



BALMAIN MOTORCYCLES

MICHELIN TYRES SUPER-STOCKIST

OPEN 5 1/2 DAYS (02) 9555 1000

MICHELIN 2012 RANGE

RACING, ROAD, OFF-ROAD AND SCOOTER RANGES

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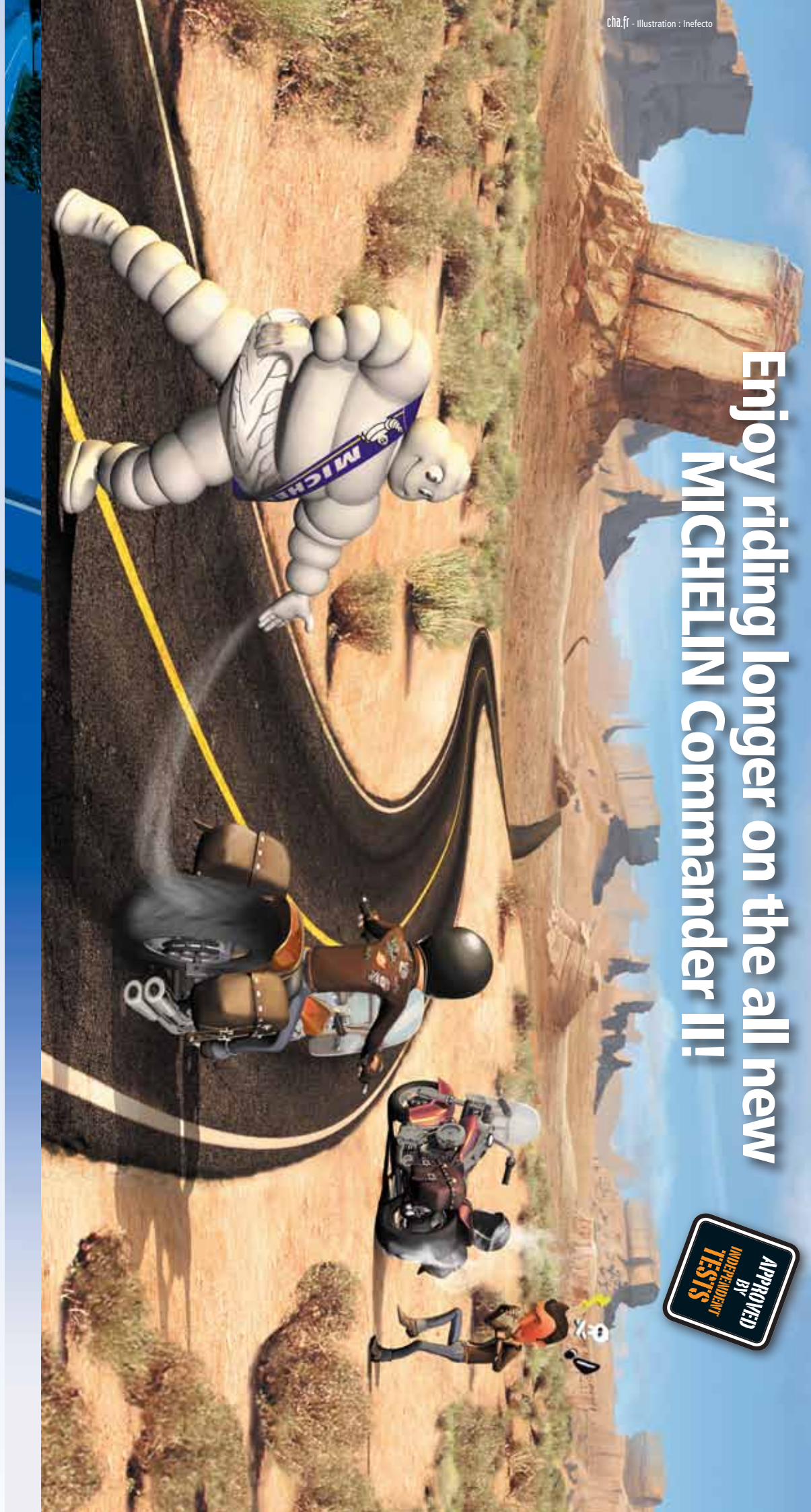
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Balmain Motorcycle Tyres Sydney



cha.fr - Illustration : Infecto

Enjoy riding longer on the all new MICHELIN Commander II!



