



MOTORCYCLE AND SCOOTER PROFESSIONAL TIRE GUIDE

2024



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LEADERSHIP...

BEST-IN-CLASS AND POWERFUL BRAND THAT IS EASY TO SELL

MICHELIN IS THE **MOST VALUABLE**¹ AND **STRONGEST
TIRE BRAND**²

#1 TIRE BRAND in terms of
BRAND VALUE¹ In 2022



A MOBILITY INNOVATION PIONEER SINCE 1889³

1900

*Publication of
the first
Michelin Guide
in a red booklet*

1916

*Construction of
the world's first
paved roadway*

1929

*Innovation of
tires on railcars
that gives birth
to the Micheline*

1931

*Focus on
road signs:
manufacture
of bollards and
signs*

1946

*Invention and
revolution of
the radial tire*

(1) Brand Finance calculates brand value using the methodology which determines the value a company would be willing to pay to license its brand as if it did not own it. (<https://brandirectory.com/methodology>)

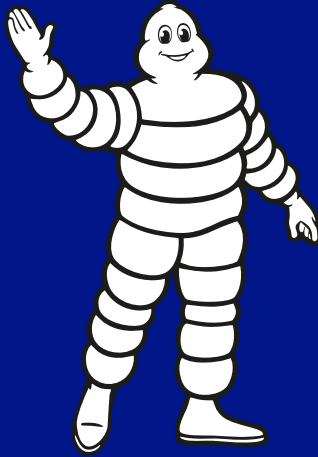
(2) Brand Finance also determines the relative strength of brands through a balanced scorecard of metrics evaluating marketing investment, stakeholder equity, and business performance. World perimeter.

(3) A pioneer brand since 1889: not only Michelin has been the first to design tire tub for bike even radial tire but it's also pioneer for electrification (Formula E™, MotoE™)

(4) The prestigious "Icon of the Millennium" award by Advertising Week, the US-based global conference series for marketing, branding and advertising leaders, on 1/10/2018.

A BRAND THAT MEETS THE LATEST CONSUMER NEEDS

**MICHELIN KEEPS INNOVATING TO THE LATEST KEY
PURCHASE CRITERIA OF **OUR COMMON TARGET:**
HIGH VALUE SEGMENTS**



**THE "MICHELIN MAN" AWARDED
"ICON OF THE MILLENNIUM" in 2018⁴**

1992

*The "Green
Tire" is created
to limit CO2
emissions*

2000

*The Michelin
Man, voted as
best logo of the
century*

2017

*The VISION
concept offers
a technological
leap forward*

2019

*Michelin UPTIS,
a puncture-
proof tire
without air*

2050

*The next
challenge:
manufacturing
tires 100%
sustainable*

EXPERIENCE...

MORE THAN 130 YEARS OF INNOVATION IN THE DEVELOPMENT OF TWO-WHEEL TIRES

1891 ▼

The first bicycle to arrive at Michelin is drawn by oxen. Its owner is exhausted after having tried to repair a puncture. Edouard Michelin spends a day and night to repair the tires and discovers the comfort they bring to the bike: 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 tires.

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.

1905 ▼

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

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 tires.

1926 ▼

Michelin launches a sturdy, skid-resistant motorcycle tire.

1928 ▼



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

1930 ▼

The motorcycle tire 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 tire with ribbed sides.



1935 ▼



Sale of Michelin Flèche d'Or and Michelin Zigzag tires.

1950 ▼



Michelin develops tires 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" tires - for Adherence, Comfort, and Safety. These tires are designed for vehicles with small- and mid-sized engines, such as various kinds of mopeds and light motorcycles.

1973 ▼

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

1974 ▼



Michelin introduces the first slick tire in MotoGP™.

1976 ▼

Barry Sheene and Michelin win the GP 500 race.

1977 ▼



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

1982 ▼

Michelin designs the "Desert" tire for all-terrain rally raid motorcycles. That year the tire wins the Rally de l'Atlas and the Rally des Pharaons, and demonstrates its amazing potential by winning the Paris-Dakar Rally: first series of victories over 35 years.

1983 ▼

Michelin's first Radial tire in the GP500.



1987 ▼

Michelin's first series-produced Radial tire: the Michelin A59X/M59X.



1992 ▼

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



1993 ▼

At the International Motorcycle Show, Michelin presents two tires for the latest generations of scooters: the "Michelin Reggae" and the "Michelin Dexter".

1994 ▼

Michelin introduces dual compound technology in the 500cc GP tire.

1997 ▼

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

1999 ▼

Launch of the Michelin Pilot Sport tire, which provides riders with hypersport performance on the road.

2005 ▼

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



2008 ▼

Michelin and Harley-Davidson® sign a historic partnership agreement: Michelin Scorchers tires are co-developed and co-branded as original equipment and replacement tires for many of the mythic brand's models.



2010 ▼

Michelin presents the Michelin City Grip tire for scooters, a tire with exceptional grip, even on wet surfaces. It's the first scooter tire with siping.

2011 ▼

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

2013 ▼

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

2014 ▼

Launch of the Michelin Pilot Road 4 tire, using revolutionary Michelin 2AT Dual Angle Technology that combines elements of both radial and bias construction.

2016 ▼

Michelin returns to MotoGP™ and several new segments.

2017 ▼

Launch of Michelin Power RS tire, our most radical leap forward ever for sportbike tires.

2018 ▼

Michelin succeeds in integrating three dimensional sipes into Michelin Road 5 tires thanks to its patented XST Evo technology, an innovation that significantly helps prolong wet grip.

2019 ▼

Michelin renews the Trail ranges with the launch of the Michelin Anakee Adventure tire.

2019 ▼

Michelin is the official tire supplier to the FIM Enel MotoE™ World Cup.



2020 ▼

With 8 new tires, Michelin renewed a large part of its range from urban tires to track and off-road tires.

2022 ▼

Michelin presents the successors of a very well known range: the Michelin Road 6 and Michelin Road 6 GT, as well as the Michelin StarCross 6 range.

2024 ▼

Michelin updates its Power range with the Michelin Power GP 2 and Michelin Power 6. Michelin also introduces the Michelin Anakee Road tire for the growing trail tire market.

INNOVATION...

IS ONE OF MICHELIN'S ESSENTIAL VALUES, AND IS AT THE HEART OF EVERYTHING WE DO

- 6,000 people worldwide
- Annual budget: \$744 million dollars
- 7 R&D centers around the world
- 11,600 active patents covering tire design and manufacturing
- 100 specific competencies in 3 domains: material, tire, performance

We work hard every day to find the recipes that will improve tire safety, durability, ride and other performance features, while helping to make our tires 100% sustainable by 2050.

Michelin's innovation priorities are to:

- Bring new product lines to market more quickly for the Michelin and other Group brands
- Continuously improve performance so that each tire new range outperforms the previous generation
- Develop breakthrough innovations and new solutions to mobility challenges



SUSTAINABILITY...

**SUSTAINABLE MOTION IS NOT A FAR-OFF DREAM,
IT IS HERE RIGHT NOW WITH MICHELIN**

100%

Objective of "All sustainable" tires by 2050: tires made entirely from 100% recycled or renewable bio-sourced materials.

40%

2030 intermediate target for objective noted above

ECO-DESIGNED PACKAGING



**WHEN IT COMES TO SUSTAINABILITY MICHELIN
DOESN'T JUST TALK ABOUT IT**

Michelin innovates everyday to offer and design products that are better for the environment



MICHELIN CHOICE:



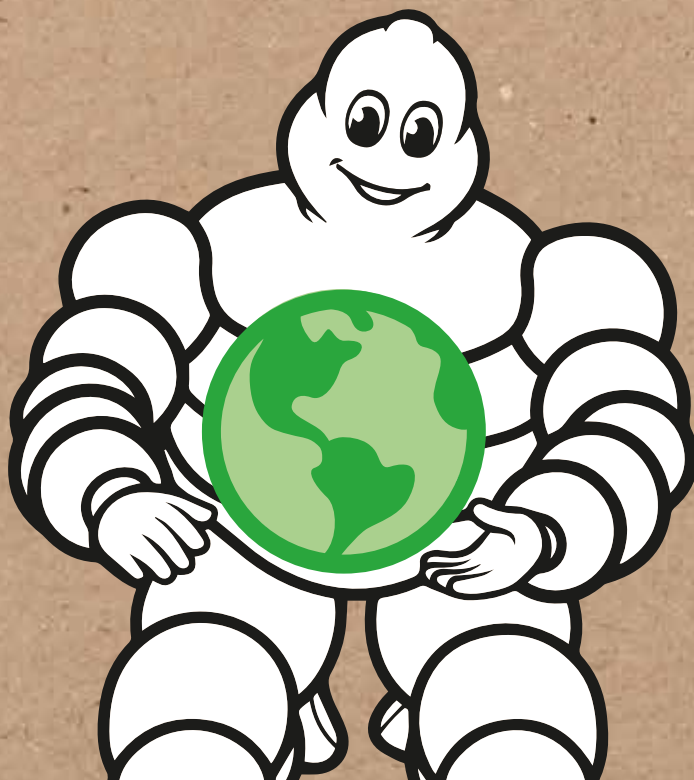
**VEGETABLE INK
APPLIED MINIMALLY**



60% REDUCTION IN CO₂ FOOTPRINT BY REDUCING THE INKING RATE**

In line with its Sustainability approach, Michelin adopted eco-packaging for its Motorcycle tires, which consists of:

- 100% recyclable packaging that limits the use of plastic
- Vegetable inks rather than mineral inks
- Sustainable water-based glues and varnishes



MOTOE™ + SUSTAINABILITY

Developing tires for the MotoE™ championship (2022 season: 46% of sustainable material in rear and 33% in front tires):

These tires are capable of reaching speeds of 250 km/h on track!

Approximately 1500 tires are manufactured and used throughout the season

**MICHELIN IDENTIFIED
AS THE #1 TIRE
MANUFACTURER BEING
"RESPECTFUL TOWARDS
THE ENVIRONMENT"***

* Source: Brand & Communication Monitoring - Study realized by Kantar in 2021 on Michelin's request. Michelin has the 1st place in 11 out of 15 countries asked (Canada, China, Czech Republic, France, Germany, Greece, Hungary, Italy, Mexico, Spain, Thailand, UK)

** Estimate based on a calculation taking into account printing techniques, the types of printing materials used and printing area. Internal study conducted by Michelin in September 2022.

MICHELIN TECHNOLOGIES

RUBBER & RUBBER COMPOUND

MICHELIN **2CT** TECHNOLOGY



As the inventor of dual compounds on a motorcycle tire, our Michelin 2CT Technology™ successfully accomplishes two conflicting ideals: wear resistance in the center of the tread, and optimized grip on the shoulders.

MICHELIN **2CT+** TECHNOLOGY



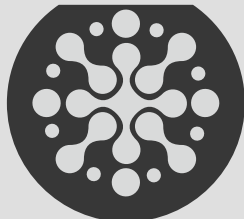
Taking our dual compound invention a step further, Michelin 2CT+ Technology™ uses a harder rubber underneath the softer rubber on the shoulders gives better rigidity at lean, for more stability when cornering, especially under strong acceleration or heavy braking.

MICHELIN **SILICA** TECHNOLOGY



Michelin Silica Technology™ improves grip in cooler temperatures and on wet roads, without compromising tread life. Off-road it ensures the durability of tread blocks.

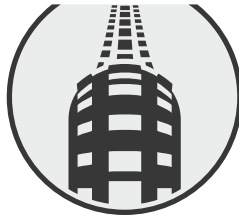
MICHELIN **CARBON BLACK** TECHNOLOGY



Michelin Carbon Black Technology™ is used in rubber compounds to increase grip performance.

TREAD PATTERNS

MICHELIN **ADAPTIVE** DESIGN



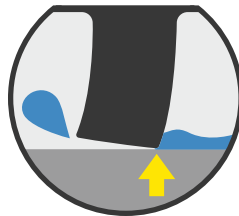
Michelin Adaptive Design™ is a methodical approach that dictates the number, shape, depth and distribution of studs, grooves and sipes in relation to the terrain on which the tire is ridden, providing optimum traction and lean angle predictability.

MICHELIN **PREMIUM TOUCH** DESIGN



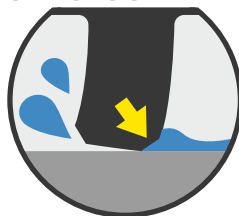
Michelin Premium Touch Design™ enhances the sidewall of the tire with a velour effect and a deep black contrast to emphasize the aesthetic design.

MICHELIN **WATER SIPE** TECHNOLOGY



Michelin Water Sipe Technology™ delivers enhanced grip on wet roads thanks to the patented sipes that increase the tire's water clearance capacity. A gradual increase in the number of full depth sipes allows the tire to break through the surface film of water.

MICHELIN **WATER BRAKE** TECHNOLOGY



Michelin Water Brake Technology™ includes patented 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 tire to break the surface film of water and ensure excellent braking performance on wet roads.

MICHELIN **WATER EVERGRIP** TECHNOLOGY



Michelin Water Sipe Technology™ and Michelin Water Brake Technology allow better water evacuation for added safety on wet roads, but water storage capacity naturally decreases as the tire wears down. The Michelin Water Evergrip Technology™ is even more efficient, the sipes evolve over time and miles to give ever wider grooves, increasing the groove ratio to preserve the capacity of the tire to store and evacuate water.

MICHELIN TECHNOLOGIES

CASING & REINFORCEMENT

MICHELIN **RADIAL-X** TECHNOLOGY



One of Michelin's most famous inventions, the Michelin Radial-X Technology™ with 90° plies on the crown of the tire, provides adherence and stability and comfort.

MICHELIN **RADIAL-X^{EVO}** TECHNOLOGY



The sidewalls of the new generation of X-radial tires, called Michelin Radial-X Evo Technology™, use a special ply fold that provides even more flexibility and greater comfort by absorbing road deformations and even at high speeds the tire remains stable, making it perfectly suited for powerful vehicles. The handling and responsiveness of the tire are optimized to provide even more riding pleasure without compromising other performance features.

MICHELIN **RADIAL-2AT** TECHNOLOGY



Michelin Radial 2AT Technology™ provides the necessary strength & stability for heavier bikes with luggage and 2-up riding capabilities AND comfort for long journeys. 2AT exceptionally combines elements of both radial and bias construction, providing the best compromise: Bias for its ability to withstand extra weight and Radial for the pleasure of riding.

MICHELIN **RADIAL-ACT+** TECHNOLOGY



Michelin Radial ACT+ Technology™, or adaptive casing technology, employs a single ply with an angle close to 90° 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 areas. An absorbent crown gives greater stability, while rigid sidewalls and shoulder minimize movement at lean.

MICHELIN **ARAMID SHIELD** TECHNOLOGY



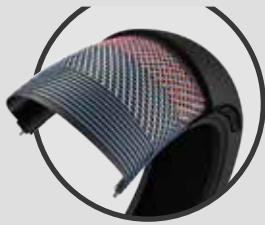
Michelin Aramid Shield Technology™ is a highly dense, more rigid tire casing, which helps deliver excellent feedback and handling. Aramid tread plies reduce weight, provide excellent stability and resist centrifugal growth even at speed and under high temperatures.

MICHELIN
REINFORCED
RADIAL-X^{EVO}
TECHNOLOGY



Michelin Reinforced Radial-X Evo Technology™ is the new generation of our Radial-X carcass combined with a reinforcement ply that provides the optimal solution for heavy motorcycles by improving the riding comfort without compromising other performance features.

MICHELIN
HIGH DENSITY
TECHNOLOGY



Michelin High Density Technology™ is the thick tread layer backed by three reinforcing plies to enhance the tire's protection against punctures.

MICHELIN
BIAS BELTED
TECHNOLOGY



Diagonal structure of the tire carcass which is belted at the top by means of a belt formed by five or more layers of crossed plies arranged at alternate angles of less than 90 degrees with regard to the line of the tread.

MICHELIN
BIAS
TECHNOLOGY



The carcass of a Bias tire consists of two or more diagonally orientated carcass plies. The overlap angle of these plies can be changed to give differing properties to the finished tire. The structure is uniform, and the tire crown area has similar properties to the sidewalls, because of this, load bearing is very good.



PICTOGRAM GLOSSARY



Dry grip



Wet performance



Lightness



Urban usage
robustness



Wet grip



Wet braking
distance



Versatility



On-off-road



Dry / wet grip



Braking distance



Comfort



Off-road capacity



Longevity



Warm-up



Plug & play



Off-road robustness



Handling



High speed
performance



Original equipment



Reinforced off-road
robustness



Stability



Lap time
consistency



Styling



Winning record



Preferred choice



Great value

ON-ROAD CRUISER TIRES

MICHELIN
COMMANDER III CRUISER



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COMMANDER III TOURING



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COMMANDER II



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SCORCHER ADVENTURE



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SCORCHER SPORT



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SCORCHER 11



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SCORCHER 21



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SCORCHER 31



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MICHELIN

COMMANDER III CRUISER



EXCEPTIONAL WET GRIP FOR CRUISER BIKES

Michelin Commander III Cruiser tires offer the best wet grip and the shortest stopping distances in wet conditions among leading competitors.¹



PERFORMANCE WITHOUT COMPROMISE

Michelin Commander III tires deliver enhanced wet grip AND exceptional longevity.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Commander III tires enhance the styling of V-Twin motorcycles.



MICHELIN ARAMID SHIELD TECHNOLOGY™

A highly dense, more rigid tire casing, which helps deliver excellent feedback and handling. Aramid tread plies on the rear tire resist centrifugal growth, reduce weight and provide excellent stability.

ORIGINAL EQUIPMENT: BMW R NINE-T BOBBER

MICHELIN
PREMIUM TOUCH
DESIGN



MICHELIN
SILICA
TECHNOLOGY



MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



OR

MICHELIN
BIAS BELTED
TECHNOLOGY



OR

MICHELIN
BIAS
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
76976	80/90-21 54H	REINF	TL/TT	21MD
82926	90/90-21 54H		TL/TT	21MD
57003	100/90 B 19 57H		TL/TT	19MF
31971	110/90 B 19 62H		TL/TT	19MF
53566	130/90 B 16 73H	REINF	TL/TT	16M12
09958	140/75 R 17 67V		TL	

(1) Based on internal test conducted in Fontange, France using a 2016 Harley-Davidson® Forty-Eight fitted with 130/90 B16 front tire and 150/80 B16 rear tire comparing lap times and stopping distances of Michelin Commander III Cruiser tires with METZELER® Cruisetec®, METZELER® M888 Marathon® Ultra, and DUNLOP® Elite 4 tires. Actual on-road results may vary.



According to Motorrad magazine JUNE 2020. Michelin Commander III Cruiser tire came top in the test when up against the Metzeler Cruisetec, Bridgestone Battlecruise H50, Continental ContiTour, Mistas Custom Force, Pirelli Night Dragon GT and Dunlop D401, with front dimensions 130/90 B16 and rear dimensions 150/80 B16 and an Harley-Davidson FLHCS Heritage Classic 114. Test conducted at the Bridgestone test facility in Nettuno, near Rome.

The Michelin Commander III Cruiser tire came first in its category on 3 specific criteria on a wet surface: greatest lean angle, shortest braking distance and best lap time!



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
37184	130/90 B 16 73H	REINF	TL/TT	16M12
36103	140/90 B 15 76H	REINF	TL/TT	15MJ
47492	140/90 B 16 77H	REINF	TL/TT	16M12
35770	150/80 B 16 77H	REINF	TL/TT	16M12
36264	150/90 B 15 74H		TL/TT	15MJ
28241	160/70 B 17 73V		TL/TT	17MJ
59618	170/80 B 15 77H		TL/TT	15MJ
06749	180/70 B 15 76H		TL/TT	15MJ
23119	200/55 R 17 78V		TL	

MICHELIN

COMMANDER III TOURING



THE NEWEST MICHELIN TIRE FOR ALL TYPES OF V-TWIN TOURING BIKES



CLASS-LEADING MILEAGE FOR TOURING BIKES

Michelin Commander III Touring tires offer an average of 25% longer tread life among leading competitors.²



PERFORMANCE WITHOUT COMPROMISE

Michelin Commander III tires deliver enhanced wet grip AND exceptional longevity.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Commander III tires enhance the styling of V-Twin motorcycles.



MICHELIN ARAMID SHIELD TECHNOLOGY™

A highly dense, more rigid tire casing, which helps deliver excellent feedback and handling. Aramid tread plies on the rear tire resist centrifugal growth, reduce weight and provide excellent stability.

ORIGINAL EQUIPMENT:
BMW R18, R18 B, R18 CLASSIC,
R18 TRANSCONTINENTAL

MICHELIN
PREMIUM TOUCH
DESIGN



MICHELIN
SILICA
TECHNOLOGY



MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



OR

MICHELIN
BIAS BELTED
TECHNOLOGY



OR

MICHELIN
BIAS
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
70059	120/70 R 19 60V		TL/TT	19MF
72329	120/70 B 21 68H	REINF	TL/TT	21MF
44850*	130/60 B 19 61H		TL/TT	19MF
96618	130/70 B 18 63H		TL/TT	18MG
80126*	130/80 B 17 65H		TL/TT	17MH
60801	130/90 B 16 73H	REINF	TL/TT	16M12
49456	MH90-21 54H		TL/TT	21MD
72682	MT90 B 16 72H		TL/TT	16M12



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
21372	180/55 B 18 80H	REINF	TL/TT	18MI
25162	180/65 B 16 81H	REINF	TL/TT	16MJ
53208	MT90 B 16 74H	REINF	TL/TT	16M12
14070	MU85 B 16 77H	REINF	TL/TT	16M12

* Enhanced tread pattern (not shown)

(2) Based on third-party test in Dallas, Texas on surface roads using a 2017 Harley-Davidson® Electra Glide Ultra Classic fitted with 130/80 B 17 front tire and 180/65 B16 rear tire comparing wear rates of Michelin Commander III Touring tires with METZELER® M888 Marathon® Ultra, and DUNLOP® American Elite tires. Actual results may vary.



MICHELIN

COMMANDER II



THE MICHELIN TIRE FOR ALL TYPES OF CRUISERS



EXCELLENT MILEAGE

As the industry's established benchmark in longevity Michelin Commander II tires deliver long-lasting performance.



SUPERB HANDLING AND STABILITY

Thanks to their high-density, more rigid carcass (Michelin Aramid Shield Technology™), Michelin Commander II tires offer tremendous handling and feedback. The upper layers are made from Aramid fibers on the rear, bringing together durability and light-weight materials for enhanced stability even at high speeds.

MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



OR

MICHELIN
BIAS BELTED
TECHNOLOGY



OR

MICHELIN
BIAS
TECHNOLOGY



MICHELIN
CARBON BLACK
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
45948	80/90-21 54H RE	REINF	TL/TT	21MD
40891	90/90-21 54H		TL/TT	21MD
02690	100/90 B 19 57H		TL/TT	19MF
43160	110/90 B 18 61H		TL/TT	18MF
04550	120/70 ZR 19 60		TL/TT	
50337	120/90 B 17 64S		TL/TT	17MH
43863	130/80 B 17 65H		TL/TT	17MH
46114	130/90 B 16 73H	REINF	TL/TT	16MI2
12651	140/80 B 17 69H		TL/TT	17MI



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
46650	130/90 B 16 73H	REINF	TL/TT	16MI2
44736	140/90 B 16 77H	REINF	TL/TT	16MI2
39433	150/70 B 18 76H	REINF	TL/TT	
04201	150/80 B 16 77H	REINF	TL/TT	16MI2
02068	160/70 B 17 73V		TL/TT	17MI
25755	170/80 B 15 77H		TL/TT	15MJ
28747	180/65 B 16 81H	REINF	TL/TT	
24404	240/40 R 18 79V		TL	



MICHELIN SCORCHER – THE ORIGINAL EQUIPMENT TIRE RANGE FOR HARLEY-DAVIDSON® MOTORCYCLES

CO-DEVELOPED AND CO-BRANDED BY HARLEY-DAVIDSON®

The Michelin and Harley-Davidson® design and engineering teams work closely throughout the development of each new model of Michelin Scorchertire to ensure that all aspects of performance are optimized for each Harley-Davidson® motorcycle. Beyond tuning the tire to deliver Harley-Davidson's precise on-road handling characteristics, designers conduct a battery of rigorous tests to ensure that wet and dry grip performances meet the high standards set by Michelin, without sacrificing longevity. Only then can the tire display the trademarks of both of these iconic brands.



MICHELIN

SCORCHER ADVENTURE



Vendor P/N	Dimensions	Tube
25421	120/70 R 19 60V	TL

ORIGINAL EQUIPMENT TIRES DESIGNED AND DEVELOPED FOR ROAD AND OFF-ROAD PERFORMANCE ON HARLEY-DAVIDSON® ADVENTURE TOURING MOTORCYCLES



EXCEPTIONAL HIGH-SPEED STABILITY: Integration of Michelin Bridge Block Technology™ and Michelin 2CT+ Technology™ in the rear tire provides a new level of on-road stability.



PRECISE HANDLING AND LONG-LASTING PERFORMANCE: Michelin's innovative Dual Compound Technology (2CT and 2CT+) combined with an all-new tread pattern and an optimized profile provides precise handling and performance mile after mile.



TREMENDOUS WET GRIP: New silica tread compounds provide phenomenal wet grip for added confidence on slippery wet roads.



UNCOMPROMISING OFF-ROAD TRACTION: Fully grooved geometric tread pattern delivers confidence inspiring traction off-road.



**ORIGINAL
EQUIPMENT:
PAN AMERICA™**

Vendor P/N	Dimensions	Tube
06587	170/60 R 17 72V	TL

MICHELIN

SCORCHER SPORT



Vendor P/N	Dimensions	Tube
39116	120/70 ZR 17 (58W)	TL

THE ORIGINAL EQUIPMENT TIRE CO-DEVELOPED AND CO-BRANDED WITH HARLEY-DAVIDSON, IS DESIGNED TO ENHANCE THE RIDE AND HANDLING PERFORMANCE OF HARLEY-DAVIDSON'S NEW HIGH- PERFORMANCE MOTORCYCLES



LONG LASTING PERFORMANCE IN WET AND DRY: Innovative Dual Compound Technology (2CT and 2CT+) with the most advanced compounds ever used in Michelin Scorchers tires extends the performance of the Michelin Scorchers tire range by providing outstanding levels of wet and dry grip. This technology enables the Michelin Scorchers Sport tire to provide wear resistance in the center of the tread with optimized grip on the shoulders.



MAXIMUM HANDLING PERFORMANCE: Tuned radial casing extracts the maximum handling performance from Harley-Davidson's high-performance motorcycles.



DISTINCTIVE STYLING: The co-designed tread pattern and co-branded sidewall with Michelin Premium Touch Technology™ complement the styling of Harley-Davidson® motorcycles.



**ORIGINAL
EQUIPMENT:
LIVEWIRE™**

Vendor P/N	Dimensions	Tube
65840	180/55 ZR 17 (73W)	TL

MICHELIN

SCORCHER 11



MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



Vendor P/N	Dimensions	Version	Tube
67519	100/80-17 52H		TL
66341	120/70 ZR 18 (59W)	F	TL
30664	120/70 ZR 18 (59W)	T	TL
27741	120/70 ZR 19 60W		TL/TT
18587	130/60 B 21 63H		TL
16205	140/75 R 17 67V		TL
11169	160/60 R 18 70V		TL

ORIGINAL EQUIPMENT TIRES DESIGNED AND DEVELOPED TO DELIVER OPTIMAL HANDLING AND OUTSTANDING GRIP ON HARLEY-DAVIDSON® CRUISER MOTORCYCLES



OUTSTANDING GRIP: Semi-slick tread pattern maximizes the contact patch for excellent adhesion on dry roads. Optimized tread groove design efficiently evacuates water for dependable wet grip.



EXCELLENT TREAD LIFE: Derived from Michelin's championship-winning race tires, newly developed rubber compounds combine durability and high performance.



PRECISE HANDLING: The latest generation of Michelin radial* technology allows for easy maneuverability and impressive agility.



CO-BRANDED HARLEY-DAVIDSON®: Harley-Davidson® branding on the sidewall.

ORIGINAL EQUIPMENT:

V-ROD®, FAT BOY®, FXDR 114™, BREAKOUT®, SPORTSTER®, SUPERLOW™ & STREET®



Vendor P/N	Dimensions	Version	Tube
66225	140/75 R 15 65H		TL
43823	150/60 ZR 17 (66W)		TL
23647	150/70 ZR 17 (69W)	T	TL
42471	180/55 ZR 17 (73W)		TL
74341	200/55 R 17 78V		TL
88867	240/40 R 18 79V		TL

*100/80-17 and 130/60-21 sizes are bias tires.

MICHELIN

SCORCHER 21



MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



MICHELIN
SILICA
TECHNOLOGY



Vendor P/N	Dimensions	Tube
50899	120/70 R 17 58V	TL

ORIGINAL EQUIPMENT TIRES DESIGNED AND DEVELOPED FOR THE HARLEY-DAVIDSON® STREET ROD™ MODEL



TRADITIONAL CRUISER DESIGN: Features exclusive co-branded tread design from the popular Michelin Scorchers 31 tire.



SPORTY FEEL AND URBAN AGILITY: Inspired by our hypersport tires, this tire provides a lightweight feel and exceptional handling at all speeds.



SILICA RAIN TECHNOLOGY: Mix of silica-rich rubber compounds provide excellent grip on wet surfaces and helps to ensure long, even wear.



CO-BRANDED HARLEY-DAVIDSON®: Harley-Davidson® branding on the sidewall.

ORIGINAL EQUIPMENT:

STREET ROD™



Vendor P/N	Dimensions	Tube
05318	160/60 R 17 69V	TL

MICHELIN

SCORCHER 31



MICHELIN
ARAMID SHIELD
TECHNOLOGY



MICHELIN
BIAS BELTED
TECHNOLOGY



Vendor P/N	Dimensions	Version	Tube	Tube Size
86129	80/90-21 54H	REINF	TL/TT	21MD
16136	100/90 B 19 57H		TL/TT	19MF
99375	110/90 B 19 62H		TL	
34871	130/60 B 19 61H		TL/TT	19MF
85271	130/70 B 18 63H		TL/TT	18MG
89023	130/80 B 17 65H		TL/TT	17MH
35103	130/90 B 16 73H	REINF	TL/TT	16MI, 16MI2

ORIGINAL EQUIPMENT TIRES DESIGNED AND DEVELOPED TO DELIVER SUPERIOR PERFORMANCE WITH LONG AND EVEN TREAD WEAR ON HARLEY-DAVIDSON® MOTORCYCLES



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: The supple casing design and profile of Michelin Scorchers 31 tires promote nimble handling on winding roads.



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



CO-BRANDED HARLEY-DAVIDSON®: Harley-Davidson® branding on the sidewall.

ORIGINAL EQUIPMENT:
SPORT GLIDE™, LOW RIDER® S,
LOW RIDER® ST & SPORTSTER®



Vendor P/N	Dimensions	Version	Tube	Tube Size
06463	150/80 B 16 77H	REINF	TL/TT	16MI2
16597	160/70 B 17 73V		TL/TT	17MI
34050	180/60 B 17 75V		TL/TT	17MI
65827	180/65 B 16 81H	REINF	TL/TT	
63478	180/70 B 16 77H		TL	



ON-ROAD

SPORT TOURING TIRES

MICHELIN ROAD 6



2CT+



26% | 48% | 26%
Front Tread Composition

2CT+



28% | 44% | 28%
Rear Tread Composition

PAGE 25

Grooved Tread
Area: 14%

Usage:
100% Road

MICHELIN ROAD 5



2CT



28% | 44% | 28%
Front Tread Composition

2CT+



17% | 66% | 17%
Rear Tread Composition

PAGE 27

Grooved Tread
Area: 12%

Usage:
100% Road

MICHELIN PILOT ROAD 4



2CT



25% | 50% | 25%
Front Tread Composition

2CT



40% | 20% | 40%
Rear Tread Composition

PAGE 28

Grooved Tread
Area: 13%

Usage:
100% Road

MICHELIN PILOT ROAD 3



2CT



25% | 50% | 25%
Front Tread Composition

2CT



40% | 20% | 40%
Rear Tread Composition

PAGE 28

Grooved Tread
Area: 15%

Usage:
100% Road

MICHELIN ROAD 6 GT



2CT+



26% | 48% | 26%
Front Tread Composition

2CT



28% | 44% | 28%
Rear Tread Composition

PAGE 29

Grooved Tread
Area: 14%

Usage:
100% Road

MICHELIN PILOT ROAD 4 GT



2CT



25% | 50% | 25%
Front Tread Composition

2CT+



40% | 20% | 40%
Rear Tread Composition

PAGE 30

Grooved Tread
Area: 13%

Usage:
100% Road



MICHELIN

ROAD 6



LEGENDARY PERFORMANCE... IMPROVED!^{1,2}



INCREASED WET GRIP!¹

15% more grip than the Michelin Road 5 tire in wet conditions thanks to 100% Michelin Silica Technology™ tread compounds and a new tread pattern featuring Michelin Water Evergrip Technology™.¹



RIDE EVEN LONGER!²

The Michelin Road 6 tire delivers 10% longer tread life compared to the previous generation.²



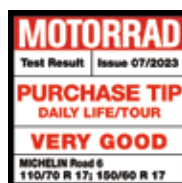
DEDICATION TO INNOVATION

The Michelin Road 6 tire typifies two decades of ongoing innovations and Michelin Technologies from our highest level of expertise.

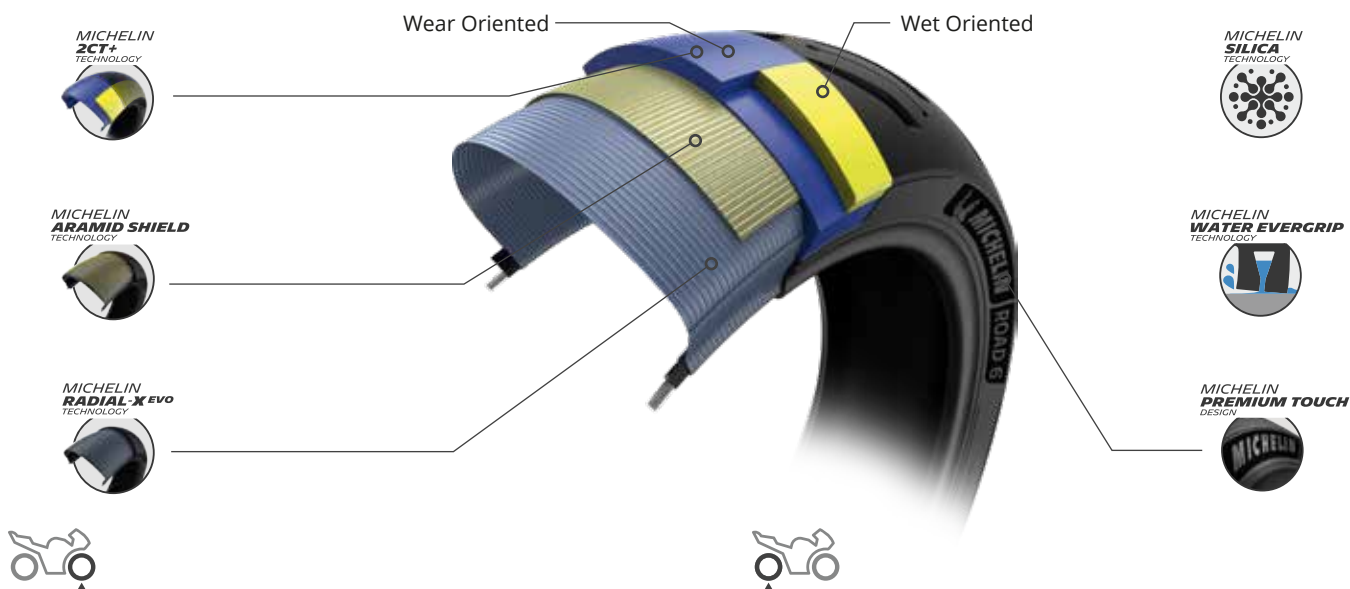


INCREASED CORNERING STABILITY

Michelin 2CT+ Technology™, which has been standard on the rear tire, is now applied to the front tire for better rigidity at lean, and more stability when cornering, especially under strong acceleration or heavy braking, compared to the previous generation.



**ORIGINAL
EQUIPMENT:**
HONDA: CB500F/
CBR500R



Vendor P/N	Dimensions	Tube
91074	110/70 ZR 17 54W	TL
29710	110/80 ZR 19 (59W)	TL
46002	120/60 ZR 17 (55W)	TL
26276	120/70 ZR 17 (58W)	TL
26465	120/70 ZR 18 (59W)	TL
50551	120/70 ZR 19 (60W)	TL

Vendor P/N	Dimensions	Tube
50118	140/70 ZR 17 66W	TL
32230	150/60 ZR 17 66W	TL
28559	150/70 ZR 17 (69W)	TL
19678	160/60 ZR 17 (69W)	TL
25255	170/60 ZR 17 (72W)	TL
89542	180/55 ZR 17 (73W)	TL
38208	190/50 ZR 17 (73W)	TL
07255	190/55 ZR 17 (75W)	TL

(1) Based on internal lap time testing conducted in 2020 in Fontange, France on wet surfaces using a 2018 SUZUKI 1250 Bandit S fitted with 120/70 ZR 17 front and 180/55 ZR 17 rear tires comparing Michelin Road 6 and Michelin Road 5 tires. Actual results may vary. | (2) Based on external wear testing conducted in 2020 by Dekra in France using a 2014 BMW K1300R fitted with 120/70 ZR 17 front and 180/55 ZR 17 rear tires comparing weight loss of Michelin Road 6 and Michelin Road 5 tires after 2500 miles. Actual results may vary.

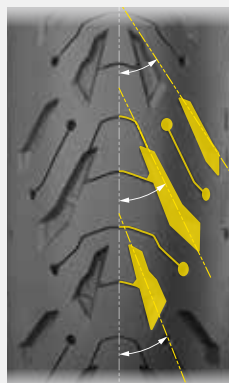
NEW GROOVES AND SIPES ANGLES FOR A BETTER TRANSVERSAL GRIP



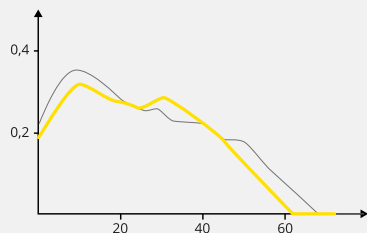
A CONSTANT VOID RATIO REGARDLESS OF THE LINE ANGLE TO ENSURE A CONSTANT WATER EVACUATION

FRONT

REAR



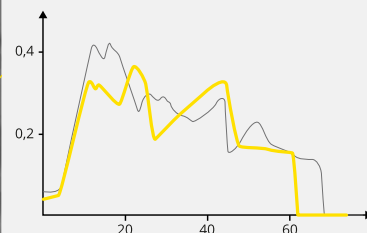
Grooving rate as a function of the curvilinear abscissa



— MICHELIN Road 6
— MICHELIN Road 5



Grooving rate as a function of the curvilinear abscissa



— MICHELIN Road 6
— MICHELIN Road 5

LONG LASTING PERFORMANCE

MICHELIN
WATER EVERGRIP
TECHNOLOGY

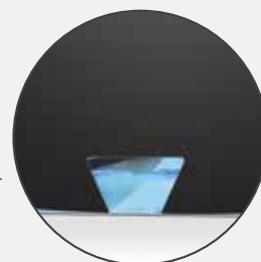


3D SIPE TECHNOLOGY, TO ENSURE A CONSISTENT WATER EVACUATION AS THE TIRE WEARS OVER TIME



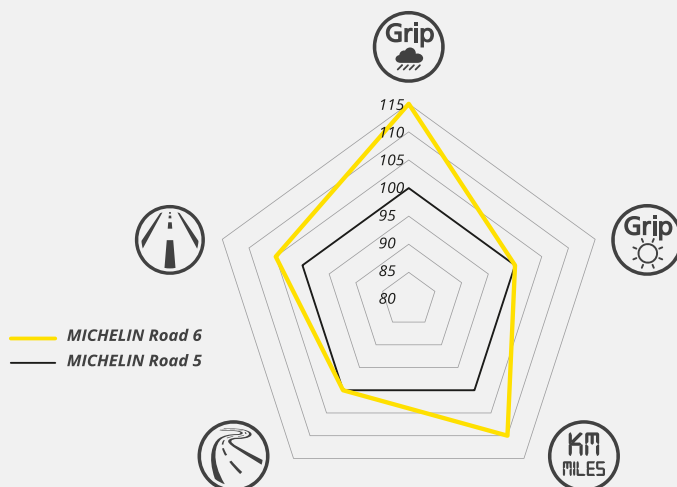
New Tire

Wear over miles



Worn Tire

MICHELIN ROAD 6 VERSUS MICHELIN ROAD 5



MICHELIN

ROAD⁵



MAXIMUM CONFIDENCE IN WET AND DRY CONDITIONS MILE AFTER MILE



EXCELLENT WET GRIP ON THE ROAD

Michelin Road 5 tires offer superior wet weather grip due to patented Michelin Water Sipe Technology™ and our latest 2CT and 2CT+ tread compounds.



EXCEPTIONAL BRAKING IN THE WET

Even after 3,500 miles, Michelin Road 5 tires stop as short as new Michelin Pilot Road 4 tires thanks to evolutionary Michelin Water Evergrip Technology™.¹



FUN TO RIDE

Enjoy better dry grip, improved stability and handling versus Michelin Pilot Road 4 tires thanks to Michelin's patented ACT+ casing technology for even more riding pleasure.²

ORIGINAL EQUIPMENT:
BAJAJ DOMINAR 400; BMW R NINE T
SCRAMBLER, HONDA CB500 NAKED &
SPORT; KTM DUKE 125 / DUKE 250 / DUKE
390 / DUKE 790; TRIUMPH TRIDENT; TVS
APACHE 310 RR; YAMAHA MT07 / XSR 700

MICHELIN
WATER EVERGRIP
TECHNOLOGY



MICHELIN
RADIAL-ACT+
TECHNOLOGY



MICHELIN
ARAMID SHIELD
TECHNOLOGY



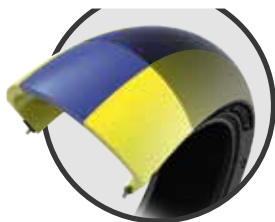
MICHELIN
SILICA
TECHNOLOGY



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN 2CT TECHNOLOGY



MICHELIN 2CT+ TECHNOLOGY



Vendor P/N	Dimensions	Tube
99303	120/60 ZR 17 (55W)	TL
98658	120/70 ZR 17 (58W)	TL



Vendor P/N	Dimensions	Tube
17857	150/70 ZR 17 (69W)	TL
03574	160/60 ZR 17 (69W)	TL
69960	180/55 ZR 17 (73W)	TL
88786	190/50 ZR 17 (73W)	TL
03178	190/55 ZR 17 (75W)	TL

(1) Based on internal wet braking testing comparing new Michelin Pilot Road 4 tires and worn (3,502 miles) Michelin Road 5 tires in tire sizes 120/70 ZR 17 (front) and 180/55 ZR17 (rear) on a 2013 Suzuki® Bandit 1250S, conducted in 2016 in Ladoux, France. Actual results may vary. | (2) Based on third party commissioned tests comparing Michelin Road 5 tires with Michelin Pilot Road 4 tires in tire sizes 120/70 ZR 17 (front) and 180/55 ZR17 (rear) using a 2017 Kawasaki® Z900 conducted by MTE Test Center in Stuttgart, Germany. Actual results may vary.

MICHELIN

PILOT ROAD 4



Vendor P/N	Dimensions	Tube
10113	120/60 ZR 17 (55W)	TL
44911	120/70 ZR 17 (58W)	TL

(1) Excluding snow and ice and other extreme conditions.
(2) Based on 2013 internal wear tests at the Ladoux Technology Center.

FEEL MORE SECURE, WHATEVER THE CONDITIONS¹



EXTRAORDINARY GRIP

Michelin Pilot Road 4 tires offer excellent grip even in cold, wet and difficult conditions and on all types of road surfaces, including slippery surfaces.



EXCELLENT LONGEVITY

The tread compound and tread pattern work together to deliver increased mileage over the previous generation.²

ORIGINAL EQUIPMENT:
BMW R 1200 R / R 1200 RS;
YAMAHA MT-07 / MT-07 TRACER



Vendor P/N	Dimensions	Tube
73371	160/60 ZR 17 (69W)	TL
75390	180/55 ZR 17 (73W)	TL
32571	190/50 ZR 17 (73W)	TL
03114	190/55 ZR 17 (75W)	TL

MICHELIN

PILOT ROAD 3



Vendor P/N	Dimensions	Tube
12734	120/70 ZR 17 (58W)	TL

DUAL-COMPOUND TIRE FEATURING SIPES FOR BETTER GRIP IN THE WET AND LONG TREAD LIFE



Excellent grip in the wet thanks to the revolutionary Michelin Water Sipe Technology™.



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

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



Vendor P/N	Dimensions	Tube
34171	160/60 ZR 18 (69W)	TL

MICHELIN

ROAD 6 GT



LEGENDARY PERFORMANCE... IMPROVED!^{1,2}



INCREASED WET GRIP!¹

15% more grip than the Michelin Road 5 GT tire in wet conditions thanks to 100% Michelin Silica Technology™ tread compounds and a new tread pattern featuring Michelin Water Evergrip Technology™.¹



RIDE EVEN LONGER!²

The Michelin Road 6 GT tire delivers 10% longer tread life compared to the previous generation.²



DEDICATION TO INNOVATION

The Michelin Road 6 GT tire typifies two decades of ongoing innovations and Michelin Technologies from our highest level of expertise.



INCREASED CORNERING STABILITY

Michelin 2CT+ Technology™, which has been standard on the rear tire, is now applied to the front tire for better rigidity at lean, and more stability when cornering, especially under strong acceleration or heavy braking, compared to the previous generation.



MICHELIN REINFORCED RADIAL-X EVO TECHNOLOGY™ FOR ENHANCED STABILITY ON GT BIKES

The Michelin Road 6 GT tire is designed to provide maximum stability for GT-class motorcycles.

