Almost twice as many kilometres without changing tyres? Yes, it is possible with MICHELIN Commander II!

Commissioned third-party tests show that the MICHELIN Commander II is 1.8 times faster, for the same distance, as its main competitor. And the front tyre will take you even further! Plus, you get the exceptional performance, handling and comfort expected from a MICHELIN tyre.

*Test conducted by Texas Test Fleet in 2011 on public roads comparing MICHELIN Commander II, Metzler ME880 and Dunlop D407/D40, in sizes 130/80B17 (front) and 180/65B16 (rear).

**Individual results may vary depending on motorcycle type and operating conditions.
MICHELIN RANGE

WHY CHOOSE MICHELIN TYRES?

MICHELIN:
PERFORMANCE PROVEN BY INDEPENDENT TESTS, REVOLUTIONARY INNOVATIONS AND A UNIQUE RECORD IN MULTI-BRAND* RACING

MICHELIN N°1 FOR PERFORMANCE

MICHELIN's high-performance tyres are acclaimed by the most prominent motorcycle magazines: MICHELIN Pilot Road 3 Elected ‘Product of the Year’ by MCN and Winner of the 2011 PS Magazine tyre testing (Sport Touring Tyre comparison – June 2011)

MICHELIN N°1 FOR INNOVATION

• A research budget superior to the tyre industry average
• Silk, radial tyres, SRT 24h Rain Technology, 2CT Twin Composed Technology, the latest MICHELIN XST X Sipe Technology… Michelin innovations continue to revolutionize motorcycle tyres

MICHELIN N°1 IN MULTI-BRAND* RACING

• Endurance racing: 14 world titles
• GP850R/MotoGP 360 race wins and 26 world titles since 1973
• Dakar: 28 wins since 1982

*Disciplines which permit open competition between tyre brands

RACING MOTORCYCLE TYRES

MICHELIN Power Slick ................................................................. 3
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MICHELIN SUPERMOTARD

MAXIMUM PERFORMANCE FOR YOUR SUPERMOTARD ON THE TRACK

- Rubber mixtures developed for perfect balance between grip and wear
- A complete size offering in 17" and 16.5" (R 420) for front tyres

MICHELIN POWER CUP

THE ROAD-LEGAL TYRE THAT’S DESIGNED TO SET BLUSTERING LAPS TIMES ON THE TRACK

- Designed to offer incredible grip while accelerating and in corners, MICHELIN Power Cup allows for even faster lap times than our previous Competition tyre, MICHELIN Power One
- The front tyre provides unbelievable handling, stability and progressivity, notably while under braking
- The rear tyre gives better grip in corners without compromising longevity

NOTICE ON THE USE OF NON-HOMOLOGATED TYRES

In line with the European Directive 2001/95/CE, tyre distributors and users should pay particular attention when dealing with tyres not homologated for road use. Display of such tyres in sales outlets must clearly show that these tyres are not homologated for road use. Moreover, the dealer must inform the customer of any elements necessary to their use and of the risks involved if used in an unauthorised manner.

* e.g.: an appropriate licence

SIZE | LOAD INDEX | SPEED RATING | FRONT/REAR | TT/TL | NAME | REF
--- | --- | --- | --- | --- | --- | ---
12/60 R 420 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17

12/60 R 420 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17 | 12/60 R 17 | 12/60 R 17 | 19/69 R 17 | 19/69 R 17 | 20/69 R 17 | 20/69 R 17
FRONT TL POWER SLICK A 824200 | FRONT TL POWER SLICK B 891701

*Available from August 2012.
**ROAD MOTORCYCLE TYRES**

**HYPERSONT/SPORT**

**MICHELIN POWER ONE (street)**

A VERSATILE HYPERSONT TYRE FOR THE ROAD OR THE TRACK

- Superb grip and longevity provided by MICHELIN’s Two-Compound Technology.
- A perfect blend of tread compounds which allows a wide range of usage – from dry to wet – as well as quick tyre warm-up.

**MICHELIN PILOT POWER 2CT**

THE AFFORDABLE DUAL-COMPOUND SPORT TYRE

- MICHELIN’s 2CT dual-compound technology enables riders to lean at angles of up to 51.2°, an unprecedented figure for a road tyre.
- A versatile, durable tyre with exceptional wet and dry grip.

**MICHELIN PILOT POWER**

THE BUDGET CHOICE FOR YOUR SPORT BIKE

- From the moment it was launched, MICHELIN Pilot Power’s performance credentials and technologies derived from the world of racing revolutionized the Sport tyre segment.
- MICHELIN Pilot Power’s unbeatable price makes it the number one budget choice.