MICHELIN
COMMANDER II

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 rear tyre lasts almost twice as long 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.

<http://motorcycle.michelin.com.au>

* 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
- Slicks, radial tyres, SRT Silica Rain Technology, 2CT Two Compound 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
- GP500/MotoGP: 360 race wins and 26 world titles since 1973
- Dakar: 28 wins since 1982

*Disciplines which permit open competition between tyre brands



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MICHELIN INNOVATING TO SERVE YOU

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

2CT
TWO COMPOUND TECHNOLOGY



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.



SPORTY PERFORMANCE



MICHELIN 2CT: Two Compound Technology

MICHELIN CITY GRIP THE FIRST SCOOTER TYRE TO FEATURE PST¹ SIPING

PST
PROGRESSIVE SIPE TECHNOLOGY



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.



SECURITY



¹ MICHELIN PST: Progressive Sipe Technology



MICHELIN POWER PURE SC



THE TWO-COMPOUND REVOLUTION!

For the first time, Michelin's Two-Compound Technology or 2CT, a direct descendant of our Competition tyres, 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.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF
110/90 - 12	64	P	REINF	FRONT	TL	POWER PURE SC	387736
110/90 - 13	56	P		FRONT	TL	POWER PURE SC	796466
120/70 - 12	51	P		FRONT	TL	POWER PURE SC	423618
120/70 - 13	53	P		FRONT	TL	POWER PURE SC	424346
120/70 - 14	55	P		FRONT	TL	POWER PURE SC	338633
120/70 - 14	55	S		FRONT	TL	POWER PURE SC	375989
120/80 - 14	58	S		FRONT	TL	POWER PURE SC	459869
120/70 - 15	56	S		FRONT	TL	POWER PURE SC	888685
130/60 - 13	60	P	REINF	REAR	TL	POWER PURE SC	040764
130/70 - 12	62	P	REINF	REAR	TL	POWER PURE SC	305000
130/70 - 13	63	P	REINF	REAR	TL	POWER PURE SC	738847
140/70 - 12	60	P		REAR	TL	POWER PURE SC	458242
140/60 - 13	57	P		REAR	TL	POWER PURE SC	068265
150/70 - 13	64	S		REAR	TL	POWER PURE SC	923566
150/70 - 14	66	S		REAR	TL	POWER PURE SC	610441
130/80 - 15	63	P		REAR	TL	POWER PURE SC	286927



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.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF
120/70 R 14	55	H		FRONT	TL	PILOT SPORT SC Radial	111031
120/70 R 15	56	H		FRONT	TL	PILOT SPORT SC Radial	382137
120/70 R 16	57	H		FRONT	TL	PILOT SPORT SC Radial	430000
160/60 R 14	65	H		REAR	TL	PILOT SPORT SC Radial	448935
160/60 R 15	67	H		REAR	TL	PILOT SPORT SC Radial	810100



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 (35 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!).

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF
100/80 - 16	50	P		FRONT	TL	CITY GRIP	566094
110/70 - 11	45	L		FRONT	TL	CITY GRIP	243953
110/90 - 12	64	P	REINF	FRONT	TL	CITY GRIP	000601
110/70 - 13	48	P		FRONT	TL	CITY GRIP	455848
110/90 - 13	56	P		FRONT	TL	CITY GRIP	857917
110/70 - 16	52	P		FRONT	TL	CITY GRIP	701614
110/70 - 16	52	S		FRONT	TL	CITY GRIP	924029
120/70 - 12	51	P		FRONT	TL	CITY GRIP	671895
120/70 - 12	51	S		FRONT	TL	CITY GRIP	236719
120/70 - 14	55	P		FRONT	TL	CITY GRIP	996576
120/70 - 14	55	S		FRONT	TL	CITY GRIP	894453
120/70 - 15	56	S		FRONT	TL	CITY GRIP	556230
110/80 - 16	55	S		FRONT	TL	CITY GRIP	714401
120/70 - 10	54	L	REINF	REAR	TL	CITY GRIP	352614
120/70 - 16	57	S		FRONT	TL	CITY GRIP	427212
120/80 - 16	60	P		REAR	TL	CITY GRIP	694709
130/70 - 12	62	P	REINF	REAR	TL	CITY GRIP	501322
130/70 - 12	56	P		REAR	TL	CITY GRIP	814939
130/70 - 13	63	P	REINF	REAR	TL	CITY GRIP	487598
130/70 - 16	61	P		REAR	TL	CITY GRIP	877073
140/60 - 13	63	P	REINF	REAR	TL	CITY GRIP	466678
140/60 - 14	64	P	REINF	REAR	TL	CITY GRIP	279649
140/60 - 14	64	S	REINF	REAR	TL	CITY GRIP	183878
140/70 - 14	68	P	REINF	REAR	TL	CITY GRIP	418951
140/70 - 14	68	S	REINF	REAR	TL	CITY GRIP	567160
140/70 - 15	69	P	REINF	REAR	TL	CITY GRIP	304636
140/70 - 16	65	P		REAR	TL	CITY GRIP	276895
140/70 - 16	65	S		REAR	TL	CITY GRIP	310553
150/70 - 14	66	P		REAR	TL	CITY GRIP	012177
150/70 - 14	66	S		REAR	TL	CITY GRIP	224619