ORIGINAL EQUIPMENT:
BMW: R NINE-T; YAMAHA: MT07 TRACER



Vendor P/N	Dimensions	Version	Tube
44614	120/70 ZR 17 (58W)	GT	TL



Vendor P/N	Dimensions	Version	Tube
51006	180/55 ZR 17 (73W)	GT	TL
24003	190/50 ZR 17 (73W)	GT	TL
27032	190/55 ZR 17 (75W)	GT	TL

(1) Based on internal lap time testing conducted in 2020 in Fontaine, France on wet surfaces using a 2018 SUZUKI 1250 Bandit S fitted with 120/70 ZR 17 front and 180/55 ZR 17 rear tires comparing Michelin Road 6 and Michelin Road 5 tires. Actual results may vary. | (2) Based on external wear testing conducted in 2020 by Dekra in France using a 2014 BMW K1300R fitted with 120/70 ZR 17 front and 180/55 ZR 17 rear tires comparing weight loss of Michelin Road 6 and Michelin Road 5 tires after 2500 miles. Actual results may vary.

MICHELIN

PILOT ROAD 4 GT



FEEL MORE SECURE, WHATEVER THE CONDITIONS¹



EXTRAORDINARY GRIP

Michelin Pilot Road 4 tires offer excellent grip even in cold, wet and difficult conditions and on all types of road surfaces, including slippery surfaces.



EXCELLENT LONGEVITY

The tread compound and tread pattern work together to deliver increased mileage over the previous generation.²



ENHANCED STABILITY FOR GT BIKES

Experience superb handling and stability even with two-up riding thanks to Michelin Radial-2AT Technology™, which combines elements of radial and bias construction.



Vendor P/N	Dimensions	Version	Tube
82353	120/70 ZR 17 (58W)	GT	TL

(1) Excluding snow and ice and other extreme conditions.
(2) Based on 2013 internal wear tests at the Ladoux Technology Center.



Vendor P/N	Dimensions	Version	Tube
48057	180/55 ZR 17 (73W)	GT	TL
77829	190/55 ZR 17 (75W)	GT	TL



ON-ROAD ***RETRO CLASSIC TIRES***



MICHELIN

ROAD CLASSIC



50% MORE WET GRIP THAN THE PREVIOUS GENERATION¹

A compound mix incorporating Michelin Silica Rain Technology™ (SRT), an innovation which combined with a 26% void ratio provides 50% more wet grip than the previous generation.¹



INCREASED CORNERING AND STRAIGHT-LINE STABILITY THAN THE PREVIOUS GENERATION²

Thanks to its bias ply technology and bias casing supported by two crown plies the Michelin Road Classic tire provides 50% more stability when cornering and 40% more straight-line stability than the previous generation.²

ORIGINAL EQUIPMENT:
TRIUMPH: BONNEVILLE T100,
T120, SPEED TWIN 900



Vendor P/N	Dimensions	Tube*	Tube Size
29327	3.25 B 19 54H	TL	19MF
00345	90/90 B 18 51H	TL	18ME
30452	100/80 B 17 52H	TL	17ME
41212	100/90-18 56V	TL	18MF
20685	100/90 B 19 57V	TL	19MF
76170	110/70 B 17 54H	TL	17MG
72110	110/80 B 17 57V	TL	17MG
65001	110/80 B 18 58V	TL	18MF
26785	110/90 B 18 61V	TL	18MF

* Michelin Road Classic tires are tubeless (TL) but can be mounted with an inner tube on a spoke (TT) rim.



Vendor P/N	Dimensions	Tube*	Tube Size
38992	4.00 B 18 64H	TL	18MG
67902	120/90 B 18 65V	TL	18MG
65232	130/70 B 17 62H	TL	17MH
25584	130/70 B 18 63H	TL	18MG
50689	130/80 B 17 65H	TL	17MH
11160	130/80 B 18 66V	TL	18MG
28034	130/90 B 17 68V	TL	17MI
88727	140/80 B 17 69V	TL	17MI
79282	150/70 B 17 69V	TL	17MI
26863	150/70 R 17 69H	TL	17MI

(1) In-house comparison of the average wet lap times of the Michelin Road Classic (1'02.81 seconds) and Michelin Pilot Activ (1'07.50 seconds) tires conducted on 6/16/2020 at the Fontange track (1.2km) in France with front dimension 100/90 B19 and rear dimension 130/80 B17 on a Triumph® Bonneville T100. Actual on-road results may vary. | (2) In-house subjective comparison of the Michelin Road Classic and Michelin Pilot Activ tires at maximum vehicle speed conducted on 6/22/2020 at the Ladoux track (France) with front dimension 100/90 B19 and rear dimension 130/80 B17 on a Triumph® Bonneville T100. Actual on-road results may vary.

ON-ROAD STREET TIRES



MICHELIN PILOT STREET RADIAL



MICHELIN
RADIAL-X
TECHNOLOGY



MICHELIN
SILICA
TECHNOLOGY



MICHELIN
ARAMID SHIELD
TECHNOLOGY



ORIGINAL EQUIPMENT:
BMW: G310R; HONDA: CB300;
MWM: SM650



Vendor P/N	Dimensions	Tube	Tube Size
23127	110/70 R 17 54H	TL/TT	17MG

URBAN

ROAD

THE RADIAL REVOLUTION FOR ADDED RIDING ENJOYMENT ON SMALLER MOTORCYCLES



STABILITY AND HANDLING

Thanks to the radial construction their supple sidewalls absorb the impact of imperfections in the road surface for extra comfort and stability at high speeds. The contact patch, shorter but wider than that of a bias tire, provides added grip even at extreme angles when cornering.



GRIP ON WET SURFACES

Their 100% silica rubber compound makes all the difference on wet roads when combined with the deep, effective tread grooving.



LONG-LASTING

Radial tires have an even contact patch pressure in use, which is designed to provide more even tread wear and a longer useful life.



ORIGINAL EQUIPMENT ON THE BMW G 310 R AND HONDA CB300 MOTORCYCLES

The design is directly inspired by our Sport Touring Radial range and their tread pattern is adapted from the Michelin Pilot Road 2 tire.



Vendor P/N	Dimensions	Tube	Tube Size
33798	130/70 R 17 62H	TL/TT	17MH
29590	140/70 R 17 66H	TL/TT	17MH
38290	150/60 R 17 66H	TL/TT	17MHR

ON-ROAD

SPORT/HYPERSPORT TIRES

MICHELIN POWER CUP 2



2CT



38% | 24% | 38%
Front Tread Composition

2CT+



36% | 28% | 35.5%
Rear Tread Composition

PAGE 35

Grooved Tread Area:
4% Front / 5% Rear

Usage:
90% Track / 10% Road

MICHELIN POWER GP 2

NEW



2CT



16% | 68% | 16%
Front Tread Composition

2CT+



22.5% | 55% | 22.5%
Rear Tread Composition

PAGE 36

Grooved Tread Area:
10% Front / 6.5% Rear

Usage:
50% Track / 50% Road

MICHELIN POWER 6

NEW



2CT+



16% | 68% | 16%
Front Tread Composition

2CT+



22.5% | 55% | 22.5%
Rear Tread Composition

PAGE 37

Grooved Tread Area: 11%

Usage:
0% Track / 100% Road

MICHELIN POWER 5



2CT



16% | 68% | 16%
Front Tread Composition

2CT+



22.5% | 55% | 22.5%
Rear Tread Composition

PAGE 39

Grooved Tread Area: 11%

Usage:
0% Track / 100% Road

MICHELIN PILOT POWER 2CT



2CT



10% | 80% | 10%
Front Tread Composition

2CT



11% | 78% | 11%
Rear Tread Composition

PAGE 40

Grooved Tread Area: 12%

Usage:
10% Track / 90% Road

MICHELIN

POWER CUP 2



COMPETITION TRACK DAY ROAD



DESIGNED FOR THE TRACK, APPROVED FOR THE ROAD



MICHELIN'S STREET LEGAL SPORTBIKE TIRE DESIGNED FOR 90% TRACK USE



PLUG-AND-PLAY PERFORMANCE

Michelin's range of street, track day and racing tires offer quick warm up and share the same architecture, dual compounds and tread patterns for effortless sport bike set-up from street to track.



OPTIMUM DUAL COMPOUND DISTRIBUTION

Michelin 2CT and 2CT+ Technologies optimize the placement of carbon black compounds for enhanced grip.



OPTIMIZED FOR TRACK USE

The low void ratios offer maximum slick zones for enhanced dry grip at all phases of lean angle.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Power Cup 2 tire enhance sportbike styling.



WEATHER



STREET LEGAL

Storage and transportation precautions:

Michelin Power Slick 2 tires and Michelin Power Cup 2 tires can suffer from cold breaks if stored, transported or handled below 41°F. Do not mount at temperatures below 50°F.

ORIGINAL EQUIPMENT:

BMW: M1000RR, S1000RR FORGED & CARBON WHEEL;
KTM: DUKE 890 R, SUPER DUKE 1290 RR

MICHELIN
PREMIUM TOUCH
DESIGN



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
RADIAL-X EVO
TECHNOLOGY

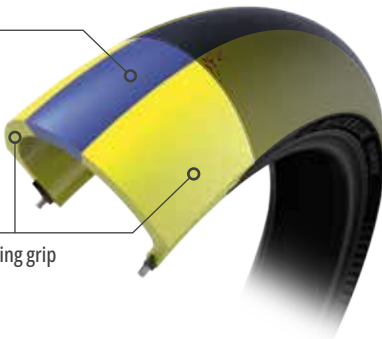


MICHELIN
ARAMID SHIELD
TECHNOLOGY



Optimized straight line grip
& longevity
24%

Optimized cornering grip
2 x 38%



Optimized straight line grip
& longevity
28%

Optimized cornering grip
2 x 36%



Minimum Cold Pressure on Track ¹

30.5 PSI

Target Hot Pressure

34.8 PSI



Vendor P/N	Dimensions	Tube
01667	120/70 ZR 17 (58W)	TL

(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

Minimum Cold Pressure on Track ¹

22 PSI

Target Hot Pressure

24.65 PSI



Vendor P/N	Dimensions	Tube
89836	180/55 ZR 17 (73W)	TL
14641	190/55 ZR 17 (75W)	TL
27480	200/55 ZR 17 (78W)	TL

MICHELIN

POWER^{GP} 2



FEEL LIKE AN EXPERT ON THE TRACK AND EXTEND YOUR CONFIDENCE ON THE ROAD



DRY GRIP TO PUSH YOUR POTENTIAL

Plug-and-play performance for confidence in dry grip for both road and track.



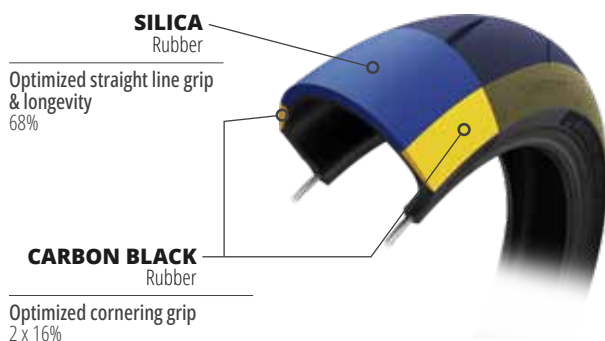
OPTIMIZED HANDLING FOR AN ENHANCED EXPERIENCE¹

Take advantage of a sporty tire optimized for road and track use with cornering and handling performance.



MOTOGP™ INSPIRED PERFORMANCE

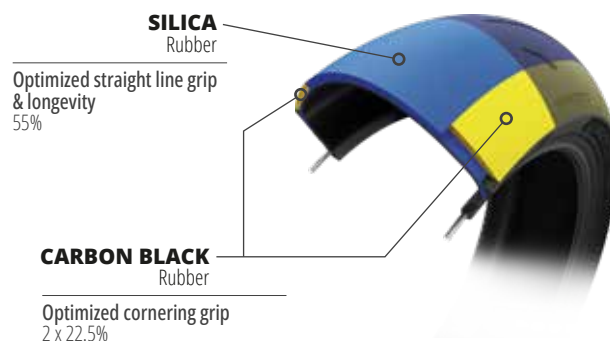
A road and track tire engineered with Michelin MotoGP™ expertise to provide maximum combined performance.



Vendor P/N	Dimensions	Tube
N 27281	120/70 ZR 17 (58W)	TL

N = New

(1) Based on internal testing versus the previous range.
Michelin POWER® GP 2 tires can suffer from cold breaks if stored, transported or handled below 14°F.



Vendor P/N	Dimensions	Tube
N 81913	160/60 ZR 17 (69W)	TL
N 48652	180/55 ZR 17 (73W)	TL
N 08621	190/50 ZR 17 (73W)	TL
N 64822	190/55 ZR 17 (75W)	TL
N 18768	200/55 ZR 17 (78W)	TL

MICHELIN
POWER 6



MAXIMIZED GRIP FOR ULTIMATE CONTROL¹

Heighten your experience with Michelin Power 6 tires that give you optimized grip in wet and dry conditions.¹



SPORTY HANDLING AND AGILITY

Experience that exhilarating feeling with tires designed to deliver precise handling performance without compromise.



INSPIRED BY OUR MOTORSPORTS EXPERTISE

Michelin uses its know-how acquired through its experience in Motorsport to make you feel the sensations of the track on the road.



Optimized straight line grip
& longevity
68%

Optimized cornering grip
2 x 16%



	Vendor P/N	Dimensions	Tube
N	98281	110/70 ZR 17 (54W)	TL
N	82063	120/70 ZR 17 (58W)	TL

N = New

Optimized straight line grip
& longevity
55%

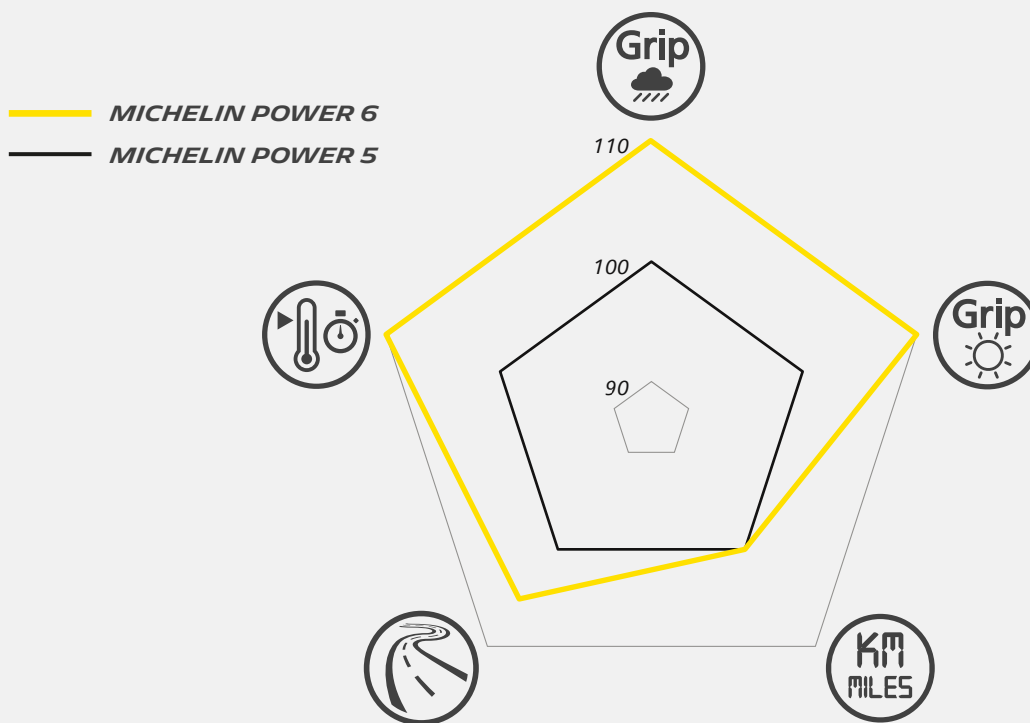
Optimized cornering grip
2 x 22.5%



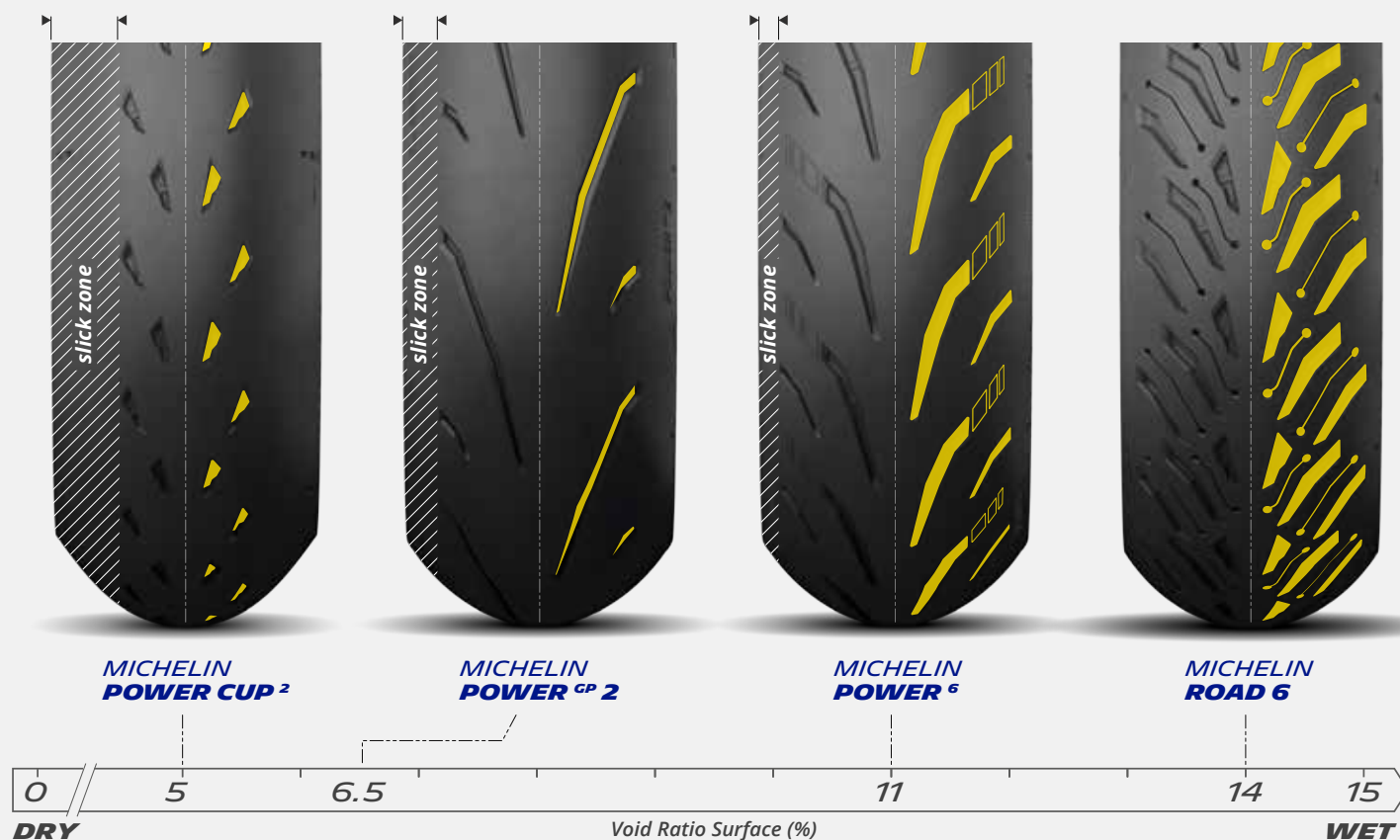
	Vendor P/N	Dimensions	Tube
N	85146	140/70 ZR 17 (66W)	TL
N	66445	150/60 ZR 17 (66W)	TL
N	17973	160/60 ZR 17 (69W)	TL
N	26664	180/55 ZR 17 (73W)	TL
N	59965	190/50 ZR 17 (73W)	TL
N	10946	190/55 ZR 17 (75W)	TL
N	32776	200/55 ZR 17 (78W)	TL
N	83971	240/45 ZR 17 (82W)	TL

(1) Thanks to 100% Michelin Silica Technology and Michelin 2CT+ Technology on the Front and Rear tires.

MICHELIN POWER 6 VERSUS MICHELIN POWER 5



WHICH TIRE FOR YOUR USAGE?



MICHELIN

POWER⁵



THE PREMIUM SPORTBIKE TIRE FOR MAXIMUM FUN IN WET AND DRY CONDITIONS!



YEAR-ROUND PERFORMANCE

The Michelin Power 5 tire is the choice for ultimate performance in wet and dry conditions.



EXCELLENT WET GRIP PERFORMANCE

Beats leading competitors by an average of 3.9 seconds on a three-quarter mile wet track.¹



GREATER AGILITY FOR MAXIMUM FUN

Delivers more agility and a 7.87% greater lean angle compared to leading competitors.²



OPTIMIZED COMPOUND MIX AND VOID RATIO

Michelin 2CT and 2CT+ silica compounds with 11% void ratios front and rear deliver tremendous grip in wet conditions.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Power 5 tire enhance sportbike styling.

ORIGINAL EQUIPMENT:
HONDA CB 1000 R; JEDI 750 CC



SILICA
Rubber

CARBON BLACK
Rubber



Vendor P/N	Dimensions	Tube
82645	120/70 ZR 17 (58W)	TL



SILICA
Rubber

SILICA
Rubber



Vendor P/N	Dimensions	Tube
50992	160/60 ZR 17 (69W)	TL
89914	180/55 ZR 17 (73W)	TL
32169	190/50 ZR 17 (73W)	TL
21837	190/55 ZR 17 (75W)	TL
82384	200/55 ZR 17 (78W)	TL

(1) Based on a blind internal test with independent supervision on March 11, 2020 in Fontange, France using a 2019 BMW S1000 R fitted with 120/70 ZR 17 front and 190/55 ZR 17 rear tires comparing wet lap times using Michelin Power 5 tires vs. BRIDGESTONE® Battlax Hypersport S22, CONTINENTAL® ContiSport Attack 4, DUNLOP® SportSmart MK3, METZELER® Sportech M9 RR, and PIRELLI® Diablo Rosso III. Actual on-road results may vary. | (2) Based on a blind internal test with independent supervision on May 19, 2020 in Ladoux, France using a 2019 BMW S1000 R fitted with 120/70 ZR 17 front and 190/55 ZR 17 rear tires comparing cornering speed and lean angle using Michelin Power 5 tires vs. BRIDGESTONE® Battlax Hypersport S22, CONTINENTAL® ContiSport Attack 4, DUNLOP® SportSmart MK3, METZELER® Sportech M9 RR, and PIRELLI® Diablo Rosso III. Actual on-road results may vary.

MICHELIN

PILOT POWER 2CT



THE AFFORDABLE DUAL-COMPOUND SPORT TIRE



A TIRE DESIGNED FOR SPORTY RIDING

A versatile, durable tire with exceptional wet and dry grip to help you get maximum pleasure from sporty riding.



MICHELIN 2CT TECHNOLOGY™

A durable center and softer at the edges to allow you to achieve impressive lean angles usually seen on the track.