---

**SIZE** | **LOAD INDEX** | **SPEED RATING** | **FRONT/REAR** | **TT/TL** | **NAME** | **REF**
---|---|---|---|---|---|---
120/60 ZR 17 | 55 | (W) | FRONT | TL | POWER ONE | 032647
120/70 ZR 17 | 58 | (W) | FRONT | TL | POWER ONE | 463988
160/60 ZR 17 | 69 | (W) | REAR | TL | POWER ONE | 622193
180/55 ZR 17 | 73 | (W) | REAR | TL | POWER ONE | 663690
190/50 ZR 17 | 75 | (W) | REAR | TL | POWER ONE | 498922
190/55 ZR 17 | 73 | (W) | REAR | TL | POWER ONE | 091745
180/55 ZR 17 | 73 | (W) | REAR | TL | POWER ONE | 549705
110/70 ZR 17 | 54 | (W) | FRONT | TL | PILOT POWER | 494418
120/60 ZR 17 | 55 | (W) | FRONT | TL | PILOT POWER | 383301
120/60 ZR 17 | 56 | (W) | FRONT | TL | PILOT POWER | 076046
120/70 ZR 17 | 58 | (W) | FRONT | TL | PILOT POWER | 815148
120/70 ZR 17 | 58 | (W) | FRONT | TL | PILOT POWER B | 204129
150/60 ZR 17 | 66 | (W) | REAR | TL | PILOT POWER E | 187213
160/60 ZR 17 | 69 | (W) | REAR | TL | PILOT POWER | 986521
160/60 ZR 17 | 69 | (W) | REAR | TL | PILOT POWER | 904480
170/60 ZR 17 | 72 | (W) | REAR | TL | PILOT POWER | 872669
180/55 ZR 17 | 73 | (W) | REAR | TL | PILOT POWER | 990721
180/55 ZR 17 | 73 | (W) | REAR | TL | PILOT POWER E | 427044
190/55 ZR 17 | 73 | (W) | REAR | TL | PILOT POWER | 632399
190/55 ZR 17 | 75 | (W) | REAR | TL | PILOT POWER | 039922
MICHIELIN PILOT ROAD 3

THE REFERENCE TYRE IN THE SPORT TOURING SEGMENT. ELECTED 'PRODUCT OF THE YEAR' BY MCN AND WINNER OF THE 2011 PS MAGAZINE TYRE TESTING

- Univalved grind in the wet** thanks to the revolutionary new MICHELIN Sipe Technology (XST).
- Unbeatable tyre life** thanks to MICHELIN's latest-generation 2CT dual-compound technology.
- Unrivalled grip in the wet* thanks to the revolutionary new MICHELIN Sipe Technology (XST).

SIZE | LOAD INDEX | SPEED RATING | FRONT/REAR | TT/TL | NAME | REF
---|---|---|---|---|---|---
110/70 ZR 17 | 54 | (W) | FRONT | TL | PILOT ROAD 3 | 058630
120/60 ZR 17 | 55 | (W) | FRONT | TL | PILOT ROAD 3 | 553168
120/70 ZR 17 | 58 | (W) | FRONT | TL | PILOT ROAD 3 | 948428
110/80 ZR 18 | 58 | (W) | FRONT | TL | PILOT ROAD 3 | 196815
120/70 ZR 19 | 59 | (W) | FRONT | TL | PILOT ROAD 3 | 155373
150/70 ZR 17 | 69 | (W) | REAR | TL | PILOT ROAD 3 | 248488
160/60 ZR 17 | 69 | (W) | REAR | TL | PILOT ROAD 3 | 587278
170/60 ZR 17 | 72 | (W) | REAR | TL | PILOT ROAD 3 | 920361
180/55 ZR 17 | 73 | (W) | REAR | TL | PILOT ROAD 3 | 376243
180/55 ZR 17 | 73 | (W) | REAR | TL | PILOT ROAD 3 | 002776
190/50 ZR 17 | 73 | (W) | REAR | TL | PILOT ROAD 3 | 895661
190/55 ZR 17 | 75 | (W) | REAR | TL | PILOT ROAD 3 | 818252
160/60 ZR 18 | 70 | (W) | REAR | TL | PILOT ROAD 3 | 463725
110/80 R 19 | 59 | V | FRONT | TL | PILOT ROAD 3 Trail | 591716
150/70 ZR 17 | 69 | V | REAR | TL | PILOT ROAD 3 Trail | 539373

MICHIELIN PILOT ACTIV

GRIP AND DURABILITY FOR MID-SIZED TOURING BIKES

- For bikes like the Suzuki GS500, Kawasaki ER-5, Honda CB500, Yamaha Diversion, etc.
- Upgraded performance and longer tyre life for unbeatable value.