* MICHELIN PST: Progressive Sipe Technology



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 cobblestones.
- Standard fitment on the Vespa LX.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF
130/60 - 13	53	L		FT/RR	TL	PILOT CITY	499787



MICHELIN S1

THE BUDGET CHOICE FOR URBAN SCOOTERS

- Combines performance with great looks.
- Outstanding performance for the price.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF	INNER TUBE
3.00 - 10	42	J		FT/RR	TL/TT	S1	104694	10B
3.50 - 10	51	J		FT/RR	TL/TT	S1	104718	10B
90/90 - 10	50	J		FT/RR	TL/TT	S1	104720	10B
100/80 - 10	53	J		FT/RR	TL/TT	S1	057008	10B
100/90 - 10	56	J		FT/RR	TL/TT	S1	104697	10B
110/80 - 10	58	J		FT/RR	TL/TT	S1	104721	10C
130/70 - 10	62	J	REINF	FT/RR	TL/TT	S1	104714	



MICHELIN S83

RETRO LOOKS, PLUS MODERN-DAY PERFORMANCE

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

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF	INNER TUBE
3.00 - 10	42	J		FT/RR	TL/TT	S83	057199	10B
3.50 - 8	46	J		FT/RR	TT	S83	057237	8B
3.50 - 10	51	J		FT/RR	TL/TT	S83	057201	10B
3.50 - 10	59	J	REINF	FT/RR	TL/TT	S83	057203	10B
100/90 - 10	56	J		FT/RR	TL/TT	S83	104696	10B



MICHELIN SM100

THE BUDGET CHOICE

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

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF	INNER TUBE
3.00 - 10	50	J	REINF	FT/RR	TL/TT	SM100	125817	10B
3.50 - 10	59	J	REINF	FT/RR	TL/TT	SM100	862374	10B
100/80 - 10	53	L		FT/RR	TL/TT	SM100	630609	10B
100/90 - 10	56	J		FT/RR	TL/TT	SM100	057411	10B
120/70 - 10	54	L	REINF	FT/RR	TL/TT	SM100	086702	



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.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF	INNER TUBE
120/70 - 12	51	L		FT/RR	TL/TT	BOPPER	057023	
120/90 - 10	57	L		FT/RR	TL/TT	BOPPER	057030	
130/70 - 12	56	L		FT/RR	TL/TT	BOPPER	057024	
130/90 - 10	61	L		FT/RR	TL/TT	BOPPER	057031	



MICHELIN REGGAE

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.

SIZE	LOAD INDEX	SPEED RATING	REINF	FRONT/REAR	TT/TL	NAME	REF	INNER TUBE
120/90 - 10	57	J		FT/RR	TL	REGGAE	057104	
130/90 - 10	61	J		FT/RR	TL	REGGAE	104647	

ROAD MOTORCYCLE INNER TUBES



Valve 673: 90° bend short
Valve 741: 150° bend
Valve 742: straight
Valve 1202: 90° bend