ORIGINAL EQUIPMENT:
SWM SM 500, SM 650; TM SMR 125



Vendor P/N	Dimensions	Tube
18441	110/70 ZR 17 (54W)	TL
24566	120/60 ZR 17 (55W)	TL
08019	120/65 ZR 17 (56W)	TL
95692	120/70 ZR 17 (58W)	TL



Vendor P/N	Dimensions	Tube
78018	150/60 ZR 17 (66W)	TL
01981	160/60 ZR 17 (69W)	TL
35725	170/60 ZR 17 (72W)	TL
95696	180/55 ZR 17 (73W)	TL
12513	190/50 ZR 17 (73W)	TL
27933	190/55 ZR 17 (75W)	TL



ON-ROAD

ADVENTURE TOURING TIRES

MICHELIN ROAD 6		USAGE Road: 100% Off-Road: 0%	PAGE 42
MICHELIN ANAKEE ROAD	NEW 	USAGE Road: 90% Off-Road: 10%	PAGE 43
MICHELIN ANAKEE III		USAGE Road: 90% Off-Road: 10%	PAGE 45
MICHELIN ANAKEE ADVENTURE		USAGE Road: 80% Off-Road: 20%	PAGE 46
MICHELIN ANAKEE WILD		USAGE Road: 50% Off-Road: 50%	PAGE 47
MICHELIN ENDURO MEDIUM		USAGE Road: 10% Off-Road: 90%	PAGE 76
MICHELIN DESERT RACE		USAGE Road: 10% Off-Road: 90%	PAGE 77
MICHELIN DESERT RACE BAJA		USAGE Road: 10% Off-Road: 90%	PAGE 78

MICHELIN

ROAD 6



LEGENDARY PERFORMANCE... IMPROVED!^{1,2}



INCREASED WET GRIP!¹

15% more grip than the Michelin Road 5 tire in wet conditions thanks to 100% Michelin Silica Technology™ tread compounds and a new tread pattern featuring Michelin Water Evergrip Technology™.¹



RIDE EVEN LONGER!²

The Michelin Road 6 tire delivers 10% longer tread life compared to the previous generation.²



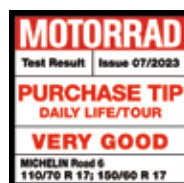
DEDICATION TO INNOVATION

The Michelin Road 6 tire typifies two decades of ongoing innovations and Michelin Technologies from our highest level of expertise.



INCREASED CORNERING STABILITY

Michelin 2CT+ Technology™, which has been standard on the rear tire, is now applied to the front tire for better rigidity at lean, and more stability when cornering, especially under strong acceleration or heavy braking, compared to the previous generation.



**ORIGINAL
EQUIPMENT:
HONDA: CB500F/
CBR500R**



Wear Oriented

Wet Oriented



Vendor P/N	Dimensions	Tube
29710	110/80 ZR 19 (59W)	TL
50551	120/70 ZR 19 (60W)	TL



Vendor P/N	Dimensions	Tube
28559	150/70 ZR 17 (69W)	TL
25255	170/60 ZR 17 (72W)	TL

(1) Based on internal lap time testing conducted in 2020 in Fontange, France on wet surfaces using a 2018 SUZUKI 1250 Bandit S fitted with 120/70 ZR 17 front and 180/55 ZR17 rear tires comparing Michelin Road 6 and Michelin Road 5 tires. Actual results may vary. | (2) Based on external wear testing conducted in 2020 by Dekra in France using a 2014 BMW K1300R fitted with 120/70 ZR 17 front and 180/55 ZR17 rear tires comparing weight loss of Michelin Road 6 and Michelin Road 5 tires after 2500 miles. Actual results may vary.

MICHELIN

ANAKEE ROAD



ON-ROAD TIRE SPECIFICALLY DESIGNED FOR ADVENTURE TOURING MOTORCYCLES



OPTIMIZED WET GRIP FOR CONFIDENT RIDING¹

Ride confidently and feel connected to the road in wet conditions.¹



EXTENDED EXPLORATION FOR ADVENTURE TOURING RIDERS

Take your road adventure the extra mile with a long-lasting center tread compound.



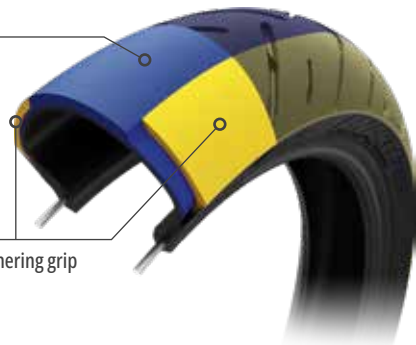
RELIABLE ON-ROAD STABILITY

Built for stability in all conditions, giving you a more confident ride.



Optimized straight line grip
& longevity
48%

Optimized cornering grip
2 x 26%



Optimized straight line grip
& longevity
44%

Optimized cornering grip
2 x 28%



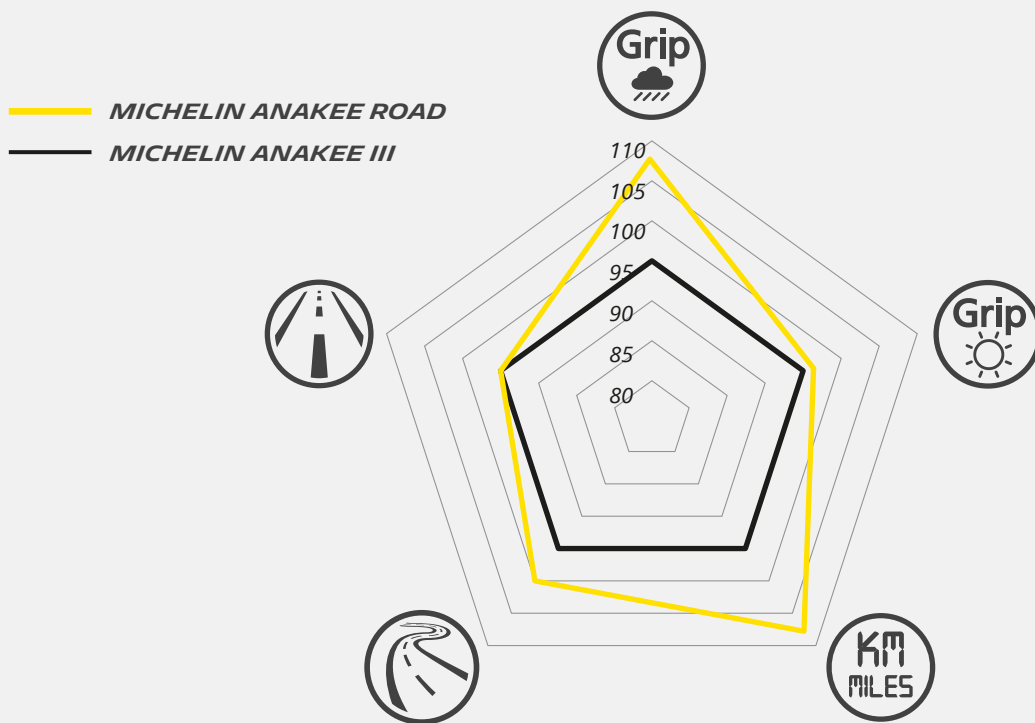
	Vendor P/N	Dimensions	Tube
N	72703	90/90-21 54V	TL/TT
N	59102	110/80 R 19 59V	TL/TT
N	46604	120/70 R 19 60V	TL/TT
N	74827	120/70 ZR 19 60W	TL/TT



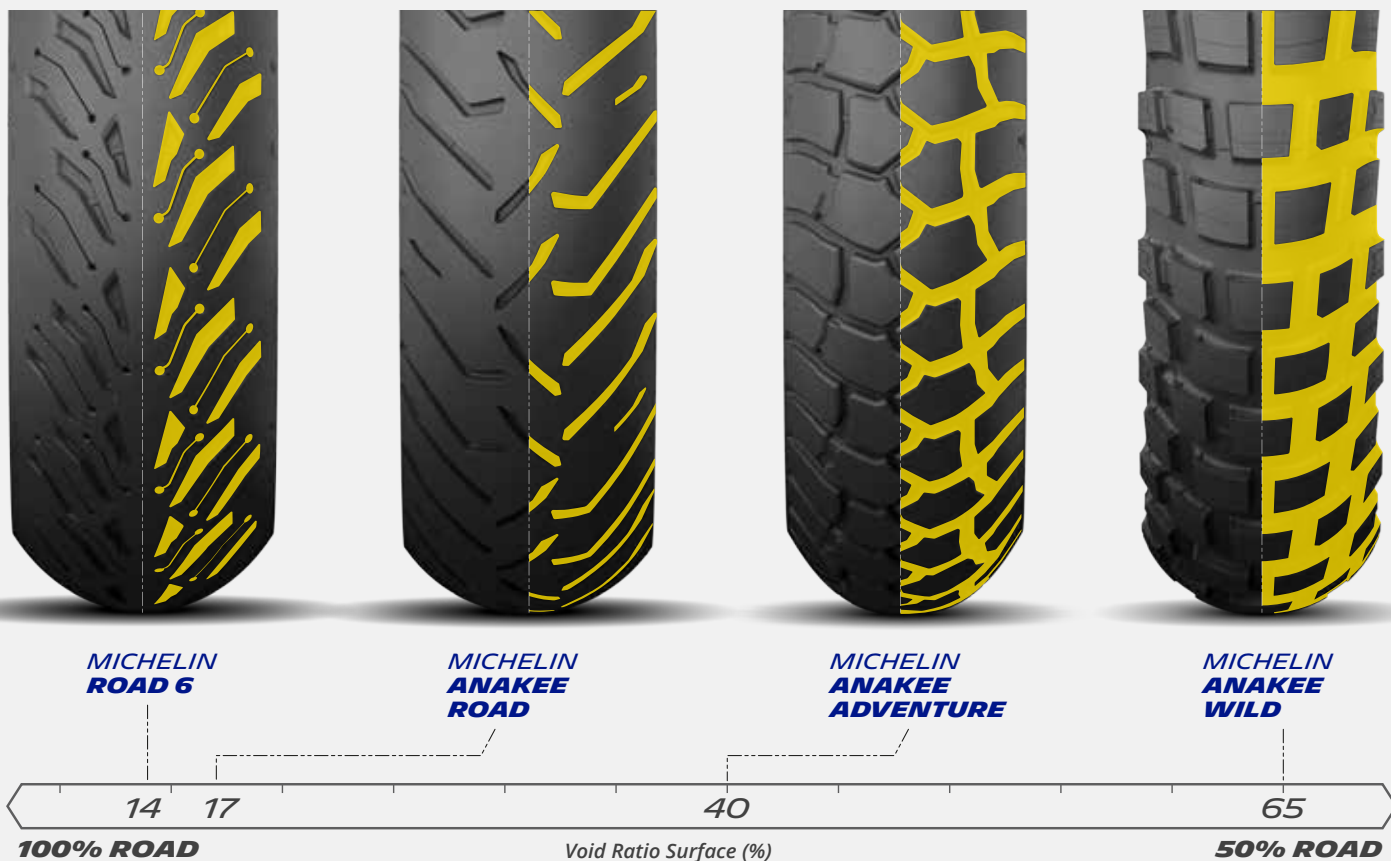
	Vendor P/N	Dimensions	Tube
N	63306	150/70 R 17 69V	TL/TT
N	42384	150/70 R 18 70V	TL/TT
N	31420	170/60 ZR 17 72V	TL/TT
N	86871	170/60 ZR 17 72W	TL/TT

(1) Thanks to 100% MICHELIN Silica Technology and MICHELIN 2CT+ Technology on the front and rear tires.

MICHELIN ANAKEE ROAD VERSUS MICHELIN ANAKEE III



WHICH TIRE FOR YOUR USAGE?



MICHELIN
ANAKEE III



EXTENDED EXPLORATION FOR
ADVENTURE TOURING



EXCELLENT HANDLING AND OPTIMAL
STABILITY

A more rigid tire carcass and a profile inspired by Michelin's Sport Touring radial tires for enhanced stability and handling whether riding solo or 2-up.



UNIQUE TREAD DESIGN

An innovative tread pattern with beveled edges and indentations for a truly unique look.



THE CHOICE OF BMW

Original Equipment on the BMW F750 GS, F800 GS, F800 GS ADVENTURE and F850 GS.

ORIGINAL EQUIPMENT:
BMW F750 GS, F800 GS / F800 GS
ADVENTURE / F850 GS



OR



Vendor P/N	Dimensions	Tube	Tube Size
24155	90/90-21 54V	TL/TT	21MD
23258	110/80 R 19 59V	TL/TT	19MF
14873	120/70 R 19 60V	TL/TT	19MF



Vendor P/N	Dimensions	Tube	Tube Size
77958	150/70 R 17 69V	TL/TT	17MI
15006	170/60 R 17 72V	TL/TT	



MICHELIN

ANAKEE ADVENTURE



CONFIDENCE ON ANY ADVENTURE



TREMENDOUS WET GRIP

New silica tread compounds provide tremendous wet grip for added confidence on slippery wet roads.



A NEW LEVEL OF STABILITY

Michelin Bridge Block Technology™ introduced on Michelin Anakee Wild tires combined with Michelin 2CT+ Technology™ in the rear tire provides a new level of on-road stability.



PRECISE HANDLING AND LONGEVITY

The optimized profile, all-new tread pattern, and Michelin 2CT and 2CT+ compounds are designed to provide precise handling and long-lasting performance.



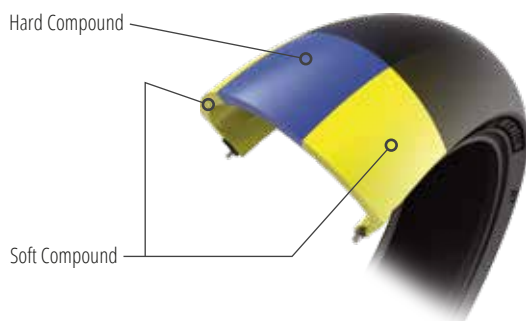
CONFIDENT OFF-ROAD TRACTION

The fully grooved geometric tread pattern is designed to deliver uncompromising traction off-road.

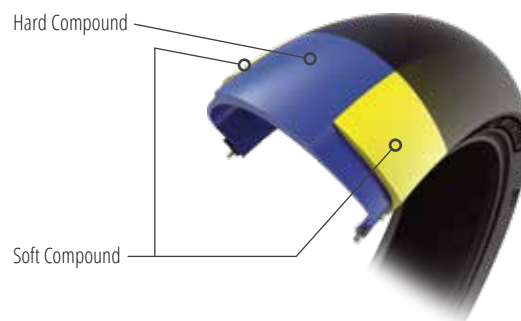
ORIGINAL EQUIPMENT:
BMW R1300 GS; CHUNFEBG MT-800;
HONDA AFRICA TWIN; KTM 390 ADVENTURE,
790 ADVENTURE; MOTO GUZZI V85 TT;
TRIUMPH TIGER 850 SPORT, TIGER 900 GT



OR



Vendor P/N	Dimensions	Tube	Tube Size
61397	90/90-21 54V	TL/TT	21MD
08568	100/90-19 57V	TL/TT	19MF
45765	110/80 R 18 58V	TL/TT	18MF, 18MG
12938	110/80 R 19 59V	TL/TT	19MF
15806	120/70 R 17 58V	TL/TT	17MG
18391	120/70 R 19 60V	TL/TT	19MF



Vendor P/N	Dimensions	Tube	Tube Size
35907	130/80 R 17 65H	TL/TT	17MH
73503	140/80 R 17 69H	TL/TT	17MI
30431	150/70 R 17 69V	TL/TT	17MI
78222	150/70 R 18 70V	TL/TT	18MG
07662	160/60 R 17 69H	TL/TT	17MHR
58466	170/60 R 17 72V	TL/TT	17MI
73567	180/55 R 17 73V	TL/TT	16MI

MICHELIN

ANAKEE WILD

ROAD

OFF-ROAD



GET OFF THE BEATEN TRACK



STABILITY AND COMFORT

Stability and rider comfort come together thanks to radial technology, available for the first time on a knobby tire range.



EXCELLENT ON-ROAD HANDLING AND OFF-ROAD TRACTION

The innovative shoulder-to-shoulder design and construction of the tread offers precise on-road handling and amazing traction to climb out of off-road ruts.



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.



LONG-LASTING DURABILITY

Resistant to damage and high temperatures due to optimized tread depth and new compound.

ORIGINAL EQUIPMENT:
FANTIC CABALLERO RALLYE, ENDURO XE 50;
TRIUMPH TIGER 900 BOND EDITION; SWM RS 125

MICHELIN
ARAMID SHIELD
TECHNOLOGYMICHELIN
RADIAL-X
TECHNOLOGY

OR

MICHELIN
BIAS
TECHNOLOGY

Vendor P/N	Dimensions	Tube	Tube Size
75639	80/90-21 48S	TT	21MD
58061	90/90-21 54R	TL/TT	21MD
19143	110/80 R 19 59R	TL/TT	19MF
49369	120/70 R 19 60R	TL/TT	19MF



Vendor P/N	Dimensions	Tube	Tube Size
84036	110/80-18 58S	TT	18MF, 18MG
01594	120/80-18 62S	TT	18MF, 18MG
14803	130/80-17 65R	TL/TT	17MH
28092	130/80-18 66S	TT	18MG, 18MGR, 18MFR
04578	140/80-17 69R	TL/TT	17MI
32077	140/80-18 70R	TL/TT	18MGR
10749	150/70 R 17 69R	TL/TT	17MI
04268	150/70 R 18 70R	TL/TT	18MG
98314	170/60 R 17 72R	TL/TT	17MI

CAN THE MICHELIN ANAKEE WILD TIRE BE MIXED WITH THE MICHELIN ANAKEE III OR ANAKEE ADVENTURE TIRE?

No, these ranges can't be mixed since they were developed for very different riding conditions.

IS THERE A SPECIFIC TIRE PRESSURE FOR OFF-ROAD USE?

No, Michelin recommends using regular tire pressure. Also, BMW doesn't have any alternative tire pressure recommendations for off road use on the R1200 GS models for example.



TRACK TIRES

MICHELIN TIRE	MOTO TYPE	STREET LEGAL	ROAD TYPE			WEATHER	PAGE
			COMPETITION	TRACK DAY	ROAD		
SPEED & ENDURANCE MICHELIN POWER PERFORMANCE SLICK	 1000 CC & 600 CC						52
MICHELIN POWER PERFORMANCE CUP	 600 CC						53
MICHELIN POWER PERFORMANCE 24	 1000 CC						54
MICHELIN POWER RAIN / POWER RAIN+							55
MICHELIN POWER SLICK ²							56
MICHELIN POWER CUP ²		✓					57
MICHELIN POWER CUP ^{EVO}	 300 CC	✓					58
MICHELIN POWER ^{GP 2}		✓					36

SUPERMOTO MICHELIN POWER SUPERMOTO SLICK							55
MICHELIN POWER SUPERMOTO RAIN							55

ADVICE FROM THE MICHELIN TECHNICIAN



1. Check the condition of your wheels before fitting the tire.
2. Check the wear level on your tires (using the indicator on the tread) if the motorcycle is fitted with used tires.
3. Adjust the cold pressure once the tire is fitted and balanced. Comply precisely with the pressures we recommend or that your Michelin Technician has given you.
4. Set your tire warmers to 194° F (90° C) and place them on your tires for at least one hour. Check that the tire warmers are plugged in correctly and in good operating condition, and do so regularly throughout the warming period.

Advice from the Michelin Man:

Place your warmer's attachment straps level with the valve stem. This will make it easier to check your pressure because you'll know where the valve stem is positioned.

5. Adjust your tire pressures when hot (minimum 176° F / minimum 80° C) and record them before going out onto the track.
6. Install valve stem caps in order to guarantee that your tires are leaktight. Never ride without the valve stem caps on.

Once all these specs have been followed, you can hit the track!

7. As soon as you return to the pits, check and record your tire pressures in order to know whether you have the correct pressure recommended by your manufacturer. Adjust the pressures if necessary, in accordance with the values found.
8. Reinstall your tire warmers as quickly as possible because they will cool off quickly. Doing so will allow your tires to get back up to temperature more quickly.

Advice from the Michelin Man:

To reduce the number of tire warming cycles, it is recommended the tires be kept under warmers throughout the day.

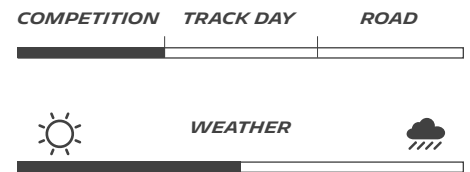
**SEE PAGE 96 FOR A TABLE OF OPTIMAL TRACK PRESSURES
AND GUIDELINES FOR USING TIRE WARMERS.**

MICHELIN

POWER PERFORMANCE SLICK



NOT STREET LEGAL
MOTO 1000 & 600 CC



DELIVERING RACE-WINNING PACE, LAP AFTER LAP!



GRIP MADE TO LAST

The tire delivers consistent performance, lap after lap. Consistency achieved thanks to a contact patch that is uniform throughout various lean angles.



DESIGNED FOR ADVANCED RIDERS

The Michelin Power Performance Cup and Slick tire lines are ideal for both intermediate and advanced riders of 600cc and larger motorcycles.



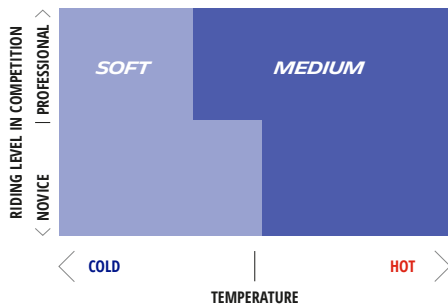
WARM UP

Offers fast warm up times, excellent feedback and a range of compounds to help you dial-in better lap times.

As a complement to the popular Michelin Power Slick 2 series, the new Michelin Power Performance tire line is designed to deliver maximum versatility and longevity in the most extreme conditions.

Storage and transportation precautions:

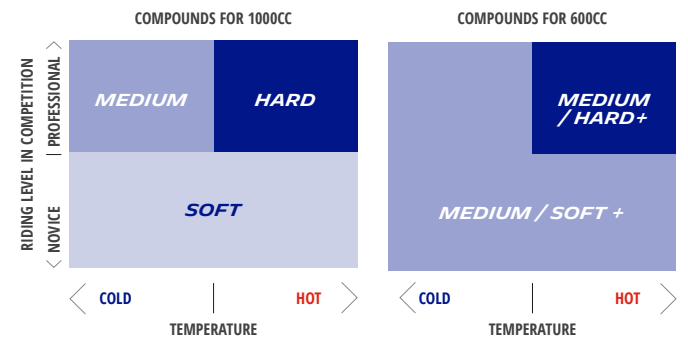
Michelin Power Performance Slick tires, Michelin Power Performance Cup and Michelin Power Performance 24 tires can suffer from cold breaks if stored, transported or handled below 59°F.