SIZE | LOAD INDEX | SPEED RATING | FRONT/REAR | TT/TL | NAME | REF | INNER TUBE
---|---|---|---|---|---|---|---
120/80 - 16 | 60 | V | FRONT | TT/TT | PILOT ACTIV | 784134 | 16MG
110/70 - 17 | 54 | H | FRONT | TT/TT | PILOT ACTIV | 317130 | 17MG
110/80 - 17 | 57 | H | FRONT | TT/TT | PILOT ACTIV | 353163 | 17MG
110/80 - 17 | 57 | H | FRONT | TT/TT | PILOT ACTIV | 670411 | 17MG
120/70 - 17 | 58 | V | FRONT | TT/TT | PILOT ACTIV | 714160 | 17MG
90/90 - 18 | 51 | H | FRONT | TT/TT | PILOT ACTIV | 017071 | 18ME
100/90 - 18 | 56 | H | FRONT | TT/TT | PILOT ACTIV | 460834 | 18ME
100/90 - 18 | 56 | H | FRONT | TT/TT | PILOT ACTIV | 162908 | 18ME
110/80 - 18 | 58 | V | FRONT | TT/TT | PILOT ACTIV | 229695 | 18ME
110/90 - 18 | 61 | V | FRONT | TT/TT | PILOT ACTIV | 579628 | 18MF
3.25 - 19 | 54 | H | FRONT | TT/TT | PILOT ACTIV | 287002 | 19MF
100/90 - 19 | 57 | V | FRONT | TT/TT | PILOT ACTIV | 198754 | 19MF
100/90 - 19 | 57 | V | FRONT | TT/TT | PILOT ACTIV | 242604 | 19MF
130/70 - 17 | 52 | H | REAR | TT/TT | PILOT ACTIV | 592082 | 17MH
130/70 - 18 | 65 | H | REAR | TT/TT | PILOT ACTIV | 366542 | 17MH
130/90 - 17 | 68 | V | REAR | TT/TT | PILOT ACTIV | 229748 | 17MI
140/70 - 17 | 66 | H | REAR | TT/TT | PILOT ACTIV | 716694 | 17MH
140/80 - 17 | 69 | V | REAR | TT/TT | PILOT ACTIV | 070603 | 17MI
150/70 - 17 | 59 | H | REAR | TT/TT | PILOT ACTIV | 495154 | 17MI
150/70 - 17 | 69 | V | REAR | TT/TT | PILOT ACTIV | 247845 | 17MI
4.00 - 18 | 64 | H | REAR | TT/TT | PILOT ACTIV | 787145 | 18MG
120/90 - 18 | 65 | H | REAR | TT/TT | PILOT ACTIV | 356788 | 18MG
120/90 - 18 | 65 | V | REAR | TT/TT | PILOT ACTIV | 467619 | 18MG
130/70 - 18 | 63 | H | REAR | TT/TT | PILOT ACTIV | 967480 | 18MG
130/80 - 18 | 66 | V | REAR | TT/TT | PILOT ACTIV | 656585 | 18MG

**Comparative test run conducted at the Mongost Test Center (Mongost Test Centre in 2011)
***Sipe Technology
### Michelin Anakee 2

**A Taste for Adventure**

There’s no longer any need to choose between grip and durability thanks to ingredients previously restricted to racing tyres:

- A minimum 29 per cent extra tyre life compared to Anakee 2’s main rivals*
- yet the same outstanding grip on wet roads*¹

*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

There’s no longer any need to choose between grip and durability thanks to ingredients previously restricted to racing tyres:

- Quality at the right price.
- Safe on- and off-road performance.

<table>
<thead>
<tr>
<th>SIZE</th>
<th>LOAD INDEX</th>
<th>SPEED INDEX</th>
<th>FRONT/REAR</th>
<th>TT/TL</th>
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### Michelin T63

**The Off-Road Tyre for Mid-Sized Trail Bikes**

- transforms your Trail bike into a leisure Enduro bike on the weekend,
- ...while delivering efficient on-road performance the rest of the week!

- More mileage with no compromise

- A new standard in longevity: a rear Michelin Commander II tyre can last up to 40,000 km*.
- That’s almost double the mileage of our direct competitors*¹
- No compromises in handling or stability.
- All with an innovative, groundbreaking new look.

<table>
<thead>
<tr>
<th>SIZE</th>
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<th>SPEED INDEX</th>
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<td>104558</td>
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### Michelin Sirac

**The Street/Trail Tyre for Mid-Sized Trail Bikes**

- Safe on- and off-road performance.
- Quality at the right price.

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<th>SPEED INDEX</th>
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### Michelin Commander II

**More Mileage with No Compromise**

- A new standard in longevity: a rear Michelin Commander II tyre can last up to 40,000 km*.
- That's almost double the mileage of our direct competitors*¹
- No compromises in handling or stability.
- All with an innovative, groundbreaking new look.

*Tests conducted by Texas Test Fleet in 2011 on public roads, comparing MICHELIN Commander II, Metzeler ME880 and Dunlop 407/408 tyres in sizes 130/80B17 (front) and 180/65B16 (rear). Individual results may vary depending on motorcycle type and operating conditions.
**MICHELIN PILOT SPORTY**

**THE SPORT TYRE FOR SMALLER-ENGINE BIKES**

- A sporty ride and great grip for your bike thanks to a semi-slick tread pattern derived from Michelin’s High-Performance motorcycle tyres.
- New sizes available for the latest-generation bikes.

