in Europe or to dealers 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](http://www.michelin.co.uk)

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# **MICHELIN ROAD 5**

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



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](http://www.moto-michelin.co.uk)