Minimum Cold Pressure On Track ¹	30.5 PSI
Target Hot Pressure After 6 Laps	33.4–36.3 PSI



Vendor P/N	Dimensions	Compound	Tube
50072	120/70 R 17	SOFT	TL
60439	120/70 R 17	MEDIUM	TL



Minimum Cold Pressure On Track ¹	18.9 PSI
Target Hot Pressure After 6 Laps	21.8–24.7 PSI



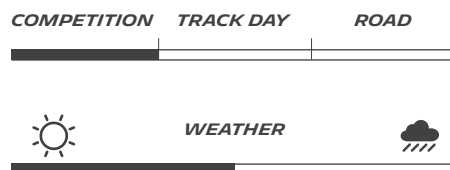
Vendor P/N	Dimensions	Compound	Tube
45202	190/60 R 17	MEDIUM SOFT+	TL
11761	190/60 R 17	MEDIUM HARD+	TL
N 91818	200/60 R 17	SOFT	TL
19162	200/60 R 17	MEDIUM	TL
26554	200/60 R 17	HARD	TL

(1) Inflation pressure inserted with tire and wheel at ambient temperature, just before the first ride or installing heating blankets.

N = New Available August 2024

MICHELIN

POWER PERFORMANCE CUP



DELIVERING RACE-WINNING PACE, LAP AFTER LAP!



GRIP MADE TO LAST

The tire delivers consistent performance, lap after lap. Consistency achieved thanks to a contact patch that is uniform throughout various lean angles.



DESIGNED FOR ADVANCED RIDERS

The Michelin Power Performance Cup and Slick tire lines are ideal for both intermediate and advanced riders of 600cc and larger motorcycles.



WARM UP

Offers fast warm up times, excellent feedback and a range of compounds to help you dial-in better lap times.

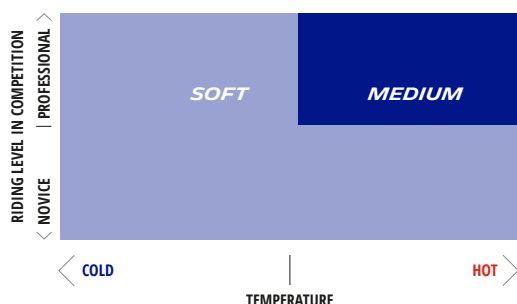


NOT STREET LEGAL

MOTO 600 CC

Storage and transportation precautions:

Michelin Power Performance Slick tires, Michelin Power Performance Cup and Michelin Power Performance 24 tires can suffer from cold breaks if stored, transported or handled below 59°F.

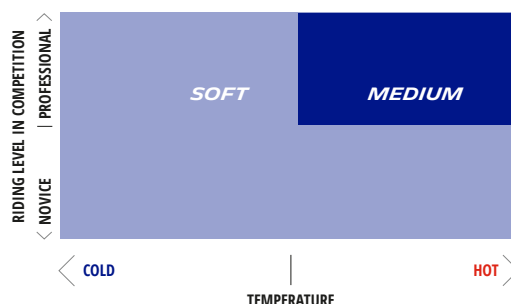


Minimum Cold Pressure On Track ¹	30.5 PSI
Target Hot Pressure After 6 Laps	33.4–36.3 PSI



Vendor P/N	Dimensions	Compound	Tube
42475	120/70 R 17	SOFT	TL
15556	120/70 R 17	MEDIUM	TL

(1) Inflation pressure inserted with tire and wheel at ambient temperature, just before the first ride or installing heating blankets.



Minimum Cold Pressure On Track ¹	18.9 PSI
Target Hot Pressure After 6 Laps	21.8–24.7 PSI

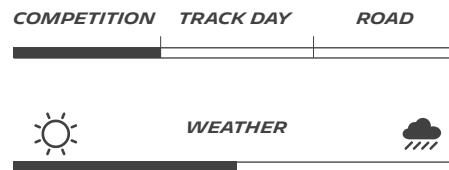


Vendor P/N	Dimensions	Compound	Tube
08177	190/55 R 17	SOFT	TL
00515	190/55 R 17	MEDIUM	TL
03256	190/55 R 17 75V	EDITION D DAYTONA*	TL

* 600 cc motorcycles only

MICHELIN

POWER PERFORMANCE 24



DELIVERING RACE-WINNING PACE, HOUR AFTER HOUR



GRIP MADE TO LAST

The tire delivers consistent performance, stint after stint.² Consistency achieved thanks to a contact patch that is uniform throughout various lean angles.



LONG-LASTING STINTS

The rear tire has been developed to last for 2 stints in Endurance racing.² The technologies present stem from our experience in MotoGP™.



WARM-UP

The tire provides the grip needed from the first laps. The materials used allow the rubber to warm up quickly. It benefits from the latest technologies developed in MotoGP™.



NOT STREET LEGAL

MOTO 1000 CC

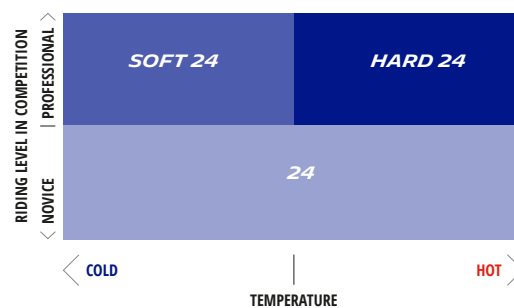
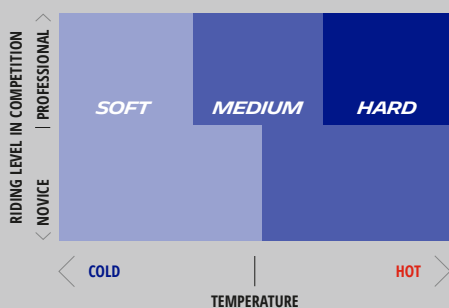
Storage and transportation precautions:

Michelin Power Performance Slick tires, Michelin Power Performance Cup and Michelin Power Performance 24 tires can suffer from cold breaks if stored, transported or handled below 59°F.



WHICH FRONT TIRE TO CHOOSE?

FOR ENDURANCE, COMBINE THE REAR MICHELIN POWER PERFORMANCE 24, SOFT 24 OR HARD 24, WITH A 120/70 R 17 MICHELIN POWER PERFORMANCE SLICK ON THE FRONT. CHOOSE THE COMPOUND ACCORDING TO THE CONDITIONS OF USE BELOW:



	Vendor P/N	Dimensions	Compound	Tube
N	75387	200/60 R 17	24	TL
	12278	200/60 R 17	SOFT 24	TL
	54262	200/60 R 17	HARD 24	TL

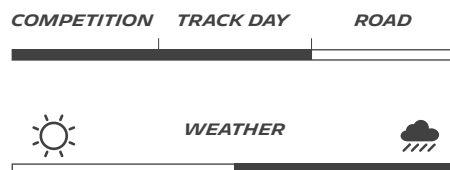
(1) Inflation pressure inserted with tire and wheel at ambient temperature, just before the first ride or installing heating blankets.

(2) Internal study carried out at Slovakia Ring, July 2019, Yamaha R1 & BMW S1000 RR

MICHELIN

POWER RAIN (FRONT)

POWER RAIN+ (REAR)



THE RAIN TIRE FOR THE TRACK



EXTREME GRIP IN THE RAIN!

Specially designed so that your track days and races can continue even in the rain! The compound has been developed for maximum wet grip and its grooved tread ensures optimum water drainage.

! NOT STREET LEGAL

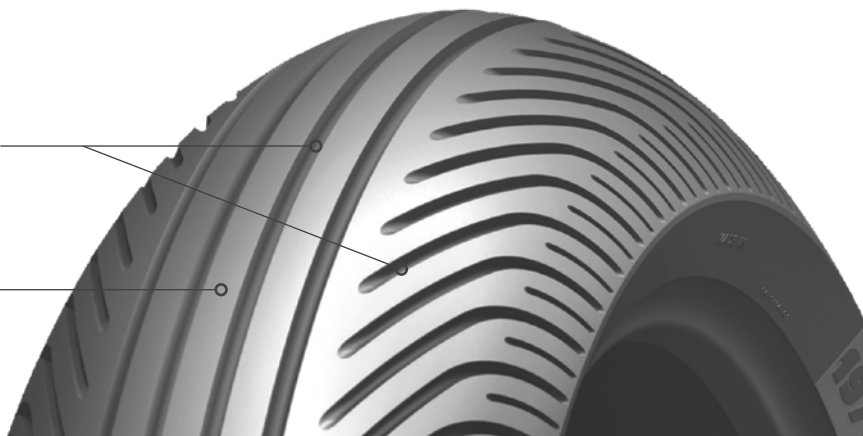


WHICH RAIN TIRE TO USE ON A 300-400CC?

For a motorcycle with a 2.75" front and 4.0" rear rim (minimum dimensions), Michelin recommends the use of Michelin Power Rain at the front in the "front" direction of rotation and at the rear in the "rear" direction of the rotation.

A tread pattern with very high groove ratio for optimal water evacuation.

A special mix compound developed for maximum grip in wet conditions.



Minimum Cold Pressure Damp Track ¹	33.4 PSI
Minimum Cold Pressure Wet Track ¹	34.8 PSI
Minimum Cold Pressure Flooded Track ¹	34.8 PSI



Vendor P/N	Dimensions	Version	Tube
18138	12/60 R 17	Equivalent to 120/70 R 17	TL

Minimum Cold Pressure Damp Track ¹	26 PSI
Minimum Cold Pressure Wet Track ¹	32 PSI
Minimum Cold Pressure Flooded Track ¹	34.8 PSI



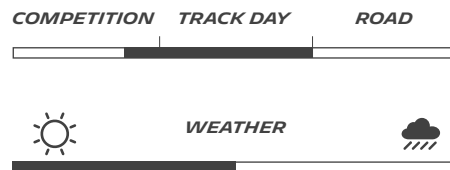
Vendor P/N	Dimensions	Version	Tube
32414	19/69 R 17	Equivalent to 190/55 R 17	TL



(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

Track

MICHELIN POWER SLICK 2



DESIGNED FOR MAXIMUM GRIP ON THE TRACK



EXTRAORDINARY DRY GRIP

Extraordinary grip from the first lap to the last.



PLUG-AND-PLAY PERFORMANCE

Michelin's range of street, track day and racing tires offer quick warm up and share the same architecture, dual compounds and tread patterns for effortless sport bike set-up from street to track.



OPTIMUM DUAL COMPOUND DISTRIBUTION

Michelin 2CT and 2CT+ Technologies optimize the placement of carbon black compounds for enhanced grip.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Power Slick 2 tire enhance sportbike styling.

⚠ NOT STREET LEGAL

Storage and transportation precautions:

Michelin Power Slick 2 tires and Michelin Power Cup 2 tires can suffer from cold breaks if stored, transported or handled below 41°F. Do not mount at temperatures below 50°F.

MICHELIN
PREMIUM TOUCH
DESIGN



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
RADIAL-X EVO
TECHNOLOGY

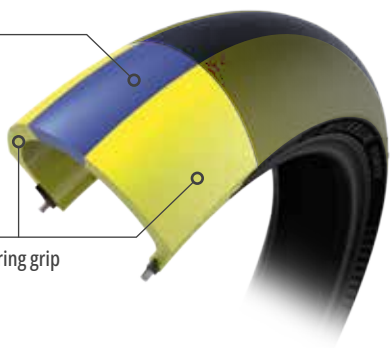


MICHELIN
ARAMID SHIELD
TECHNOLOGY



Optimized straight line grip
& longevity
24%

Optimized cornering grip
2 x 38%



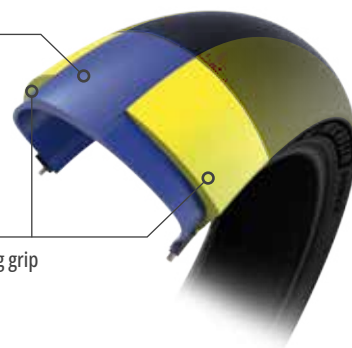
Minimum Cold Pressure on Track ¹	30.5 PSI
Target Hot Pressure	34.8 PSI



Vendor P/N	Dimensions	Tube
92049	120/70 ZR 17 (58W)	TL

Optimized grip, longevity and
cornering stability
28%

Optimized cornering grip
2 x 36%



Minimum Cold Pressure on Track ¹	22 PSI
Target Hot Pressure	24.65 PSI

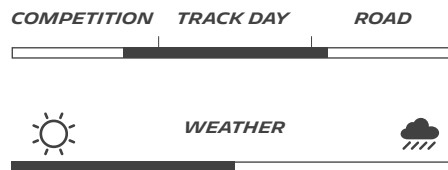


Vendor P/N	Dimensions	Tube
71809	190/55 ZR 17 (75W)	TL
17837	200/55 ZR 17 (78W)	TL

(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

Track

MICHELIN POWER CUP 2



DESIGNED FOR THE TRACK, APPROVED FOR THE ROAD



**MICHELIN'S STREET LEGAL
SPORTBIKE TIRE DESIGNED
FOR 90% TRACK USE**



PLUG-AND-PLAY PERFORMANCE

Michelin's range of street, track day and racing tires offer quick warm up and share the same architecture, dual compounds and tread patterns for effortless sport bike set-up from street to track.



OPTIMUM DUAL COMPOUND DISTRIBUTION

Michelin 2CT and 2CT+ Technologies optimize the placement of carbon black compounds for enhanced grip.



OPTIMIZED FOR TRACK USE

The low void ratios offer maximum slick zones for enhanced dry grip at all phases of lean angle.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Power Cup 2 tire enhance sportbike styling.

STREET LEGAL

MICHELIN
PREMIUM TOUCH
DESIGN



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
RADIAL-X EVO
TECHNOLOGY



MICHELIN
ARAMID SHIELD
TECHNOLOGY



Storage and transportation precautions:

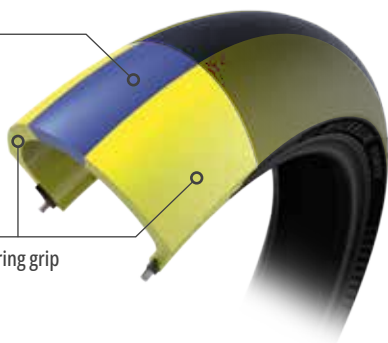
Michelin Power Slick 2 tires and Michelin Power Cup 2 tires can suffer from cold breaks if stored, transported or handled below 41°F. Do not mount at temperatures below 50°F.

ORIGINAL EQUIPMENT:

**BMW: M1000RR, S1000RR FORGED & CARBON WHEEL;
KTM: DUKE 890 R, SUPER DUKE 1290 RR**

Optimized straight line grip
& longevity
24%

Optimized cornering grip
2 x 38%



Optimized grip, longevity and
cornering stability
28%

Optimized cornering grip
2 x 36%



Minimum Cold Pressure on Track ¹	30.5 PSI
Target Hot Pressure	34.8 PSI



Vendor P/N	Dimensions	Tube
01667	120/70 ZR 17 (58W)	TL

(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

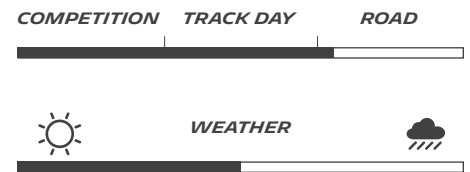
Minimum Cold Pressure on Track ¹	22 PSI
Target Hot Pressure	24.65 PSI



Vendor P/N	Dimensions	Tube
89836	180/55 ZR 17 (73W)	TL
14641	190/55 ZR 17 (75W)	TL
27480	200/55 ZR 17 (78W)	TL

Track

MICHELIN
POWER CUP EVO



**THE STREET LEGAL TIRE
DESIGNED FOR TRACK USE
ON SMALLER DISPLACEMENT
MOTORCYCLES**



PLUG-AND-PLAY PERFORMANCE

Michelin's range of street, track day and racing tires offer quick warm up and share the same architecture, dual compounds and tread patterns for effortless sport bike set-up from street to track.



EXCELLENT GRIP

Michelin 2CT Technology optimizes the placement of carbon black compounds for enhanced grip.



MICHELIN PREMIUM TOUCH DESIGN™

The patented sidewall designs of the Michelin Power Cup Evo tire enhance sportbike styling.

STREET LEGAL

MOTO <600 CC

MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
RADIAL X
TECHNOLOGY

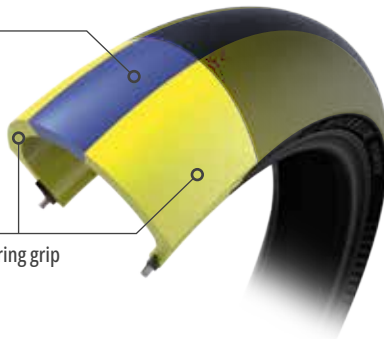


MICHELIN
ARAMID SHIELD
TECHNOLOGY



Optimized straight line
grip & longevity
24%

Optimized cornering grip
2 x 38%



Minimum Cold Pressure on Track ¹	30.5 PSI
Minimum Hot Pressure	34.8–38 PSI
Target Hot Pressure	34.8–38 PSI



Vendor P/N	Dimensions	Tube
04598	110/70 ZR 17 (54W)	TL
53305	120/70 ZR 17 (58W)	TL

(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

Optimized straight line
grip & longevity
28%

Optimized cornering grip
2 x 36%



Minimum Cold Pressure on Track ¹	18.9 PSI
Minimum Hot Pressure	23–26 PSI
Target Hot Pressure	23–26 PSI



Vendor P/N	Dimensions	Tube
13725	140/70 ZR 17 66W	TL
16780	150/60 ZR 17 66W	TL
60475	160/60 ZR 17 (69W)	TL

MICHELIN

POWER SUPERMOTO SLICK

MICHELIN
HIGH DENSITY
TECHNOLOGYMICHELIN
CARBON BLACK
TECHNOLOGY

**NOT
STREET
LEGAL**



Minimum Cold Pressure on Track ¹	26 PSI
Target Hot Pressure (after 6 laps)	29 PSI

Vendor P/N	Dimensions	Compound	Tube	Tube Size
19881	120/80-16	B	TL	16MG
49239	120/75 R 16.5	A	TL	16MG, 17MG
76924	120/75 R 16.5	B	TL	16MG, 17MG

MICHELIN

POWER SUPERMOTO RAIN

MICHELIN
HIGH DENSITY
TECHNOLOGYMICHELIN
SILICA
TECHNOLOGY

Minimum Cold Pressure on Drying Track ¹	33.4 PSI
Minimum Cold Pressure on Wet Track ¹	34.8 PSI
Minimum Cold Pressure on Soaking Wet Track ¹	34.8 PSI

Vendor P/N	Dimensions	Compound	Tube	Tube Size
83213	120/75 R 16.5	Rain	TL	16MG, 17MG

(1) Pressure taken with tire and rim at ambient temperature, just before the first ride or just before installing the tire warmers.

SLICK



WEATHER



THE TIRE FOR SUPERMOTO COMPETITION



RANGE DESIGNED FOR VARIOUS TRACK CONDITIONS

Choose the most suitable version for the track and weather conditions.

A special compound to deal with various track features and ensure optimum longevity!



DESIGNED TO DELIVER IMMEDIATE, PRECISE FEEDBACK

A profile popular with riders for its handling characteristics and immediate, precise feedback.



Minimum Cold Pressure on Track ¹	23 PSI
Target Hot Pressure (after 6 laps)	26 PSI

Vendor P/N	Dimensions	Compound	Tube	Tube Size
15706	160/60 R 17	B2	TL	17MHR
53389	160/60 R 17	C	TL	17MHR

* A, B and C from the best performing to the most long lasting rubber.

RAIN



WEATHER



THE TIRE FOR SUPERMOTO COMPETITION EVEN IN THE RAIN



EXTREME GRIP EVEN IN THE RAIN

Specially designed so that your racing can continue in the rain! The compound has been developed for maximum wet grip and is grooved.

NOT STREET LEGAL



Minimum Cold Pressure on Drying Track ¹	26.1 PSI
Minimum Cold Pressure on Damp Track ¹	31.9 PSI
Minimum Cold Pressure on Wet Track ¹	34.8 PSI

Vendor P/N	Dimensions	Compound	Tube	Tube Size
47142	160/60 R 17	Rain	TL	17MHR

Storage and transportation precautions: Michelin Power SuperMoto and Michelin Power SuperMoto Rain tires can suffer from cold breaks if stored, transported or handled below 14°F.



OFF-ROAD COMPETITION

DAKAR



38 VICTORIES SINCE 1983

with 18 consecutive victories with KTM
between 2001 and 2019

MOTOCROSS



7 WORLD TITLES



**1 WORLD TITLE IN THE
FEMALE CHAMPIONSHIP**



ENDURO



**MORE THAN 40 WORLD
CHAMPION TITLES**

since 1987

ENDURO EXTREME



**2 FIM HARD ENDURO
WORLD CHAMPIONSHIP
TITLES (2021, 2022)**



TRIAL



**MORE THAN 40 OUTDOOR TRIAL
WORLD CHAMPION TITLES**

since 1981



**MORE THAN 20 INDOOR TRIAL
WORLD CHAMPION TITLES**

since 2001

OFF-ROAD MOTOCROSS TIRES

MICHELIN TIRE	TERRAIN / USAGE					PAGE
	SAND	MUD	SOFT	INTERMEDIATE	HARD	
MICHELIN STARCROSS 6 MEDIUM SOFT						65
MICHELIN STARCROSS 6 MEDIUM HARD						67
MICHELIN STARCROSS 6 HARD						69
MICHELIN STARCROSS 6 SAND						70
MICHELIN STARCROSS 6 MUD						71
MICHELIN STARCROSS 5 MEDIUM						73
MICHELIN STARCROSS 5 SOFT						73
MICHELIN STARCROSS 5 MINI						74

MICHELIN STARCROSS 6 **DESIGNED TO WIN!**

**A WORLD-CLASS TIRE RANGE DEVELOPED FOR WORLD
AND NATIONAL CHAMPIONSHIPS**

PRODUCT DETAILS

Identification of the tires can be identified by the number of lines in the tread between tread blocks:

4 lines = Sand

3 lines = Mud

2 lines = Medium Soft

1 line = Medium Hard

0 lines = Hard

Operating pressure = 13 psi / 0.9 bar

MICHELIN **STARCROSS 6** **SAND**



MICHELIN **STARCROSS 6** **MUD**

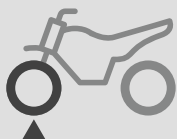


SAND **TERRAIN**

MICHELIN
STARCROSS 6 SAND

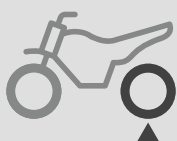
MUD **TERRAIN**

MICHELIN
STARCROSS 6 MEDIUM SOFT



MICHELIN
STARCROSS 6 SAND

MICHELIN
STARCROSS 6 MUD



UP TO 16% MORE TRACTION WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹

UP TO 19% MORE TRACTION WHEN WORN²

The introduction of Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²

UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³

LONG LASTING GRIP

Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.

MICHELIN STARCROSS 6 MEDIUM SOFT



MICHELIN STARCROSS 6 MEDIUM HARD



MICHELIN STARCROSS 6 HARD



SOFT TERRAIN

INTERMEDIATE TERRAIN

HARD TERRAIN

MICHELIN
STARCROSS 6 MEDIUM HARD

MICHELIN
STARCROSS 6 HARD

MICHELIN
STARCROSS 6 MEDIUM SOFT

MICHELIN
STARCROSS 6 MEDIUM HARD

MICHELIN
STARCROSS 6 HARD

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.