<table>
<thead>
<tr>
<th>SIZE</th>
<th>LOAD INDEX</th>
<th>SPEED RATING</th>
<th>FRONT/REAR</th>
<th>TT/TL</th>
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**MICHELIN M45/M62**

**THE URBAN STREET TYRE FOR SMALLER-ENGINE BIKES**

- Perfectly suited for urban riding.
- Outstanding tyre life for the price.

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### TRIALS APPLICATIONS

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### MOTOCROSS

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC
- Michelin Starcross MS3

### RALLYE RAID

- Michelin Trial Light
- Michelin Trial X11

### ENDURO

- Michelin Trial Competition
- Michelin Trial Competition IIIe

### TRIAL

- Michelin Trial Light
- Michelin Trial Competition IIIe

### Hard-packed ground

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC

### Mixed/hard-packed ground

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC

### Mixed/grassy ground

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC

### Leisure

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC

### Trials

- Michelin Trial Competition
- Michelin Trial Competition IIIe

### Hard-in/soft out

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC

- Michelin Starcross MS
- Michelin Starcross MH3
- Michelin Starcross S12 XC
MOTOCROSS

MICHELIN STARCROSS MS3

NEW SIZE

FOR MIXED/SOFT GROUND
- Winner of the MX3 World Championship with Julien Bill.
- The soft terrain tyre choice for Michelin’s MX1 and MX2 World Championship sponsored pilots.
- The front MICHELIN Starcross MS3 stands out as the cross range’s benchmark tyre in terms of cornering performance and turn-in precision under braking.

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MICHELIN STARCROSS MH3

NEW SIZE

FOR MIXED/HARD-PACKED GROUND
- Winner of the MX3 World Championship with Julien Bill.
- The hard terrain tyre choice for Michelin’s MX1 and MX2 World Championship sponsored pilots.
- Winner of the Moto Verte Motocross tyre comparison test*. 
- Superb lean angle turn-in performance for extra confidence.

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MICHELIN STARCROSS HP4

FOR HARD, HARD-PACKED OR ROCKY GROUND
- Incomparable grip on hard-packed surfaces with consistent performance - from the holeshot to the end of the race - even on extremely difficult terrain.
- Designed for Supercross use.

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MICHELIN SAND 4 REAR

FOR SANDY TRACKS
- Superior traction in the sand thanks to its scoop-shaped tread blocks.
- The ideal tyre choice for such legendary tracks as Le Touquet and Lommel.
- For use in conjunction with the MICHELIN STARCROSS MS3 front tyre.

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MICHELIN S12 XC

NEW SIZE

FOR MUDDY AND GRASSY GROUND
- THE muddy/grassy terrain tyre choice for Michelin’s MX1 and MX2 sponsored pilots.
- Superior traction and grip on greasy cross-slopes thanks to its tall 18mm tread blocks and Maximized Contact Patch casing.

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MICHELIN M12 XC

NEW SIZE

FOR LEISURE USE ON MIXED/HARD-PACKED GROUND
- 25 percent extra tyre life over the MICHELIN S12 thanks to its new high-resistance compound.
- Superior traction thanks to its Maximized Contact Patch casing.
- Its strength and long wear make it the ideal tyre for training.

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MICHELIN AC10

FOR MOTOCROSS PRACTICE AND ENDURO USE
- Lasting performance and outstanding value for money.
- Homologated for road use.

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JUNIOR MOTOCROSS

MICHELIN STARCROSS MS2 JUNIOR

- Designed for 50cc, 65cc, 85cc motocross and pit bikes on soft and mixed surfaces.
- A smaller version of the full-size MICHELIN Starcross MS3, with which it shares the same performance features.

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MICHELIN STARCROSS MH3 JUNIOR

- Designed for 50cc, 65cc, 85cc motocross and pit bikes on soft and hard-packed surfaces.
- A smaller version of the full-size MICHELIN Starcross MH3, with which it shares the same performance features.

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RALLY

MICHELIN DESERT RACE REAR

- Designed for rally raid use.
- Winner of the 2011 Dakar Rally.
- Improved handling in tight conditions.
- Improved stability at high speeds.
- Paired with a MICHELIN Bil Mousse, it’s the perfect solution for Rally Raid use.

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MICHELIN DESERT FRONT

- Designed for rally raid use.
- Winner of the Dakar Rally an unparalleled 28 tyres since 1982!
- Chosen by Team KTM, winner of the 2011 Dakar Rally, for its exceptional performance no matter the type of terrain, temperature, motocycle displacement or weight of the machine.

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**MICHELIN TRIAL LIGHT**

**MICHELIN’S NEW BENCHMARK TRIAL TYRE**

- Winner of the 2011 World Trials Championship with Tony Bou for the 5th consecutive year.
- Its light weight *facilitates sideways manoeuvring and jumping.*
- Literally huge obstacles and rocks thanks to its Maximised Contact Patch casing.