NAME	SIZE (in inches, width x exterior diameter)	VALVES	Qty	REF
CH. 15 MI	130/90x15	2171	1	605348
CH. 15 MJ	180/70-15 ; 140/90-15 ; 150/90-15 ; 170/80-15	2171	1	012116
CH. 16 MD	2.50-16 ; 2.75-16 ; 80/80-16 ; 90/80-16	TR4	1	190223
CH. 16 MF	3.25- 16 ; 3.50-16 ; 100/80-16 : 100/90-16 ; 90/90-16	TR4	1	668275
CH. 16 MG	110/90-16 ; 120/80-16	TR4	1	178176
CH. 16 MI	180/55-17 MT90-16 ; MU90-16 ; MU85-16 120/90-16 ; 130/90-16 ; 140/90-16 ; 150/80-16 ; 160/80-16	2171		099604
CH. 16 MI2	180/55-17 MT90-16 ; MU90-16 ; MU85-16 120/90-16 ; 130/90-16 ; 140/90-16 ; 150/80-16 ; 160/80-16	TR4	1	959484
CH. 17 MC	2.25-17 ; 2.50-17	TR4	1	524451
CH. 17 MD	2.75-17	TR4	1	143858
CH. 17 ME	3.00-17 ; 100/80-17 ; 90/80-17	TR4	1	788345
CH. 17 MG	120/60-17 ; 110/70-17 ; 120/70-17 ; 110/80-17 110/90-17 ; 4.00-17 ; 4.60-17 ; 120/80-17	TR4	1	306786
CH. 17 MH	130/70-140/70-130/80-120/90x17	TR4	1	166806
CH. 17 MI	150/70-160/70-140/80-130/90x17	TR4	1	899702
CH. 18 MC	2.50-18	TR4	1	528151
CH. 18 ME	2.75-18 ; 3.00-18 ; 80/100-18 ; 90/90-18	TR4	1	718703
CH. 18 MF	110/80-18 ; 120/80-18 ; 100/90-18 ; 110/90-18 3.25-18 ; 3.50-18	TR4	1	929348
CH. 18 MG	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	TR4	1	410943
CH. 19 ME	2.50-19 ; 3.00-19 ; 90/90-19	TR4	1	390115
CH. 19 MF	3.25-19 ; 110/80-19 ; 100/90-19 ;110/90-19 120/60-19 ; 90/100-19	TR4	1	032532
CH. 21 MD	2.50-21 ; 2.75-21 ; 3.00-21 ; MH90-21 ; 80/90-21 90/90-21 ; 80/100-21 ; 90/100-21	TR4	1	206108

OFF-ROAD MOTORCYCLE INNER TUBES

NAME	SIZE (in inches, width x exterior diameter)	VALVES	Qty	REF
CH. 10 MBR	2.50-10 ; 2.75-10	TR4	1	15 5574
CH. 12 MCR	2.50-12 ; 80/100-12	TR4	1	974530
CH. 14 MBR	60/100-14	TR4	1	931670
CH. 17 MHR	140/80-150/60-160/60x17	TR4	1	335733
CH. 18 UHD	Large 140/80-18	TR4	1	600967
CH. 18 UHD	Médium 100/100-18 ; 110/100-18 ; 120/90- 18 ; 130/80-18	TR4	1	034757
CH. 18 MFR	130/80-18 ; 100/100-18 ; 110/100-18	TR4	1	830920
CH. 18 MGR	130/80-18 ; 140/80-18 ; 120/90-18 ; 130/90-18 100/100-18 ; 110/100-18	TR4	1	795250
CH. 19 UHD	100/90-19 ; 110/90-19 ; 120/80-19 ; 130/70-19	TR4	1	842770
CH. 19 MER	120/80-19 ; 100/90-19	TR4	1	754720
CH. 19 MFR	110/90-19 ; 130/70-19	TR4	1	623140
CH. 21 TRIAL	2.75-21 Special Trial	TR4	1	135666
CH. 21 UHD	80/100-21 ; 90/90-21	TR4	1	827203
CH. 21 MDR	2.50-21 ; 2.75-21 ; 3.00-21 ; 80/90-21 ; 90/90-21 80/100-21 ; 90/100-21	TR4	1	833092
CH. 70/100-17	RSTOP REINF ST30F - 70/100-17	MI	1	125391
CH. 70/100-19	RSTOP REINF ST30F - 70/100-19	MI	1	125392
CH. 90/100-14	RSTOP REINF ST30F - 90/100-14	MI	1	125389
CH. 90/100-16	RSTOP REINF ST30F - 90/100-16	MI	1	125390