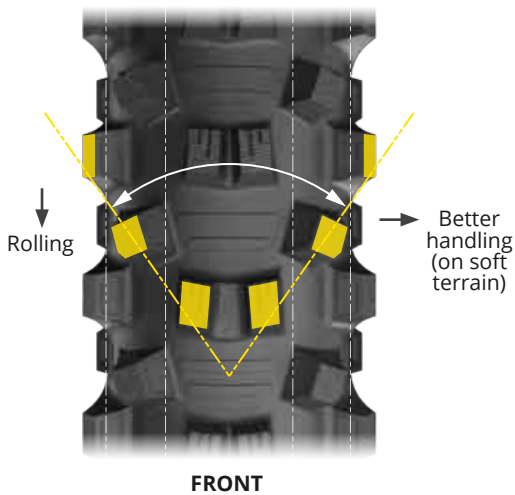
MICHELIN
STARCROSS 6 MEDIUM SOFT



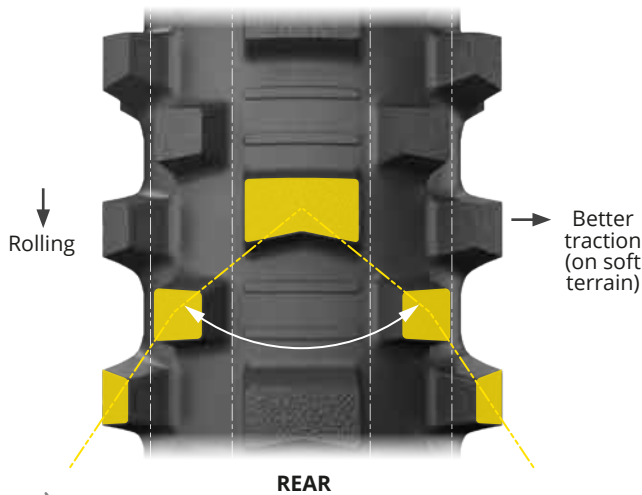
ORIGINAL EQUIPMENT:
RED MOTO: CRF 250 MX

MICHELIN ADAPTIVE DESIGN

Specific positioning of the tread blocks on the 3 zones: central, intermediate and lateral associated with a specific shift of these zones. A single goal: To offer an exceptional grip/behavior compromise for the front and exceptional grip/traction and longevity for the rear.



FRONT



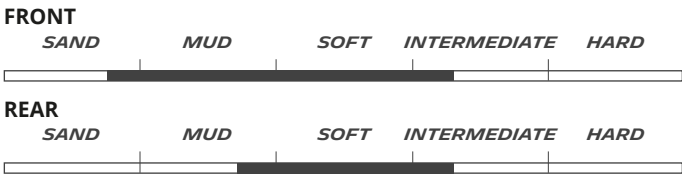
REAR



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
72079	80/100-21	TT	21MDR	21UHD	M15, M16
86686	90/100-21	TT	21MDR	21UHD	M16

Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
53769	100/90-19	TT	19MER	19UHD	M22
77166	110/90-19	TT	19MFR	19UHD	M199
28750	110/100-18	TT	19MER	18UHD Med	M18
51903	120/80-19	TT	19MFR	19UHD	M199
88813	120/90-18	TT	18MGR	18UHD	M14

1, 2, and 3: See next page for details.



DESIGNED TO WIN ON
SOFT TERRAIN!



UP TO 16% MORE TRACTION
WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹



UP TO 19% MORE TRACTION
WHEN WORN²

The introduction of Michelin Silica Technology™ on the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²



UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³



LONG LASTING GRIP

Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.



NOT
STREET
LEGAL

TECHNOLOGY

Double ply carcass (2 layers crossed at 90°) provides a better resistance to soil aggression.

Protection rubber for reinforced puncture resistance

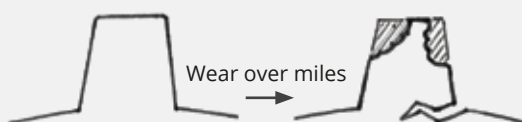
Reinforced beads protect the lower part of the tire during mounting / dismounting and from the aggressions of the rim during riding.

Michelin Adaptive Design™ tread block "buckets" for better traction

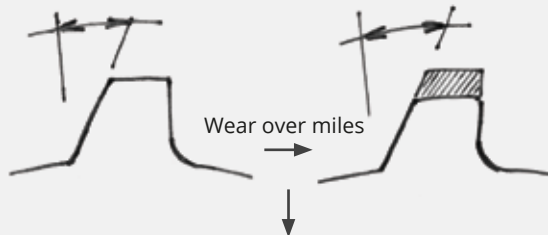


LONG LASTING GRIP / TREAD BLOCKS MAINTAIN SHAPE

Tread blocks with carbon black rubber



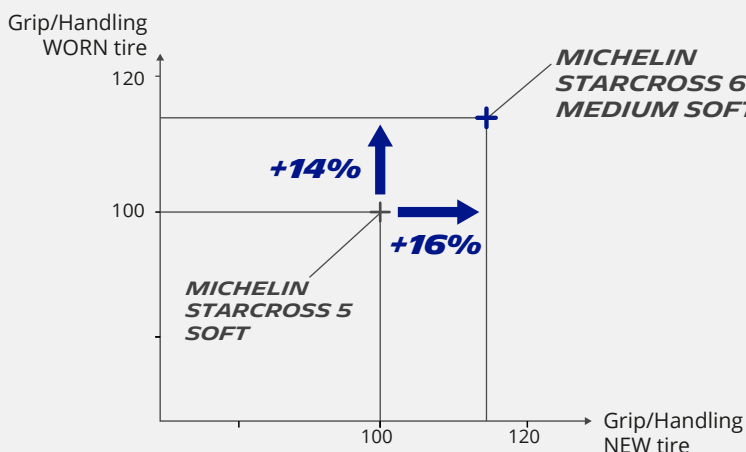
Tread blocks with Michelin Silica Technology™ rubber



Retention of initial tread block design



MICHELIN STARCROSS 6 VERSUS MICHELIN STARCROSS 5*



* Michelin StarCross 6 Medium Soft compared to Michelin StarCross 5 Soft in an internal study carried out on:

- 19/02/2021 with a Yamaha 450 YZF at the Semonsat track
- 25/02/2021 with a KTM 450 EXC-F at the Jonquières track
- 01/03/2021 with a Yamaha 450 YZF at the Nérès les Bains track
- 22/03/2021, 23/03/2021 and 08/07/2021 with a Yamaha 450 YZF at the Manciet track
- 27/05/2021 with a Yamaha 450 YZF at the Vertaizon track

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.



DESIGNED TO WIN ON
INTERMEDIATE TERRAIN!



UP TO 16% MORE TRACTION
WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹



UP TO 19% MORE TRACTION
WHEN WORN²

The introduction of Michelin Silica Technology™ on the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²



UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³



LONG LASTING GRIP

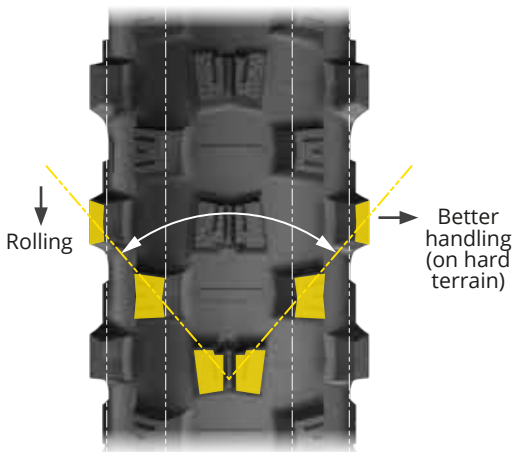
Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.



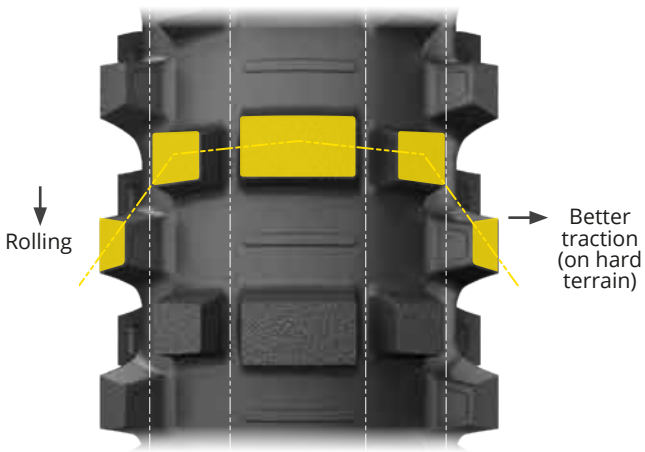
MICHELIN ADAPTIVE DESIGN

Specific positioning of the tread blocks on the 3 zones: central, intermediate and lateral associated with a specific shift of these zones. A single goal: To offer an exceptional grip/behavior compromise for the front and exceptional grip/traction and longevity for the rear.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.
Recommended Pressure: 13 psi | Minimum: 11.6 psi



FRONT



REAR



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
05951	80/100-21	TT	21MDR	21UHD	M15, M16
61893	90/100-21	TT	21MDR	21UHD	M16

1, 2, and 3: See next page for details.



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
42268	100/90-19	TT	19MER	19UHD	M22
46682	110/90-19	TT	19MFR	19UHD	M199
02281	110/100-18	TT	18MFR	18UHD Med	M18
95670	120/80-19	TT	19MFR	19UHD	M199
16782	120/90-18	TT	18MGR	18UHD	M14

TECHNOLOGY

Double ply carcass (2 layers crossed at 90°) provides a better resistance to soil aggression.

Protection rubber for reinforced puncture resistance

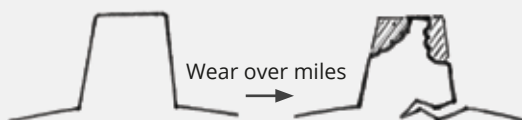
Reinforced beads protect the lower part of the tire during mounting / dismounting and from the aggressions of the rim during riding.

Michelin Adaptive Design™ tread block "buckets" for better traction

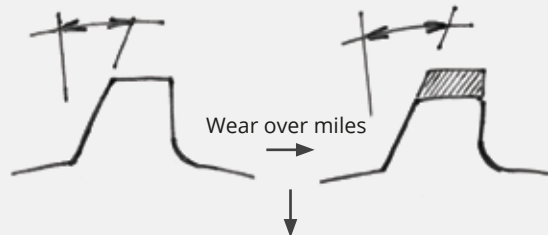


LONG LASTING GRIP / TREAD BLOCKS MAINTAIN SHAPE

Tread blocks with carbon black rubber



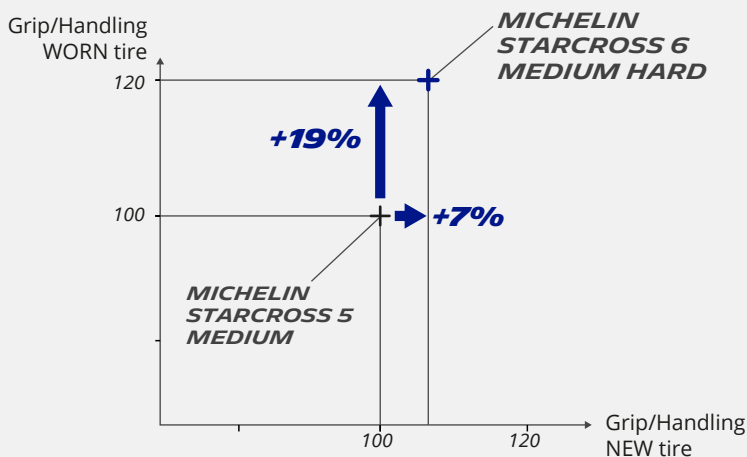
Tread blocks with Michelin Silica Technology™ rubber



Retention of initial tread block design



MICHELIN STARCROSS 6 VERSUS MICHELIN STARCROSS 5*



* Michelin StarCross 6 Medium Soft compared to Michelin StarCross 5 Soft in an internal study carried out on:

- 23/02/2021 and 23/04/2021 with a Yamaha 450 YZF at the Vertaizon track
- 24/02/2021 and 03/06/2021 with a KTM 450 EXC-F at the Jonquières track
- 01/03/2021 with a Yamaha 450 YZF at the Nérès les Bains track
- 23/03/2021 and 08/07/2021 with a Yamaha 450 YZF at the Manciet track

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.

MICHELIN

STARCROSS 6 HARD



SAND MUD SOFT INTERMEDIATE HARD

DESIGNED TO WIN ON HARD TERRAIN!



UP TO 16% MORE TRACTION WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹



UP TO 19% MORE TRACTION WHEN WORN²

The introduction of Michelin Silica Technology™ on the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²



UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³



LONG LASTING GRIP

Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.



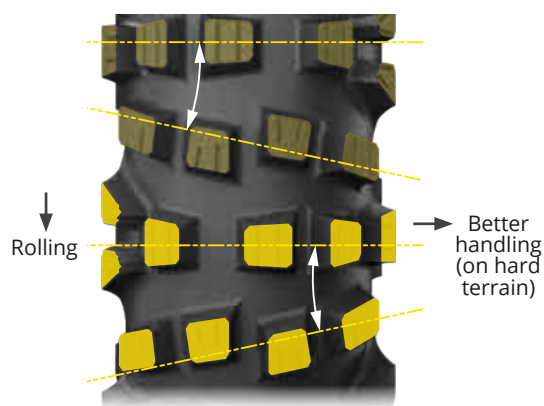
**NOT
STREET
LEGAL**

MICHELIN ADAPTIVE DESIGN

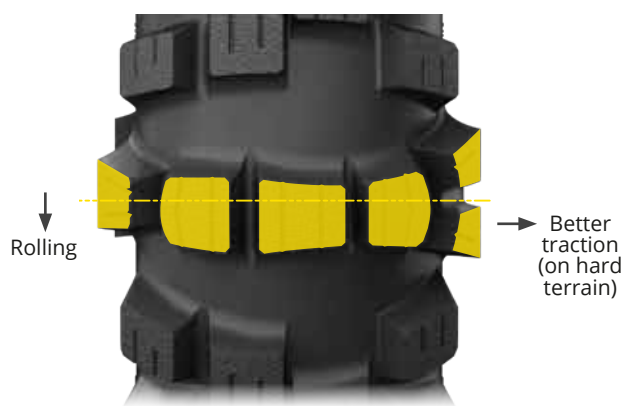
Specific positioning of the tread blocks on the 3 zones: central, intermediate and lateral associated with a specific shift of these zones. A single goal: To offer an exceptional grip/behavior compromise for the front and exceptional grip/traction and longevity for the rear.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 13 psi | Minimum: 11.6 psi



FRONT



REAR



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
17740	90/100-21	TT	21MDR	21UHD	M16



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
52416	110/90-19	TT	19MFR	19UHD	M199

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.

MICHELIN

STARCROSS 6 SAND



SAND MUD SOFT INTERMEDIATE HARD

DESIGNED TO WIN ON SANDY TERRAIN!



UP TO 16% MORE TRACTION WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹



UP TO 19% MORE TRACTION WHEN WORN²

The introduction of Michelin Silica Technology™ on the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²



UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³



LONG LASTING GRIP

Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.



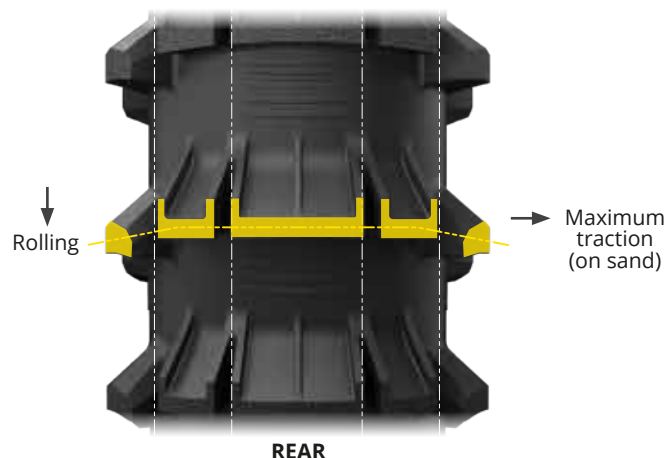
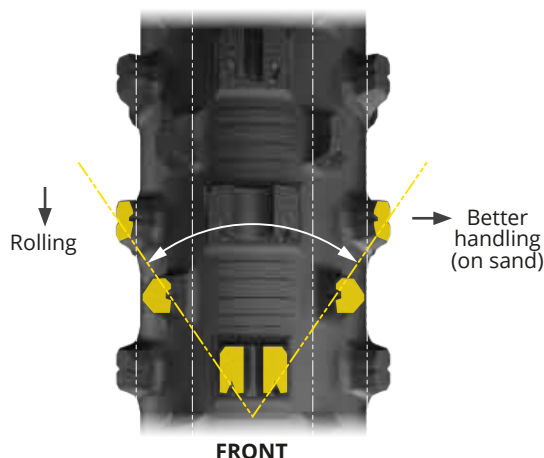
NOT STREET LEGAL

MICHELIN ADAPTIVE DESIGN

Specific positioning of the tread blocks on the 3 zones: central, intermediate and lateral associated with a specific shift of these zones. A single goal: To offer an exceptional grip/behavior compromise for the front and exceptional grip/traction and longevity for the rear.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 13 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
33285	80/100-21	TT	21MDR	21UHD	M15

Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
47806	100/90-19	TT	19MER	19UHD	M22
47877	110/90-19	TT	19MFR	19UHD	M199

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.



DESIGNED TO WIN ON MUDDY TERRAIN!



UP TO 16% MORE TRACTION WHEN NEW¹

The adaptive design of the Michelin StarCross 6 tire provides up to 16% more traction compared to the previous generation.¹



UP TO 19% MORE TRACTION WHEN WORN²

The introduction of Michelin Silica Technology™ on the Michelin StarCross 6 tire provides up to 19% more traction compared to the previous generation when worn.²



UP TO 11% MORE DURABILITY³

Michelin Silica Technology™ of the Michelin StarCross 6 tire provides up to 11% more durability compared to the previous generation.³



LONG LASTING GRIP

Michelin Silica Technology™ helps maintain tread block integrity promoting excellent traction over the life of the tire.

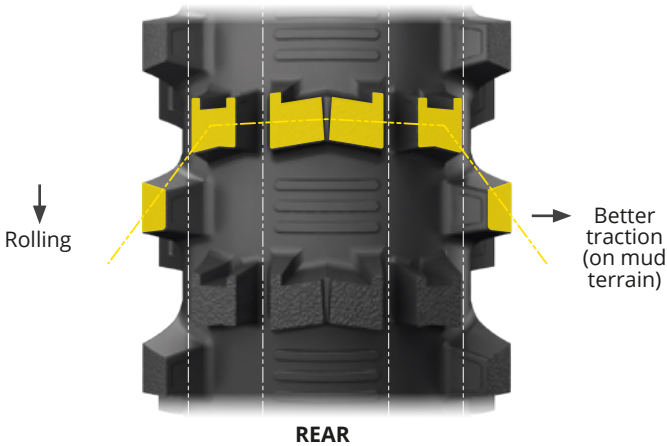


NOT STREET LEGAL

MICHELIN ADAPTIVE DESIGN

Specific positioning of the tread blocks on the 3 zones: central, intermediate and lateral associated with a specific shift of these zones. One goal: To offer an exceptional grip/traction/longevity compromise.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.
Recommended Pressure: 13 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
94372	100/90-19	TT	19MER	19UHD	M22
76392	110/90-19	TT	19MFR	19UHD	M199

1. Based on internal testing conducted in 2021 in Vertaizon, France on intermediate track using a 2020 Yamaha 450 YZF fitted with a new 110/90-19 Michelin StarCross 6 Medium Hard compared with a new Michelin StarCross 5 Medium rear tire. Actual results may vary. | 2. Based on internal testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary. | 3. Based on internal wear testing conducted in 2021 in Jonquières, France on hard track using a 2019 KTM 450 EXC fitted with a worn 110/90-19 Michelin StarCross 6 Medium Soft compared with a worn Michelin StarCross 5 Soft rear tire. Actual results may vary.



MICHELIN®

STARCROSS® 5 MEDIUM



**NOT
STREET
LEGAL**



Vendor P/N	Dimensions	Tube	Tube Size
10015	70/100-17	TT	70/100-17
48907	70/100-19	TT	70/100-19 RSTOP REINF ST30F MI

MICHELIN®

STARCROSS® 5 SOFT



**NOT
STREET
LEGAL**



Vendor P/N	Dimensions	Tube	Tube Size
80173	70/100-17	TT	70/100-17
39526	70/100-19	TT	70/100-19 RSTOP REINF ST30F MI

** The use of MICHELIN Bib Mousse M18 is possible on a soft surface (lower equivalent pressure).

SAND MUD SOFT INTERMEDIATE HARD

HIGH-PERFORMANCE MOTOCROSS TIRES FOR MIXED TO HARD TERRAIN



Designed to deliver high levels of performance across the broadest range of conditions and terrain found in motocross and off-road riding.



The tire's versatility allows riders to enjoy optimized performance in conditions and terrain that can often change over the course of a day.



The intermediate tread blocks are positioned in staggered rows to maximize traction and feedback throughout varying lean angles.



Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 13 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size
39134	90/100-14	TT	90/100-14
30219	90/100-16	TT	90/100-16 RSTOP REINF ST30F MI

SAND MUD SOFT INTERMEDIATE HARD

FOR USE ON FIRM SOIL TO SOFT AND SANDY CONDITIONS



Specifically designed to provide a high level of performance on a wider range of terrain from firm soil, grass, mud, and even sand.



Mud-Phobic Bars maximize cleaning capability to prevent mud and dirt from building up between the knobs, which ensures maximum traction and acceleration.



The intermediate tread blocks on the Soft tire are positioned in staggered rows to maximize traction and feedback throughout varying lean angles.



Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 13 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size
62955	90/100-14	TT	90/100-14
36489	90/100-16	TT	90/100-16 RSTOP REINF ST30F MI

MICHELIN

STARCROSS 5 MINI

**NOT
STREET
LEGAL**



**ORIGINAL EQUIPMENT:
TORROT ELECTRIC: TORROT E10, E12**



Vendor P/N	Dimensions	Tube	Tube Size
34775	2.50-12	TT	12MCR VALVE TR4
19696	60/100-14	TT	14MBR VALVE TR4



Vendor P/N	Dimensions	Tube	Tube Size
11778	2.50-10	TT	10MBR VALVE TR4

SAND MUD SOFT INTERMEDIATE HARD

HIGH-PERFORMANCE MOTOCROSS TIRES FOR MIXED TO HARD TERRAIN FOR MINIBIKES



HIGH PERFORMANCE FOR A BROAD RANGE OF CONDITIONS AND TERRAIN

Designed to deliver high levels of performance across the broadest range of conditions and terrain found in motocross and off-road riding.



VERSATILE ALL-DAY PERFORMANCE

The tire's versatility allows riders to enjoy optimized performance in conditions and terrain that can often change over the course of a day.



TRACTION AT ALL LEAN ANGLES

The intermediate tread blocks are positioned in staggered rows to maximize traction and feedback throughout varying lean angles.