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

**MICHELIN TRIAL COMPETITION**

**THE AFFORDABLE MICHELIN TRIAL TYRE**

- Combines flexibility, grip and strength.
- A proven, attractively-priced tyre for pros and amateurs alike.

---

**MICHELIN ENDURO COMPETITION IV FRONT**

**FOR SOFT AND EXTREMELY SLIPPERY GROUND**

- The tyre of choice for Antoine Méo, 2011 winner of the E2 Enduro World Championship category.
- Ideal for wintry conditions and early-season races.
- Its open tread pattern and tall tread blocks efficiently clear out mud and deliver outstanding cornering grip.

**MICHELIN ENDURO COMPETITION IIIe REAR**

**FOR ALL TYPES OF GROUND**

- The tyre of choice for Juha Salminen and Antoine Méo, winners of the 2011 E1 and E2 Enduro World Championship categories.
- The benchmark rear tyre for all conditions. Enhanced traction thanks to its ultra-high grip compound.
- Flexible casing for a more comfortable ride.
After having revolutionized the motorcycle tyre, Michelin has adapted its Two-Compound Technology for scooter tyres. For the first time, MICHELIN Power Pure SC combines two different tread compounds on the same tyre:

A The ‘soft’ compound on the shoulders of the tyre increases grip potential while cornering. This grippy compound helps provide increased traction as soon as you take lean angle.

B A harder compound in the center provides exceptional mileage.

MICHELIN POWER PURE SC
THE WORLD’S FIRST TWO-COMPOUND SCOOTER TYRE

MICHELIN CITY GRIP
THE FIRST SCOOTER TYRE TO FEATURE PST® SIPING

Thanks to the tyre siping integrated as part of MICHELIN’s Progressive Sipe Technology, MICHELIN City Grip helps prevent sliding on wet roads and on hazards such as manhole covers:

1 Full depth sipes which break through water on the road for the full life of the tyre.

2 A progressive increase in the number of sipes the deeper the lean angle.

SPORTY PERFORMANCE

SECURITY

MICHELIN 2CT: Two Compound Technology
MICHELIN PST: Progressive Sipe Technology
**MICHELIN POWER PURE SC**

**THE TWO-COMPONENT REVOLUTION!**

For the first time, Michelin's Two-Component Technology or 2CT, a direct descendant of our Competition tires, has been adapted and integrated to serve the needs of today's scooter pilots with:

- Unparalleled side grip thanks to a softer tread compound on the tyre shoulders.
- Increased mileage thanks to a harder tread compound in the center of the tyre.
- Great performance and looks thanks to the Hypersport motorcycle tyre inspired tread pattern.

**MICHELIN PILOT SPORT SC RADIAL**

**THE MOST ADVANCED TECHNOLOGY FOR THE MOST POWERFUL SCOOTERS**

- Chosen as factory equipment by Aprilia for the SR 850 and by Gilera for the GP 800 and Nexus 500.
- Derived from the world of motorcycle racing, Michelin-invented radial technology delivers handling on par with that of high performance bikes.

**MICHELIN CITY GRIP**

**THE FIRST MICHELIN SCOOTER TYRE TO FEATURE PST***

- Michelin's Progressive Sipe Technology (PST) helps prevent sliding on wet roads and on hazards such as manhole covers.
- An extensive range (15 part numbers) that covers the majority of the market's 125cc and bigger engined scooters, including big-wheeled models.
- Chosen by the world's most prestigious scooter manufacturers (more than 50 standard fitments!).

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<td>224619</td>
</tr>
</tbody>
</table>

* MICHELIN PST: Progressive Sipe Technology
**SCOOTER TYRES**

**MICHELIN PILOT CITY**

**LA DOLCE VITA**
- This comfortable, reassuring tyre is in its element on city streets and copes happily with conditions ranging from dry roads to wet cobbles.
- Standard fitment on the Vespa LX.

**THE BUDGET CHOICE FOR URBAN SCOOTERS**
- Combines performance with great looks.
- Outstanding performance for the price.

**MICHELIN S83**

**RETO LOOKS, PLUS MODERN-DAY PERFORMANCE**
- Retro looks combined with modern performance, including particularly outstanding grip on wet roads.
- Factory equipment on the most retro of all Vespa scooters, the PX125 and PX 150.
- Ideal for classic scooters with 8- or 10-inch wheels.

**MICHELIN SM100**

**THE BUDGET CHOICE**
- Long tread life.
- Deeply-grooved tread pattern for enhanced water clearance.
- The budget choice for your scooter.

**MICHELIN BOPPER**

**SPORTY PERFORMANCE FOR BW’S, TYPHOON, BOOSTER, SPEEDFIGHT SCOOTERS, ETC.**
- A semi-slick tread pattern for extraordinary performance: easy steer in to lean angles with maximum grip!
- Excellent feedback puts you in control at all times.