SCOOTER INNER TUBES

NAME	SIZE (in inches, width x exterior diameter)	VALVES	Qty	REF
CH. 10B 1	3.00-10 ; 3.50-10 ; 100/80-10 ; 100/90-10 ; 90/90-10	741	1	125616
CH. 10B 4	3.00-10 ; 3.50-10 ; 100/80-10 ; 100/90-10 ; 90/90-10	1202	1	733003
CH. 10C 3	4.00-10 ; 110/80-10	1202	1	125603
CH. 10CG 13	4.00-10 ; 4.50-10 ; 5.00-10 ; 130/90-10	746	1	125683
CH. 10D	4.50-10 ; 4.80-10 ; 5.00-10 ; 110/80-10	673	1	125638
CH. 12B	3.00-12 ; 3.50-12	741	1	125627
CH. 4AB	4,00 - 4	673	1	454110
CH. 8B 1	3.50-8 ; 4.00-8	741	1	125611
CH. 8B 2	3.50-8 ; 4.00-8	741-45 D	1	125610
CH. 8B 3	3.50-8 ; 4.00-8	1202 (51-90)	1	125614
CH. 8B 4	3.50-8 ; 4.00-8	742	1	125615
CH. 8C 3	4.50-8	1202	1	125599
CH. 9AB 3	2 3/4 ; 2.75-9	1202	1	125521

MICHELIN BIB-MOUSSE



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 80/100-21 Starcross MS3, MH3, Cross AC10	057333
M16	90/100-21 HP4, Enduro Comp VI 80/100-21 & 90/90-21 Enduro IV & MS, Starcross MS3 & MH3, M12 & S12, AC10, Desert	338000
M22	100/90-19 Cross AC10, Starcross MS3, MH3 & SAND 4 120/80-19 Cross Comp. M12 XC & S12 XC	057334
M199	130/70-19 Cross Comp. M12 XC & S12 XC 110/90-19 Cross AC10, Starcross MS3, MH3, HP4 & SAND 4	057335
M18	120/90-18 Enduro Comp 3, Cross Comp. M12 XC & S12 XC 100/100-18 Cross AC10	057338
M14	140/80-18 Cross Comp S12 XC, Enduro Comp 3 130/80-18 Cross Comp. M12 XC & S12 XC 120/90-18 Cross AC10	057337
M02	140/80-18 Desert Race	05733

MICHELIN BIB-MOUSSE FITTING GEL

NAME	REF
BOX OF 12 50G 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 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.
- When new, MICHELIN BIB-MOUSSE is equivalent to an inflation pressure of approximately 13 PSI. This pressure gradually diminishes with time leading to the necessity for it to be replaced.
- The life expectancy of MICHELIN BIB-MOUSSE may vary significantly as a function of the intensity of the use to which it is put and of the discipline for which it is employed. For example, its life expectancy is shorter when used for motocross than for enduro.
- Before using BIB-MOUSSE at high speeds, it is recommended that the MICHELIN tyre/BIB-MOUSSE should first be warmed up gradually.

RIM PROTECTION RIDGES

SIZE	REF
1.35/1.85 X 17/18 (1200X25)	919627
1.60/1.85 X 21 (1400X25)	949947
1.60/2.00 X 18/19 (1300X25)	656415
2.15/3.00X17/18/19(1200X33)	359215
4.50 x 17/18 (1200x63)	084980
3.00 X 16 (1300X33) D	237969
3.00 X 16 (1300X33) C	646046
1.60/1.85 X 21 (1400X22)	121773

TECHNICAL RECOMMENDATIONS AND INFORMATION

TYRE MARKINGS

REAR The rear tyre's direction of rotation is indicated by an arrow on the sidewall.
180 The tyre's maximum overall width in millimetres.
55 The ratio between the tyre's overall diameter and width.
R Radial construction.
17 The tyre's interior diameter in inches (1 inch = 2.54cm).
M/C Motorcycle or scooter tyre.
73 Load index, e.g. 73 indicates a maximum load of 365kg per tyre.
WSpeed rating, e.g. W covers speeds up to 270kph.
Pilot Road 2. The tyre's catalogue name.
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.