MICHELIN
ADAPTIVE
DESIGN



MICHELIN
BIAS
TECHNOLOGY



MICHELIN
CARBON BLACK
TECHNOLOGY



Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 13 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size
02621	2.75-10	TT	10MBR VALVE TR4
04952	80/100-12	TT	12MCR VALVE TR4



OFF-ROAD

ENDURO/RALLY/TRIAL TIRES

MICHELIN TIRE	STREET LEGAL	EXTREME	TERRAIN / USAGE			PAGE
			SOFT	INTERMEDIATE	HARD	
ENDURO MICHELIN ENDURO MEDIUM	✓					76
MICHELIN ENDURO XTREM		✓				77

MICHELIN TIRE	STREET LEGAL	TERRAIN / USAGE			PAGE
		SAND	INTERMEDIATE	HARD	
RALLY MICHELIN DESERT RACE	✓				77
MICHELIN DESERT RACE BAJA	✓				78

MICHELIN TIRE	STREET LEGAL	TERRAIN / USAGE		PAGE
		LEISURE	COMPETITION	
TRIAL MICHELIN TRIAL LIGHT				78
MICHELIN TRIAL X LIGHT COMPETITION				78

MICHELIN

ENDURO MEDIUM



OUTSTANDING PERFORMANCE ON A WIDE RANGE OF SURFACES



EXCEPTIONAL GRIP

All-new rubber compound and tread design helps provide exceptional grip, including on wet and slippery surfaces.



LONGEVITY

15% improvement in longevity and more stable performance over time compared to its predecessor.**



VERSATILITY

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

STREET LEGAL

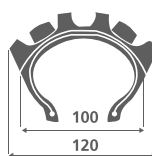
ORIGINAL EQUIPMENT:

AJP: SPR 125/240/250, SPR 310R/510R; **BETAMOTOR:** RR125, RR 350 4T, RR 4T FACTORY, RR250 2T, RR300 2T, RR350 4T, RR480 4T, WR 125 4T; **GASGAS:** GASGAS ALL ENDURO MODELS (200/250/300CC); **HUSQVARNA:** FE 501, FE 450, FE 350, FE 250 (4T), TE300I GRAHAM JARVIS, TE300I, TE 250I, TE 150I (2T); **KTM:** 350 EXC-F; **RED MOTO:** CRF 450; **RIEJU:** ENDURO MODELS (250/300CC); **SHERCO:** SE 125 2T, SE 2.5 2T, SE 3.0 2T, SEF 2.5 4T, SEF 3.0 4T, SEF 4.5 4T, SE-R; **BMW:** RS ENDURO

OFF ROAD EQUIVALENT

MICHELIN ENDURO MEDIUM		STANDARD SIZING
90/90-21	↔	80/100-21
120/90-18	↔	100/100-18
140/80-18	↔	120/90-18

The width of Cross tires is Measured at the level of the base of the tread blocks, while for Enduro tires, it is measured by the overall dimension, that is to say at the widest point which is the top of the tread blocks.



Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 14.5 psi | Minimum: 11.6 psi



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
05518	90/90-21 54R	TT	21MDR	21UHD	M15*
61484	90/100-21 57R	TT	21MDR	21UHD	M16*



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
23772	120/90-18 65M	TT	18MFR	18UHD MED	M18*
47016	140/80-18 70M	TT	18MGR	18UHD LG	M14*

* When used in conjunction with Michelin Bib Mousse, tire is no longer intended for use on the public highway (NHS).

** Results of DEKRA testing in September 2016 and January 2017 on the dimension 140/80-18 70R comparing the new Enduro Medium to its predecessor Enduro Comp III.

Off-Road | Enduro

MICHELIN ENDURO XTREM



Michelin Bib Mousse M14 for maximum longevity. A "break-in" phase of 3-4 hours is needed to get the best performance of the tire.

Michelin Bib Mousse M18 will bring less longevity but gives immediate performance. No "break-in" needed. Michelin recommends to use 2 or 3 Bib Mousses in this case.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 11.6 psi | Minimum: 8.7 psi

PARTNERSHIP WITH:
BILLY BOLT (HUSQVARNA)
MANUEL LETTENBICHLER (KTM)
MARIO ROMAN (SHERCO)

WINNING PERFORMANCE!
FIM HARD ENDURO WORLD
CHAMPIONSHIP TITLES 2021, 2022!

SOFT INTERMEDIATE HARD

OUTSTANDING PERFORMANCE ON A WIDE RANGE OF CHALLENGING SURFACES



PROVEN PERFORMANCE FOR HARD/ EXTREME ENDURO COMPETITIONS

Winner of 2019 Red Bull® Erzberg Rodeo, top five sweep at Hixpania Hard Enduro, and American Hard Enduro.



TOP CHOICE FOR ENDURO CHAMPIONSHIP RIDERS

The official tire of Rockstar® Energy Husqvarna Enduro Riders: Graham Jarvis, Billy Bolt and Alfredo Gómez.



TRIALS TIRE-LIKE GRIP

All-new extremely pliable tread rubber compound derived from legendary Michelin Trials tire.



NOT STREET LEGAL

Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
17232	140/80-18 70M	TT	18MGR	18UHD LG	M14

Off-Road | Rally

MICHELIN DESERT RACE



NOTE: for Rally, combine the rear MICHELIN® Desert Race or Desert Race Baja with a 90/90-21 or 90/100-21 MICHELIN® Enduro Medium.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure: 21.8 psi | Minimum: 14.5 psi

SAND INTERMEDIATE HARD

DESERT: DESIGNED FOR RALLY RAID USE



EXCEPTIONAL DURABILITY

Chosen by the KTM Factory Racing team for its exceptional performance no matter the type of terrain, temperature, motorcycle displacement or machine weight.



A PROVEN WINNER

An unrivaled Dakar Rally record: 34 victories since 1982. When used with the Michelin Bib Mousse, they're the ideal solution for any off-road rally.*



HIGH SPEED STABILITY

Michelin Desert Race tires ensure excellent stability at high speeds.



STREET LEGAL

Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
02099	140/80-18 70R	TT	18MGR	18UHD LG	M02*

* When used in conjunction with Michelin Bib Mousse, tire is no longer intended for use on the public highway (NHS).

MICHELIN

DESERT RACE BAJA

NOTE: for Rally, combine the rear Michelin Desert Race or Desert Race Baja with a 90/90-21 or 90/100-21 Michelin Enduro Medium.

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.
Recommended Pressure: 17.4 psi | Minimum: 14.5 psi



STREET LEGAL



MICHELIN
ADAPTIVE
DESIGN



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
BIAS
TECHNOLOGY



Vendor P/N	Dimensions	Tube	Tube Size	UHD Tube Size	Bib Mousse
46435	140/80-18 70R	TT	18MGR	18UHD LG	M02*

MICHELIN

TRIAL LIGHT / TRIAL X-LIGHT COMPETITION

Recommended pressure is dependent on the terrain, weather conditions, the motorcycle power and the rider's level of skill.

Recommended Pressure Front:
5.8 psi | Minimum: 5.1 psi
Recommended Pressure Rear:
5.1 psi | Minimum: 4.4 psi



STREET LEGAL



MICHELIN
TRIAL LIGHT

MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
BIAS
TECHNOLOGY



Vendor P/N	Dimensions	Tube	Tube Size
22827	80/100-21	TT	21 TRIAL

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

THE PROFESSIONAL'S CHOICE FOR RALLY AND BAJA RACING



INCREASED VOID RATIO AND REDUCED WEIGHT COMPARED TO THE MICHELIN DESERT RACE TIRE

Reinforced tread blocks and optimized architecture deliver increased traction in soft terrain, and a 500g weight reduction in unsprung mass compared to the Michelin Desert Race tire.



OPTIMIZED KNOBS FOR ENHANCED GRIP AND TRACTION

Directional V-shaped central knobs offer maximum traction in deep sand while knob radius and clearance angles deliver maximum braking support.



PROVEN PERFORMANCE BY WORLD-CHAMPION RACING TEAMS

Developed and tested by Red Bull® KTM® Factory Racing and Rockstar Energy® Husqvarna® Factory Racing rally teams earning top podium finishes in five prestigious rallies in 2019 including DAKAR and Abu Dhabi Desert Challenge.



EXCELLENT HIGH-SPEED STABILITY

The DOT and FIM-approved knobby rear tire provides tremendous high-speed stability in sandy conditions.*

* When used in conjunction with Michelin Bib Mousse, tire is no longer intended for use on the public highway (NHS).

MICHELIN
TRIAL LIGHT

LEISURE COMPETITION

MICHELIN
TRIAL X-LIGHT COMPETITION

LEISURE COMPETITION

MICHELIN'S BENCHMARK TRIAL TIRE



DESIGNED TO MAKE LATERAL MOVEMENT EASIER

Thanks to their lightweight design, Michelin Trial Light Competition¹ tires are designed to make it easier for you to get on your way. Available as a radial version: Michelin Trial X-Light Competition.



MAXIMIZED CONTACT PATCH CASING

Michelin Trial Light Competition tires feature a carcass suited to Trials competition. They adapt to absorb the impact of any obstacles they encounter.



THE TIRE OF CHAMPIONS

Winner of the 2022 Indoor and Outdoor Trial world titles with Toni Bou for the 16th year running.

ORIGINAL EQUIPMENT:
BETAMOTOR: TRIAL COMPETIZIONE



MICHELIN
TRIAL X-LIGHT
COMPETITION

MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
RADIAL-X
TECHNOLOGY



Vendor P/N	Dimensions	Tube
13481	120/100R18	TL

MICHELIN **BIB MOUSSE™**



**38 VICTORIES
IN THE DAKAR
RALLY SINCE 1983!**

**22 WORLD TITLES
IN ENDURO**

**7 WORLD
TITLES IN MX**



MICHELIN BIB MOUSSE FITTING GEL

For optimum durability, use Michelin gel when fitting Michelin Bib Mousse.

Part No. 87543 (box of 12)

THE MICHELIN OFF-ROAD SOLUTION TO PUNCTURES



MICHELIN'S INNOVATIVE FLAT- PREVENTION

As a great innovation of the off-road segment, the Michelin Bib Mousse™ eliminates the risk of a flat, contributing to an unmatched record of victories in Rally, Enduro and MX since its creation in 1983.



EXCELLENT LONGEVITY

The Michelin Bib Mousse™ with Michelin Bib Mousse™ Gel, is conceived to fit perfectly inside Michelin off-road tires for excellent longevity and robustness.



OPTIMIZED GRIP AND HANDLING

The Michelin Bib Mousse™ is designed to enhance the performance of Michelin off-road tires for grip and handling (the pressure equivalence is 11.6-14.5 psi).



NOT STREET LEGAL

MICHELIN BIB MOUSSE FOAM TECHNOLOGY





1 MICHELIN / **BIB MOUSSE™**



1 GEL TUBE

Inside the box:



2 STICKERS



Model Number	Vendor P/N	Tire Line	Compatible Tire Size
M15	63018	StarCross 5 Sand	80/100-21
		StarCross 5 Soft	80/100-21
		StarCross 5 Medium	80/100-21
		AC10	80/100-21
		Enduro Medium	90/90-21
M16	22513	StarCross 5 Soft	90/100-21
		StarCross 5 Medium	90/100-21
		StarCross 5 Hard	90/100-21
		Enduro Medium	90/100-21
		Desert Race	90/90-21
M22	44034	StarCross 5 Sand	100/90-19
		StarCross 5 Soft	100/90-19
		StarCross 5 Medium	100/90-19
		AC10	100/90-19
M199	79643	StarCross 5 Sand	110/90-19
		StarCross 5 Soft	110/90-19
		StarCross 5 Soft	120/80-19
		StarCross 5 Medium	110/90-19
		StarCross 5 Medium	120/80-19
		StarCross 5 Hard	110/90-19
M18	81701	AC10	110/90-19
		StarCross 5 Soft	100/100-18
		StarCross 5 Soft	110/100-18
		StarCross 5 Medium	100/100-18
		StarCross 5 Medium	110/100-18
		AC10	100/100-18
		AC10	110/100-18
M14	55071	Enduro Medium	120/90-18
		StarCross 5 Soft	120/90-18
		StarCross 5 Medium	120/90-18
		AC10	120/90-18
		Enduro Xtrem	140/80-18
M14X M02	92086 70883	Enduro Medium	140/80-18
		Desert Race	140/80-18

N = New Available May 2024

URBAN MOBILITY TIRES

MICHELIN TIRE	USAGE	VEHICLE TYPE	PAGE
ON-ROAD SCOOTER MICHELIN PILOT ROAD 4 SC	SPORT		82
MICHELIN CITY GRIP 2	URBAN		83
MICHELIN S83®	RETRO		84
ON-ROAD SPORT MICHELIN PILOT STREET 2	SPORT	 	85
ON-ROAD UTILITY MICHELIN CITY EXTRA	URBAN	 	86

MICHELIN

PILOT ROAD 4 SC



THE MICHELIN RADIAL TIRE FOR MAXI-SCOOTERS



EXCEPTIONAL GRIP SUITED TO A SPORTY RIDE

Michelin Water Sipe Technology™ combined with its silica tread compound offer exceptional grip on a variety of road surfaces.



EXCELLENT ROAD HOLDING STABILITY

The radial construction promotes stable handling on larger scooters.



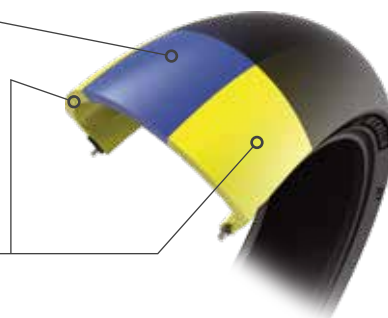
OUTSTANDING WET BRAKING PERFORMANCE

100% silica tread rubber offers excellent grip in challenging conditions.



SILICA
Hard Rubber

SILICA
Soft Rubber



Vendor P/N	Dimensions	Tube
62136	120/70 R 15 56H	TL



Vendor P/N	Dimensions	Tube
03544	160/60 R 14 65H	TL
27100	160/60 R 15 67H	TL

MICHELIN

CITY GRIP 2



THE NEXT GENERATION SCOOTER TIRE THAT COMBINES EXTRAORDINARY ALL-SEASON TRACTION WITH LONGEVITY WORTHY OF THE MICHELIN BRAND



AMAZING WET GRIP

Delivers better wet traction¹ and shorter stopping distances² on wet surfaces than its leading competitor.



IMPROVED LONGEVITY FOR HEAVY COMMUTING

Michelin City Grip 2 tires deliver even more mileage than its proven predecessor.



READY FOR ALL-SEASON RIDING

The silica-based compounds and shark tooth sipes are designed to provide an excellent level of grip on wet and slippery surfaces.



TOP CHOICE FOR SCOOTER MANUFACTURERS

Chosen by the world's most prestigious scooter manufacturers with more than 20 standard fitments!

ORIGINAL EQUIPMENT:

FANTIC: E-SCOOTER; **HONDA:** FORZA 125, 250, 350CC; **PEUGEOT:** METROPOLIS 400; **PIAGGIO:** BEVERLY 300, BEVERLY 400, GTS 125 & 300, MP3 300, MP3 400/500/530CC, SPRINT & PRIMAVERA, 946; **TORROT ELECTRIC:** MUVI; **YAMAHA:** X-MAX 125 & 300; **ZAPP:** I300



Vendor P/N	Dimensions	STD /REINF	Tube
25815	110/70-11 45L		TL
60460	110/70-12 47S		TL
42526	110/70-16 52S		TL
04068	110/90-13 56S		TL
30001	120/70-13 53S		TL
38772	120/70-15 56S		TL



Vendor P/N	Dimensions	STD /REINF	Tube
10297	100/90-14 57S	REINF	TL
96815	120/70-10 54L	REINF	TL
40152	130/80-15 63S		TL
05239	140/60-13 63S	REINF	TL
40699	140/60-14 64S	REINF	TL
20255	140/70-12 65S	REINF	TL
26919	140/70-14 68S	REINF	TL
81168	140/70-16 65S		TL
06977	150/70-13 64S		TL
70409	150/70-14 66S		TL



Vendor P/N	Dimensions	STD /REINF	Tube
32193	90/80-16 51S	REINF	TL
23777	90/90-14 52S	REINF	TL
77790	100/80-10 53L		TL
04538	100/80-16 50S		TL
35540	110/90-12 64S		TL
64373	120/70-11 56L	REINF	TL
26203	120/70-12 58S	REINF	TL
75464	120/70-14 61S	REINF	TL
15377	120/80-14 58S		TL
43286	120/80-16 60S		TL
71961	130/70-12 62S	REINF	TL
62188	130/70-13 63S	REINF	TL

(1) Based on wet track lap times conducted in Fontange, France in April 2019 using a 2019 Yamaha XMax 250 scooter fitted with 120/70-15 front tire and 140/70-14 rear tire where Michelin City Grip 2 tires finished on average 2.92 seconds faster than PIRELLI® Angel Scooter tires. Actual on-road results may vary. | (2) Based on internal wet braking test conducted in Ladoux, France in May 2019 with third-party validation using a 2019 Yamaha XMax 125 scooter fitted with 120/70-15 front tire and 140/70-14 rear tire where Michelin City Grip 2 tires stopped an average of 1.7 meters (5.5 feet) shorter than PIRELLI® Angel Scooter tires. Actual on-road results may vary.



Urban Mobility | Scooter | Retro

MICHELIN S83



ROAD

OFF-ROAD

RETRO LOOKS PLUS MODERN-DAY PERFORMANCE



CLASSIC SCOOTER STYLING

Ideal for classic scooters with 8 or 10-inch wheels.



MICHELIN
CARBON BLACK
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube	Tube Size
62340	3.00-10 42J		TL/TT	10B
84268	3.50-8 46J		TT	8B
57203	3.50-10 59J	REINF	TL/TT	10B
64295	100/90-10 56J		TL/TT	10B

MICHELIN

PILOT STREET 2



EXCELLENT PERFORMANCE ON BOTH WET AND DRY ROADS FOR EVERYDAY USE



TREMENDOUS GRIP IN THE WET¹

The Michelin Pilot Street 2 tire has small central grooves and progressive side grooves designed for enhanced water evacuation.



ENHANCED LONGEVITY²

Specifically designed for scooters and smaller displacement motorcycles, the deep tread grooves and its special compounds maximize mileage in all conditions.



OPTIMIZED STABILITY AND AGILITY

Highly responsive handling and maneuverability through traffic in wet or dry conditions result in a secure and confident ride.

MICHELIN
HIGH DENSITY
TECHNOLOGY



MICHELIN
CARBON BLACK
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube
60448	60/90-17 36S	REINF	TL
30305	70/90-14 40S	REINF	TL
16273	110/70-17 54S		TL



Vendor P/N	Dimensions	STD /REINF	Tube
32344	80/90-16 48S	REINF	TL
56133	100/90-14 57S	REINF	TL
94146	130/70-17 62S		TL
61565	140/70-17 66S		TL



Vendor P/N	Dimensions	STD /REINF	Tube
01203	3.50-10 59J	REINF	TL
35463	70/90-17 43S	REINF	TL
63992	80/90-14 46S	REINF	TL
74609	80/90-17 50S	REINF	TL
03022	90/80-17 46S		TL
56062	90/90-10 50P		TL
26568	90/90-14 52S	REINF	TL
10418	100/80-17 52S		TL
18500	100/90-10 61P	REINF	TL
90993	130/70-12 62S	REINF	TL

(1) The independent body TÜV approved the results of a test conducted at Fontange, in France, in September 2018, to assess the overall performance (grip, braking, agility) of the Michelin Pilot Street 2 compared to its main competitors in the wet (Front: COMPETITOR A 80/90-14 40 S TL, COMPETITOR B 80/90-14 40 S TL, Michelin Pilot Street 80/90-14 46P REINF TL and Michelin Pilot Street 2 80/90-14 46S REINF TL/Rear: COMPETITOR A 90/90-14 46 S TL, COMPETITOR B 90/90-14 46S TL, Michelin Pilot Street 90/90-14 52P REINF TL and Michelin Pilot Street 2 90/90-14 52S REINF TL).

(2) Wear performance measured by comparing tread depth and weight loss. Tires used for front position are ASPIRA PREMIO SPORTIVO 80/90-14 40 S TL, PIRELLI DIABLO SCOOTER 80/90-14 40S TL, Michelin Pilot Street 80/90 - 14 46P REINF TL and Michelin Pilot Street 2 80/90 - 14 46S REINF TL. Tires used for rear position are ASPIRA PREMIO SPORTIVO 90/90-14 46 S TL, PIRELLI DIABLO SCOOTER 90/90-14 46S TL, Michelin Pilot Street 90/90 - 14 52P REINF TL and Michelin Pilot Street 2 90/90 - 14 52S REINF TL. Tests conducted on a mixture of city streets, secondary and main roads, with Honda Click 125i in September 2018.

MICHELIN

CITY EXTRA



DURABLE AND RELIABLE FOR A TROUBLE-FREE RIDE



ROBUST AND RESISTANT

The renowned puncture resistant construction of the Michelin City Pro has been optimized even further to provide even more peace-of-mind on everyday commutes.



LONG-LASTING

A tread pattern designed to last mile after mile.



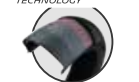
READY FOR ALL-SEASON RIDING

Michelin Water Sipe Technology™ ensures optimum grip in wet conditions.

MICHELIN
ADAPTIVE
DESIGN



MICHELIN
HIGH DENSITY
TECHNOLOGY



MICHELIN
CARBON BLACK
TECHNOLOGY



MICHELIN
WATER SIPE
TECHNOLOGY



Vendor P/N	Dimensions	STD /REINF	Tube
04970	2.25-17 38P	REINF	TT
55467	2.50-17 43P	REINF	TT
79067	2.75-17 47P	REINF	TT
02150	2.75-18 48S	REINF	TL
79518	3.00-10 50J	REINF	TL
76851	3.50-10 59J	REINF	TL
70578	80/90-17 50S	REINF	TL
76683	90/90-18 57S	REINF	TL



MICHELIN INNER TUBES



MICHELIN TUBES FOR ON-ROAD TIRES

Vendor P/N	Description	Size
92472	15MJ VALVE 2171	180/70-15; 140/90-15; 150/90-15; 170/80-15
39504	16MF VALVE TR4	3.25-16; 3.50-16; 100/80-16; 100/90-16; 90/90-16
55944	16MI VALVE 2171	180/55-17; MT90-16; MU90-16; MU85-16; 120/90-16; 130/90-16; 140/90-16; 150/80-16; 160/80-16
83791	16MI2 VALVE TR4	180/55-17; MT90-16; MU90-16; MU85-16; 120/90-16; 130/90-16; 140/90-16; 150/80-16; 160/80-16
38969	17MG VALVE TR4	120/60-17; 110/70-17; 120/70-17; 110/80-17; 110/90-17; 4.00-17; 4.60-17; 120/80-17
37441	17MH VALVE TR4	130/70-17; 140/70-17; 130/80-17; 120/90-17
43923	17MI VALVE TR4	150/70-17; 160/70-17; 140/80-17; 130/90-17; 170/60-17
45907	18MF VALVE TR4	110/80-18; 120/80-18; 100/90-18; 110/90-18; 3.25-18; 3.50-18
39186	18MG VALVE TR4	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; 150/70-18
35537	19MF VALVE TR4	3.25-19; 110/80-19; 100/90-19; 110/90-19; 120/60-19; 90/100-19; 120/70-19; 130/60-19
38637	21MD VALVE TR4	2.50-21; 2.75-21; 3.00-21; MH90-21; 80/90-21; 90/90-21; 80/100-21; 90/100-21



TR4 Valve



2171 Valve

**WARNING**

Do not use a wheel with a valve stem hole on the side of the drop center of the wheel. The tube can be damaged.