**MICHELIN REGGA**

**OFF-ROAD LOOKS FOR SCOOTERS LIKE BW’S, TYPHOON, BOOSTER, ETC.**
- Trendy looks for scooter owners on the go.
- A chunky tread pattern, ideal for drifting and sliding on off-road surfaces.

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**SIZE** | **LOAD INDEX** | **SPEED RATING** | **REINF** | **FRONT/REAR** | **TT/TL** | **NAME** | **REF**
--- | --- | --- | --- | --- | --- | --- | ---
130/60 - 13 | 53 | J | FT/RR | TL | PILOT CITY | 499787 |
130/90 - 13 | 57 | J | FT/RR | TL | REGGA | 057104 |
130/70 - 12 | 54 | J | FT/RR | TL | BOPPER | 057031 |
100/90 - 10 | 56 | J | FT/RR | TL | REGGA | 057024 |
110/70 - 10 | 54 | J | REINF | TL/TT | BOPPER | 057031 |
110/90 - 10 | 56 | J | FT/RR | TL | REGGA | 057104 |
130/80 - 10 | 58 | J | FT/RR | TL | PILOT CITY | 499787 |
130/90 - 10 | 56 | J | FT/RR | TL | REGGA | 057024 |
100/90 - 10 | 56 | J | FT/RR | TL | PILOT CITY | 499787 |
Valve 673: 90° bend short
Valve 741: 150° bend
Valve 742: straight
Valve 1202: 90° bend
MICHELIN BIB-MOUSSE

NAME SIZE (in inches, width x exterior diameter) REF
M15 90/90-21 Cross Comp. M12 XC & S12 XC, Enduro Comp. IV & M5 057333
M16 90/100-21 HP4, Enduro Comp VI 338000
M22 100/90-19 Cross AC10, Starcross MS3, MH3 & SAN4 084980
M199 130/70-19 Cross Comp. M12 XC & S12 XC 057335
M18 120/90-18 Enduro Comp 3, Cross Comp. M12 XC & S12 XC 057338
M14 140/80-18 Cross Comp. M12 XC & S12 XC 057337
M02 140/80-18 Desert Race 05733

MICHELIN BIB-MOUSSE FITTING GEL

NAME REF
BOX OF 1250G TUBES 551165
(01360) 50G TUBE 853195

MICHELIN BIB-MOUSSE – GENERAL INFORMATION

• MICHELIN BIB-MOUSSE is intended for off-road competition use only, and in association with MICHELIN tyres. It is marked ‘NHS’ (Not for Highway Service). As a consequence, a motorcycle equipped with MICHELIN BIB-MOUSSE may not be used on public highways.
• We do not recommended the use of MICHELIN BIB-MOUSSE in conjunction with other brands of tyre.
• MICHELIN BIB-MOUSSE must not be stored for long periods at temperatures in excess of 30°C, and temperatures in excess of 40°C should be avoided at all times.
• MICHELIN BIB-MOUSSE has a maximum life expectancy of six months after its initial fitment to the motorcycle. Its life expectancy is significantly impaired by intensive use.
• MICHELIN BIB-MOUSSE must not be stored for long periods at temperatures in excess of 30°C, and temperatures in excess of 40°C should be avoided at all times.
• The rear tyre’s limitation of rotation is indicated by an arrow on the sidewall.
• The tyre’s maximum overall width in millimetres.
• The ratio between the tyre’s overall diameter and width.
• Radial construction.
• The tyre’s interior diameter in inches: T1 = 2.54 mm, MIC: Motorcycle or scooter tyre.

TYRE MARKINGS

Indexed = indicates a maximum load of 355 kg per tyre.
W speed rating, e.g. W Cover speeds up to 270 kph.
Pilot Road 2. The tyre’s certification mark.
MICHELIN The name of the tyre brand.
MADE IN SPAIN The country of production.
TUBELESS Indicates a tyre without an inner tube.
Tube type indicates a tyre with an inner tube.
RIM PROTECTION RIDGES

NAME SIZE REF
1.35/1.85 X 17/18 (1200x25) 919627
1.60/1.85 X 21 (1400x25) 949947
1.60/2.00 X 18 (1300x25) 656415
2.15/0.00X17/18(19200x33) 359215
4.50 x 17/18 (1200x63) 084880
3.00 X 16 (1300X33) D 237969
3.00 X 16 (1300X33) C 640406
1.60/1.85 X 21 (1400X22) 121773

TECHNICAL RECOMMENDATIONS AND INFORMATION

RIM PROTECTION RIDGES

NAME SIZE REF
1.35/1.85 X 17/18 (1200x25) 919627
1.60/1.85 X 21 (1400x25) 949947
1.60/2.00 X 18 (1300x25) 656415
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4.50 x 17/18 (1200x63) 084880
3.00 X 16 (1300X33) D 237969
3.00 X 16 (1300X33) C 640406
1.60/1.85 X 21 (1400X22) 121773