EQUIVALENCES

SIZE MM	SIZE INCHES
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

SIZE OFF-ROAD	
90/90-21	= (80/100-21)
120/80-19	= (100/90-19)
120/70-19	= (110/90-19)
120/90-18	= (100/100-18)
130/80-18	= (110/100-18)
140/80-18	= (120/90-18)
130/70-19	= (110/90-19)



SPEED RATING AND LOAD INDEX CODES (ICV)

SPEED RATINGS													
-	kph	-	kph	-	kph	-	kph	-	kph	-	kph	-	kph
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	W	270
D	65	G	90	L	120	P	150	S	180	H	210	(W)	>270
LOAD INDEXES*													
Index	kg	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	290	75	387	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
												100	800

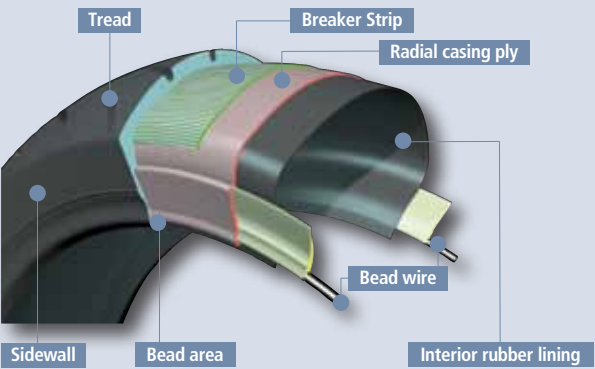
* Load index per tyre, expressed in kilograms (kg)

TECHNICAL RECOMMENDATIONS AND INFORMATION

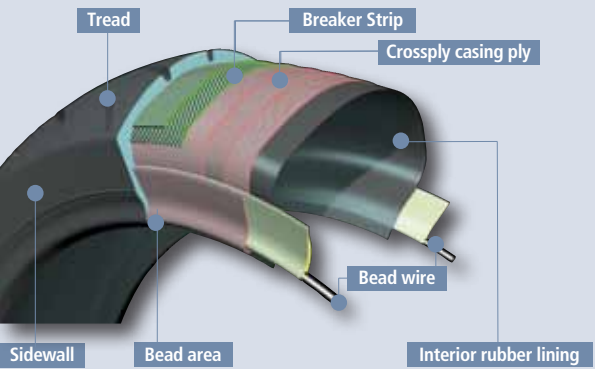
THE MOTORCYCLE OR SCOOTER TYRE, AN ESSENTIAL PRODUCT FOR THE SAFETY OF YOUR CUSTOMERS

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.

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)

INSPECTION

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;
- Sidewalls, 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 (braking 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 can also 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 tread 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.

After checking pressures, don't forget to reinstall the valve cap, which provides added protection for the valve mechanism.

Only when participating in a legitimate, sanctioned competition event may rider preferences supersede manufacturers' pressure recommendations

Pressures should be adjusted depending on type of terrain, weather conditions, the motorcycle's power output, and the style of riding.

ASPHALT CIRCUIT

MINIMUM PRESSURES: Front: 30 PSI
Rear: 22 PSI

DESERT

MINIMUM PRESSURES: Front: 17 PSI
Rear: 22 PSI

CROSS ET ENDURO

RECOMMENDED PRESSURES: Front: 15 PSI
Rear: 15 PSI

MINIMUM PRESSURES:

Front: 12 PSI
Rear: 12 PSI

TRIAL

RECOMMENDED PRESSURES: Front: 6 PSI
Rear: 5 PSI

MINIMUM PRESSURES:

Front: 5 PSI
Rear: 4 PSI

FITTING, BALANCING, REMOVAL

The fitting and demounting 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, as these are essential to ensuring that the tyre is airtight.

It is illegal to ride on a public highway with slick or re-cut tyres or any tyres that are marked NHS (Not for Highway Service) or "FOR COMPETITION USE."

In line with the European Directive 2001/95/CE, tyre distributors and users should pay particular attention when dealing with tyres that are 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

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 sidewall/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 bead wire
- Loose rubber or casing plies
- Folded rubber or casing plies
- Deterioration through grease or corrosive materials
- Internal rubber marbling caused by running under inflated

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

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.

- Away from all chemicals, solvents or hydrocarbons, which can adversely affect the rubber mixture.
- Away from sharp objects that can puncture the tyre, including metal, wood
- Away 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/or 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 his instructions.