EQUIVALENCES

NAME SIZE (in inches, width x exterior diameter) REF
130/80-18 Cross Comp. M12 XC & S12 XC 338000
110/90-19 Cross AC10, Starcross MS3, MH3, HP4 & SAND 4 057334
120/80-19 Cross Comp. M12 XC & S12 XC 121773
1.60/1.85 X 21 (1400X22) 121773
1.60/2.00 X 18/19 (1200X33) 359215
1.35/1.85 X 17/18 (1200X25) 237969
1.60/1.85 X 21 (1400X25) 949947
140/80-18 Enduro Comp 3, Cross Comp. M12 XC & S12 XC 057338
130/70-19 Cross Comp. M12 XC & S12 XC 057335
100/90-19 Cross Comp. M12 XC & S12 XC 057335
120/90-18 Cross Comp. M12 XC & S12 XC 057338
100/90-18-21 Cross AC10 084980
140/80-18 Cross Comp. M12 XC & S12 XC 057337
100/90-18 Desert Race 05733

SPEED RATING AND LOAD INDEX CODES (ICV)

LOAD INDEXES* Index kg Index kg Index kg Index kg Index kg Index kg
30 106 40 140 50 190 60 250 70 335 80 450 90 600
31 109 41 145 51 195 61 257 71 345 81 462 91 615
32 112 42 150 52 200 62 265 72 355 82 475 92 630
33 115 43 155 53 206 63 272 73 365 83 487 93 650
34 118 44 160 54 212 64 280 74 375 84 500 94 670
35 121 45 165 55 218 65 287 75 385 85 515 95 690
36 125 46 170 56 224 66 300 76 400 86 530 96 710
37 128 47 175 57 230 67 307 77 412 87 545 97 730
38 132 48 180 58 236 68 315 78 425 88 560 98 750
39 136 49 185 59 243 69 325 79 437 89 580 99 775

* Load index per tyre, expressed in kilograms (kg)
THE MOTORCYCLE OR SCOOTER TYRE, AN ESSENTIAL PRODUCT FOR THE SAFETY OF YOUR CUSTOMERS

Tyres are the only points of contact between a motorcycle or scooter and the road. The total contact area between a motorcycle’s two tyres and the road is approximately 100 sq. centimetres, equivalent to the surface area of two credit cards. It is consequently essential to protect the quality and performance of your tyres.

**TECHNICAL RECOMMENDATIONS AND INFORMATION**

**RADIAL CONSTRUCTION**

**CROSSPLY CONSTRUCTION**

**TYRE SELECTION**
As a professional technician, the choice of a tyre that does not strictly conform to the original equipment specifications for a particular bike must be validated by you. Never use a tyre beyond its technical capacities (pressure, load index and speed rating).

**INSTRUCTIONS**
Tyres must be inspected on a routine basis for irregular wear patterns, which can be an indication of incorrect inflation pressure, overloading or mechanical problems. An under-inflated or overloaded tyre that is ridden for a prolonged period may suffer irreversible damage that can have serious consequences, even if the tyre is returned to correct inflation pressure.

Tyres should be inspected regularly, with particular attention paid to:
- The tread area, to detect the presence of debris, cuts, deterioration or irregular wear patterns;
- Side walls, to detect impact damage (from potholes or kerbs), cuts, cracking or abnormal deformation;
- The bead area, noting any trace of rubbing or rim damage. If you suspect any problems, you should inspect the tyre internally and externally.

**WEAR**
The primary function of the tread is adhesion with the road. As tyre wear progresses over time, the tyre’s capacity to clear water decreases; consequently, you should advise your customers to reduce their riding speeds in wet conditions.

Remember to check regularly for tyre wear, by observing knob height and uniformity of the wear pattern. Factors affecting wear: a tyre’s durability is dependent on seven major factors. Some are within the rider’s control, such as inflation pressure, loads carried, vehicle speed and riding style (breaking and acceleration). Others are beyond the rider’s control and require adaptation of one’s riding style: road profile, type of surface, ambient temperature. Remember that mechanical problems also can cause premature wear, including warped rims, worn suspension components, loose steering head bearings and/or frame misalignment. Any one of these factors can have a detrimental effect on tyre life; a combination of several factors will cause significant wear.

**INFLATION**
Correct inflation is essential to the rider’s safety, for comfort and for the tyre’s durability. Adhering to the manufacturers’ recommended pressures plays a major part in the vehicle’s handling. It is a major influence on the motorcycle’s handling, both in a straight line and when cornering, even at low speeds and when braking. 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.

Tyres lose air gradually. It is essential to check pressures when tyres are cold at least every two weeks. If the pressure is checked during or after a ride, the tyres will be hot, which will increase the indicated pressure. Never bleed air from a hot tyre. If the pressure reading is lower than the recommended pressure, air must be added to the tyre. Keep in mind that the indicated pressure of a hot tyre can be as much as 4 PSI higher than the recommended cold pressure.

When replacing a tyre, you must ensure the following:
- The replacement tyre is of the same size as the original;
- The speed rating and load index of the replacement tyre are correct;
- For certain motorcycles, the manufacturer specifies a particular brand and model of tyre. If in any doubt, always refer to the owner’s manual or the tyre manufacturer’s fitment guide for confirmation.

The valve and valve cap should be replaced whenever a tyre is changed, except for certain motorcycles, the manufacturer specifies a particular brand and model of tyre. If in any doubt, always refer to the owner’s manual or the tyre manufacturer’s fitment guide for confirmation.

Tyres must be inspected regularly, with particular attention paid to:
- • The bead area, noting any trace of rubbing or rim damage. If you suspect any problems, you should inspect the tyre internally and externally.
- • The tread area, to detect the presence of debris, cuts, deterioration or irregular wear patterns;
- • Side walls, to detect impact damage (from potholes or kerbs), cuts, cracking or abnormal deformation;

**WARM-UP**
You should advise your clients that during the first few miles of each ride, they should travel at moderate speed until the tyres achieve operating temperature and optimal grip.

**MIXING TYRES**
All recommendations and precautions are based on equipping the motorcycle or scooter with MICHELIN tyres both front and rear. Unless specifically recommended by Michelin, crossply and radial tyres should not be combined on a motorcycle or scooter, to prevent unstable handling.

**HANDLING AND STORAGE**
Tyres must be stored in dry, ventilated and temperature-controlled conditions, protected from direct sunlight and inclement weather. Always store the tyres separately, away from all chemicals, solvents or hydrocarbons, which can adversely affect the rubber mixture. Always store the tyres in an unauthorised manner.

**RUNNING-IN**
When the tyre is new:
- • Remove labels before fitting the tyre to the motorcycle or scooter.
- • During the first 100 kilometres, the vehicle should be ridden at moderate speed, and cornering angles should be increased progressively, until the tyre reaches its optimal performance.

**FITTING, BALANCING, REMOVAL**
The fitting and remounting of tyres, as well as balancing, should be undertaken only by a professional technician; improper handling of the tyre can damage it and put your customer’s safety at risk. When replacing a tyre, you must ensure the following:
- • That the replacement tyre is of the same size as the original;
- • That the speed rating and load index of the replacement tyre are correct;
- • For certain motorcycles, the manufacturer specifies a particular brand and model of tyre. If in any doubt, always refer to the owner’s manual or the tyre manufacturer’s fitment guide for confirmation.

The valve and valve cap should be replaced whenever a tyre is changed, except for certain motorcycles, the manufacturer specifies a particular brand and model of tyre. If in any doubt, always refer to the owner’s manual or the tyre manufacturer’s fitment guide for confirmation.

Tyres showing any of the following damage should not be used again:
- • Deformed or visible tread wear;
- • Loose rubber or casing plies;
- • Folded rubber or casing plies;
- • Deterioration through grease or corrosive materials;
- • Internal rubber marbling caused by running under inflated.

**MINIMUM PRESSURES:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Front</th>
<th>Rear</th>
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<tbody>
<tr>
<td>ASPHALT CIRCUIT</td>
<td>30 PSI</td>
<td>22 PSI</td>
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<tr>
<td>DESERT</td>
<td>17 PSI</td>
<td>11 PSI</td>
</tr>
<tr>
<td>CROSS ENDURO</td>
<td>15 PSI</td>
<td>11 PSI</td>
</tr>
<tr>
<td>TRAIL</td>
<td>12 PSI</td>
<td>12 PSI</td>
</tr>
<tr>
<td>MIXED TYRES</td>
<td>5 PSI</td>
<td>4 PSI</td>
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**REPAIRS**
In the event of a puncture, you should conduct the internal and external inspections necessary to determine whether the tyre is repairable. As a specialist, you are the only person able to undertake a repair and that will be entirely at your own responsibility. Injection of air-tight products (tyre repair spray) through the valve can only provide short-term solutions.

**VERY IMPORTANT:**
After removing a tyre and before repairing it, you must thoroughly check its interior. Traces of marbling in the side wall/tread area show that the tyre has been run under inflated and therefore the damage could show up again during running. In such a case, the tyre cannot be repaired.

Tyres showing any of the following damage should not be used again:
- • Deformed or visible tread wear;
- • Loose rubber or casing plies;
- • Folded rubber or casing plies;
- • Deterioration through grease or corrosive materials;
- • Internal rubber marbling caused by running under inflated.

**NON-RECOMMENDATIONS**

- • Avoid from sharp objects that can puncture the tyre, including metal, wood or sharp edges from electrical devices.
- • Avoid from heat sources or electrical devices.

Non-respect of these recommendations could affect the performance of a vehicle, could cause problems with its handling and could cause the tyre to fail which could endanger the safety of the user as well as that of other parties.

Michelin cannot be held liable for any damages that arise through any use not in accordance with its instructions.