**WARNING**

DO NOT USE A TUBE ON A TUBELESS TYPE WHEEL OR RIM. THE TUBE CAN BE DAMAGED BY THE WHEEL OR RIM.

MICHELIN TUBES FOR SCOOTER TIRES

Vendor P/N	Description	Size
84073	10B 4 VALVE 1202	3.00-10; 3.50-10; 100/80-10; 100/90-10; 90/90-10
94435	12B 1 VALVE 741	3.00-12; 3.50-12
48469	8 B3 VALVE 1202	3.50-8; 4.00-8

**WARNING**

DO NOT USE A TUBE ON A TUBELESS TYPE WHEEL OR RIM. THE TUBE CAN BE DAMAGED BY THE WHEEL OR RIM.



1202 Valve



741 Valve



MICHELIN TUBES FOR OFF-ROAD TIRES

Vendor P/N	Description	Reinf / UHD	Size
85074	10 MBR VALVE TR4	-	2.50-10; 2.75-10
99377	12 MCR VALVE TR4	-	2.50-12; 80/100-12
66093	14 MBR VALVE TR4	-	60/100-14
09161	90/100-14 RSTOP REINF ST30F MI	Reinf	90/100-14
24296	90/100-16 RSTOP REINF ST30F MI	Reinf	90/100-16
84139	17MHR VALVE TR4	-	140/80-17; 150/60-17; 160/60-17
16918	70/100-17 RSTOP REINF ST30F MI	Reinf	70/100-17
65843	18MFR VALVE TR4	-	130/80-18; 100/100-18; 110/100-18
80527	18MGR VALVE TR4	-	130/80-18; 140/80-18; 120/90-18; 130/90-18; 100/100-18; 110/100-18
89343	18 UHD LARGE TR4	UHD	140/80-18 (ENDURO/RALLY); 120/90-18 (MOTOCROSS)
47372	18 UHD MEDIUM TR4	UHD	100/100-18; 110/100-18; 120/90-18; 130/80-18
48012	19MER VALVE TR4	-	120/80-19; 100/90-19
83372	19MFR VALVE TR4	-	110/90-19; 130/70-19
32403	70/100-19 RSTOP REINF ST30F MI	Reinf	70/100-19
66405	19 UHD TR4	UHD	100/90-19; 110/90-19; 120/80-19; 130/70-19
40953	21MDR VALVE TR4	-	2.50-21; 2.75-21; 3.00-21; 80/90-21; 90/90-21; 80/100-21; 90/100-21
70151	21 TRIAL VALVE TR4	-	2.75-21 (TRIAL); 80/100-21 (TRIAL)
73810	21 UHD TR4	UHD	80/100-21; 90/90-21; 90/100-21

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



TR4 Valve



WARNING

DO NOT USE A TUBE ON A TUBELESS TYPE WHEEL OR RIM. THE TUBE CAN BE DAMAGED BY THE WHEEL OR RIM.

MICHELIN RIM BAND

Vendor P/N	Dimensions
17889	RIM BAND 1.35/1.85 X 17/18 (1200X25)
42790	RIM BAND 1.60/1.85 X 21 (1400X25)
89901	RIM BAND 1.60/2.00 X 18/19 (1300X25)
90160	RIM BAND 2.15/3.00X17/18/19(1200X33)
29559	RIM BAND 3.00X16 (1300X33)
91001	RIM BAND 3.50X16 (1050X45)
89151	RIM BAND 4.50X17/18 (1200X63)





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GENERAL GUIDELINES AND PRECAUTIONS

Michelin Motorcycle tires are designed and manufactured to help provide quality performance under a variety of conditions. To achieve the desired level of performance, it is necessary to use the tires as recommended. Following the procedures in your motorcycle's owners manual can help you maximize performance and comfort from your Michelin tire-equipped motorcycle.

TIRE SIZE SELECTION

Motorcycles should be equipped with the size of tire specified by the motorcycle manufacturer or the Michelin fitment guide.

THE ONLY RECOMMENDED SIZES ARE THOSE THAT ARE LISTED BY THE MOTORCYCLE MANUFACTURER OR THE MICHELIN FITMENT GUIDE.

Do not mount tires wider or narrower than the original-equipment tires (as indicated by information on the tire's sidewall), either of which could negatively affect the motorcycle's handling. The choice of a tire that does not strictly conform to the original-equipment specifications for a particular bike must be validated by a professional technician.

Never use a tire that is not inflated to the correct pressure, and/or in excess of its indicated speed rating, and/or with a load that exceeds its load index. Use of a Michelin tire that is not in accordance with this General Information and Precautions Guide and/or the Michelin Fitment Guide may result in tire failure and/or cause serious injury or death.

MOUNTING NEW TIRES

Refer to the list of approved tire models listed in the current Michelin

fitment guide for your vehicle to comply with Michelin's Limited Warranty. The current Michelin fitment guide can be found at www.MichelinMan.com. Whenever a new tire is mounted, be sure to check for clearance on both front and rear wheels. Extreme care must be taken to ensure that no part of the machine, such as fender mount bolts, electrical wiring, luggage rack mounts, chain or drive shaft housing, etc., comes in contact with the tire. Clearance must be checked with the suspension fully compressed. Tire growth resulting from normal bias-ply tire construction, and centrifugal force due to high-speed operation can also cause interference with motorcycle parts. Insufficient clearance can result in severe tire damage or tire failure, that could cause an accident, which may cause serious injury or death. After having installed new tires, a break-in period of several miles should be observed. Rapid acceleration and/or hard cornering should be avoided during this period.

PASSENGER CAR TIRES ON MOTORCYCLES

Michelin does not recommend the use of passenger car tires for motorcycles nor warrant passenger car tires used on motorcycles. Tires designed for passenger cars can be dangerous when used on motorcycles and motorcycles with sidecars, as bead seat diameters of motorcycle rims and passenger rims are different, and may result in tire failure and/or cause serious injury or death.

TOWING TRAILERS WITH MOTORCYCLES

Trailers contribute to motorcycle instability, tire stresses and overload causing irreversible damage resulting in sudden tire failure and

GENERAL GUIDELINES AND PRECAUTIONS (CONTINUED)

accident, which may cause serious injury or death. Michelin does not recommend the use of trailers with motorcycles nor will Michelin warrant tires used on motorcycles fitted with trailers.

USE OF WHEEL/RIM CHANGES

Changing to rim diameters and/or rim widths that are not supplied as original equipment on the motorcycle can adversely affect the handling characteristics of the motorcycle, resulting in sudden tire failure and accident, which may cause in serious injury or death. It is recommended that the manufacturer of the motorcycle be contacted regarding this area. In addition, the use of wheels and rims that are not supplied as original equipment can cause damage to the tire if proper machine clearances are not maintained, which could result in tire failure and/or as a result may cause serious injury or death.

WEAR AND DETERIORATION

Do not allow the tires to wear smooth before replacing them. Michelin motorcycle tires have wear indicators—smooth sections appear in the tread grooves, across the tread, when the remaining tread depth is only .8mm (1/32 inch). Do not allow the tires to wear smooth before replacing them. Note: The federal regulation is 1/32 inch. However, some states, New York and Texas for example, have a 2/32-inch requirement for motorcycle tires. Tread wear indicators identify when the tire is worn out and needs to be replaced. Check the condition of the tires regularly and replace them when necessary. Main Factors Governing Tire Life/Mileage:

• Load • Running Speed • Wheel Condition • Wheelspin • Inflation Pressure • Riding Style • Proper Storage • Temperature • Mounting • Nature of Road Surface

NOTE: Do not use a tire that has been subjected to motorcycle dynamometer testing. Michelin does not warrant tires subjected to dynamometer testing. This severe use of a tire may result in tread compound degradation and possible tire failure, which may, as a result, cause serious injury or death.

STORAGE

Tires contain waxes and emollients to protect their outer surfaces from ozone and weather checking. As the tire rolls and flexes, the waxes and emollients continually migrate to the surface, replenishing this protection throughout the normal use of the tire. Consequently, when tires sit outdoors, unused for long periods of time (a month or more) their surfaces become dry and more susceptible to ozone and weather checking and the casing becomes susceptible to flat spotting.

For this reason, tires should always be stored in a cool, dry, clean, indoor environment. If storage is for one month or more, eliminate the weight from the tires by raising the vehicle or by removing the tires from the vehicle. Failure to store tires in accordance with these instructions could result in damage to your tires or premature aging of the tires and sudden tire failure, and/or, as a result, may cause serious injury or death.

When tires are stored, be sure they are placed away from sources of heat and ozone such as hot pipes and electric generators. Be sure that surfaces on which tires are stored are clean and free from grease, gasoline or other substances which could deteriorate the rubber.

(Tires exposed to these materials during storage or driving could be subject to sudden failure, and/or may, as a result, cause serious injury or death.)

TIRE AGE

The "legal life of the tire" is six years from the date of purchase or the life of the "usable tread," which is defined as the original tread worn down to the level of the treadwear indicators- 1/32nds of an inch of tread remaining, whichever occurs first. The date of purchase is documented by a new vehicle registration or tire sales invoice. If no proof of purchase is available, the date of manufacture, as molded on the sidewall, will be used. Michelin recommends removing a tire from service (regardless of condition) ten years from date of manufacture.

MOUNTING AND DEMOUNTING OF MOTORCYCLE TIRES

- Mount the tire only on the rim for which it is designed.
- Always mount and demount tires under clean conditions.
- Avoid working in direct contact with the ground.
- Use rims that are clean and in good condition.
- Use good-quality tire levers or a mounting machine from a reputable manufacturer.
- Use a good lubricant.
- A good lubricant can be made from ingredients that will not react with rubber. It should be reasonably slippery and fast-drying. Tire lubricants should not remain slippery when dry. UNDER NO CIRCUMSTANCES should petroleum-based materials such as oil, gasoline, kerosene, grease or spirits be used as a tire lubricant. Tire lubricant should also be used when demounting tires.

MOUNTING OF TUBELESS TIRES

1. Inspect wheel for any corrosion and/or burrs. Such corrosion and/or burrs must be removed. (As with most motorcycle manufacturers, Michelin does not recommend that any wheels with a scratch of 0.5mm/0.02 inches in depth or lateral or radial run out exceeding 2.0mm/0.08 inches not be used.) The wheel must be wiped clean of any foreign matter. Also, inspect the inside of the tire to make sure no foreign matter is left in the tire.
2. Most tires have a directional arrow molded on the sidewall. When mounting these tires, care should be taken to ensure that these arrows are pointed in the direction of rotation on both front and rear wheels. For racing tires, consult your Michelin motorcycle tire distributor/ dealer for rotation information.
3. Lubricate both beads on the tire, and bead seats and safety humps of the rim prior to mounting. Place the first bead on wheel starting opposite the valve. This procedure can normally be done without the use of tire levers.
4. To mount the second bead, place the hooked end of the tire levers opposite the valve stem, starting the bead onto the wheel at this point of the wheel's circumference.
5. Continue working around the wheel, taking small sections at a time, pushing the beads as far as possible into the drop center of the rim. End at the valve stem.
6. Remove the valve core from the valve stem. Inflate to 51 psi maximum then totally deflate and reinflate to the recommended pressure. Make sure that the beads are seated properly. Determine if tire is properly seated by observing the guide ribs in relation to the wheel, making sure they appear consistent and are positioned concentrically around the rim. Guide ribs are raised narrow ribs of rubber on the lower tire sidewall.
7. Replace the valve core and inflate to operating pressure. Replace the valve cap. **TO ENSURE PROPER TIRE BEAD SEATING, REPEAT THE ABOVE PROCEDURE. IMPROPER BEAD SEATING WILL UNBALANCE THE TIRE WHEEL ASSEMBLY AND NO AMOUNT OF BALANCING WILL ALLOW AN IMPROPERLY SEATED TIRE TO RUN SMOOTHLY.** Improperly seated tires that will not run smoothly may result difficulty in handling or operating which may lead to accidents resulting in serious injury or death.
8. Balance the tire/wheel assembly.

TUBELESS TIRES AND TUBES: WARNINGS

1. Michelin PROHIBITS THE USE OF INNER TUBES IN:
 - Michelin Power GP 2, Michelin Power GP, Michelin Power 6, Michelin Power 5, Michelin Pilot Power 2 CT, and Michelin Pilot Power performance street radial tires
 - Michelin Road 6, Michelin Road 6 GT, Michelin Road 5, Michelin Road 5 GT, Michelin Road 5 Trail, Michelin Pilot Road 4, Michelin Pilot Road 4 GT and Michelin Pilot Road 3 sport touring street radial tires

GENERAL GUIDELINES AND PRECAUTIONS (CONTINUED)

- Michelin Scorcher “11”, Michelin Scorcher “21”, Michelin Scorcher “Adventure”, Michelin Scorcher “Sport”, Michelin Commander III radial tires and Michelin Commander II radial tires
- Michelin Pilot Street 2 tires

WHEN MOUNTED ON TUBE-TYPE RIMS, INNER TUBES MAY BE USED IN:

- Michelin Road Classic street/sport tires
 - Michelin Scorcher “31” and Michelin Scorcher “32” cruiser/custom tires
 - Michelin Anakee Road, Michelin Anakee III, Michelin Anakee Adventure and Michelin Anakee Wild dual-purpose tires
 - Michelin City Pro and Michelin Pilot Street tires
 - Michelin Commander III and Michelin Commander II tires
2. **DO NOT USE ANY TUBE IN ANY TIRE WHEN MOUNTED ON A TUBELESS RIM OR WHEEL, AS THE INTERNAL SHAPE OF TUBELESS RIMS/WHEELS CAN DAMAGE AN INNER TUBE AND CAUSE A DEFLATION, AND MAY RESULT IN TIRE FAILURE AND/OR AS A RESULT CAUSE SERIOUS INJURY OR DEATH.**

DEMOUNTING OF TUBELESS TIRES

1. Deflate tire by removing valve cap and valve core.
2. Break the bead by placing the flat end of the tire levers between the rim flange and the tire bead at the valve. Work all the way around the tire. Repeat the process on the other side of the tire. The use of a proper bead breaker tool will greatly facilitate this step.
3. Remove the first bead by lubricating the bead and placing the hooked end of the tire levers under the tire bead starting at the valve, continue around the tire until the first bead is removed from the rim.
4. To remove the second tire bead from the rim turn the wheel over. Place the hooked end of the tire lever under the second bead and behind the rim and push forward to remove the bead. Lubrication will facilitate this step.

MOUNTING OF TUBE-TYPE TIRES

1. On spoked wheels, use rim bands of the correct size to protect the tube from the spoke heads. Use good quality, rubber rim bands with beveled edges. (Plastic bands are not recommended.)
2. Use a new Michelin inner tube with a new tire. **USE ONLY THE CORRECT SIZE OF TUBE. THE USE OF OVERSIZED TUBES IN ANY TIRES IS NOT RECOMMENDED. TUBES THAT ARE LARGER THAN RECOMMENDED CAN FOLD WHEN INSTALLED INSIDE THE TIRE. THESE FOLDS CAN EVENTUALLY WEAKEN AND CAUSE A DEFLATION, AND MAY RESULT IN TIRE FAILURE AND/OR AS A RESULT CAUSE SERIOUS INJURY OR DEATH.**
3. Inspect the wheel for damage, burrs and corrosion. Any burrs or corrosion must be removed. Using a clean cloth, clean both rim flanges and bead seats. Remove any foreign material from the tire and inspect the rim band for cracks or damage. If the rim band is not in good condition, replace it.
4. Inflate the tube enough to round it off, then place it in the tire.
5. Lubricate both beads on the tire, and bead seats and safety humps of the rim prior to mounting. Be careful not to use an excessive amount of lubricant as it may become trapped between the tube and the tire carcass.
6. Place the first bead on the rim starting opposite the valve hole. This can usually be done without the use of the tire levers. Insert the valve stem through the valve hole and place the retaining nut loosely on the stem—two or three turns should be sufficient.
7. Lubricate the second bead of the tire and place the hooked end of the tire levers opposite the valve.
8. Work around the rim taking small sections at a time with the levers. At the same time, push the tire into the drop well of the rim. As you approach the valve stem, push the stem as far as possible into the tire to prevent the valve base from being caught or pinched under the tire bead.

9. Make sure the valve stem is straight and free to move. Slowly inflate the tire to 50 psi MAXIMUM. Visually check the tire bead area using the raised guide ribs found circumferentially on the tire sidewalls to determine if they parallel the rim flange. They should appear consistent and concentric around the rim.
10. Deflate the tire to let it and the tube relax. Reinflate the tire to its proper operating pressure. Replace the valve cap.
11. Balance the assembly.

DEMOUNTING OF TUBE-TYPE TIRES

1. Deflate tire by removing valve cap, valve core, and nut.
2. Break the bead by placing the flat end of the tire levers between the rim flange and the tire bead at the valve. Work all the way around the tire. Repeat the process on the other side of the tire.
3. Remove the first bead by lubricating the bead and placing the hooked end of the tire levers, again starting at the valve, under the tire bead. Continue around the tire until the first bead is removed from the rim.
4. Remove the tube starting opposite the valve stem. This will help in the removal of the valve stem from the rim base.
5. To remove the second tire bead from the rim turn the wheel over. Place the hooked end of the tire lever under the second bead and behind the rim and push forward to remove the bead. Lubrication will facilitate this step.

INFLATION: PRECAUTIONARY MEASURES

1. Modern methods of inflation allow high pressures to be reached quickly. Where air reservoir tanks are used, we recommend that the pressure regulator valve be set to 51 psi for the inflation of motorcycle tires. Periodically drain your air tank to ensure a clean air supply.
2. Michelin recommends the tire pressure quoted by the motorcycle manufacturer, except where otherwise stated.
3. When the tire is mounted, take the following precautions to avoid trapping air between the inner tube (where applicable) and the tire while inflating:
 - push the valve into the wheel (where a tube is used).
 - inflate slowly without removing the valve core.
 - use the inflation pressure recommended by the motorcycle manufacturer.
4. Check inflation pressures on both tires every two weeks and before riding, when tires are cold (at ambient temperature). Riding even for a short distance causes tires to heat up and air pressure to increase. **DO NOT BLEED AIR FROM HOT TIRES.** This will result in an under-inflated tire under the given operating conditions. Failure to maintain the correct inflation pressure may result in improper motorcycle handling, rapid and irregular tire wear, or sudden tire destruction, or may result in tire failure and/or as a result cause serious injury or death.
5. For sustained high-speed riding, front and rear tire pressures should be increased and continuously maintained to the maximum pressure recommended by the motorcycle manufacturer for high-speed riding. Do not exceed the maximum pressure indicated on the tire sidewall.
6. When riding with a passenger or with a substantial amount of luggage, consult your motorcycle owner's manual to properly adjust your tire pressure as recommended by the motorcycle manufacturer.
7. The proper inflation pressures for your motorcycle tires are shown in your motorcycle owners manual. Unless otherwise stated, these pressures are for motorcycles ridden at normal highway speeds without passengers. Exceeding the safe, legal speed limit is neither recommended nor endorsed. Inflation pressure measurements are only as accurate as your gauge. IT IS VERY IMPORTANT TO MAKE SURE THAT THE TIRE PRESSURE GAUGE YOU ARE USING IS ACCURATE.

GENERAL GUIDELINES AND PRECAUTIONS (CONTINUED)

UNDERINFLATION

Never use your motorcycle when tires are underinflated. This will cause improper handling that may result in an accident. The only way to determine if a tire is properly inflated is to check air pressures with an accurate tire pressure gauge when tires are cold (at ambient air temperature).

Underinflation can also allow a tire to rotate on the wheel. In a tube-type assembly, this can cause the valve stem to be pulled from the tube, resulting in a rapid deflation. Loss of control of the motorcycle may result, causing possible damage, injury, death or all. By not screwing the valve nut all the way down to the base of the rim, you will allow the valve to tilt freely in the event of a tire rotation on the rim. This may help give you a warning so that the cause of this irregularity may be determined and corrected.

BALANCING THE TIRE AND WHEEL

1. Inspect the wheel to make sure that all previously used balance weights have been removed. This is a good time to re-check the tire and wheel assembly to make certain the tire is properly seated and concentric on the rim. Make sure a valve cap is installed.
 2. Lightly spin the assembly on a balance stand and allow the assembly to come to rest naturally. Using a crayon or similar marking device, mark the topmost location of the wheel. This will indicate the lightest point of the assembly to which balance weight must be added in order to balance the assembly. Repeat the procedure to ensure accuracy. If the wheel comes to rest with the original mark in different positions each time, the assembly is balanced and no weights will be required.
 3. Temporarily attach weights to the spot marked and repeat step 2. Add or remove weight as appropriate and repeat the procedure until the wheel shows no tendency to come to rest at any one location.
 4. Permanently apply the weight to the wheel. Any method that attaches a fixed weight to a fixed position on the wheel is acceptable. Clean the surface to which the balance weight or tape-a-weight is to be applied. If the amount of weight to be added exceeds one-half ounce, it is recommended that the weight be divided equally between both sides of rim. This will help eliminate the possibility of a high speed vibration or wobble. Michelin does not recommend the use of dry or liquid balancers/sealers or any other balancing materials. Tires and Tubes into which these have been injected will not be covered under warranty.
 5. Remove the valve cap and adjust the tire pressure to that recommended by the motorcycle manufacturer. Replace the valve cap and install the wheel assembly on the motorcycle.
- NOTE:** It is advisable to mark the tire and the rim with a reference mark so it can be determined if the tire ever rotates on the rim due to braking or acceleration. Should this occur, the reason for the rotation should be determined and corrected. (Use of improper lubricant? tire damage?) The tire/wheel assembly may need to be balanced again.

FITMENT GUIDE

1. While every attempt has been made to make this fitment guide comprehensive, some makes and models have been omitted. In most cases this is because Michelin does not offer any appropriate tires for a particular motorcycle, or the manufacturer did not offer the motorcycle for sale in North America. If Michelin tires are available in replacement sizes for a motorcycle that is not listed in the fitment guide, consult a Michelin motorcycle tire dealer to confirm compatibility with your specific application.
2. For optimized performance, it is recommended that radial tires be installed as a pair.
3. **IMPORTANT:** When tires with speed ratings lower than those supplied to the customer as original equipment are fitted, the speed capability of the vehicle is limited to the maximum speed rating of the replacement tires.

BIB MOUSSE® WARNING

1. The Bib Mousse® foam insert replaces a tube and is to be used only with Michelin off-road motorcycle tires, which are compatible in design and shape for their intended use. The use of Bib Mousse inserts in any other tire is not recommended.
2. The Bib Mousse insert is designed to operate in off-road conditions. Prolonged use of the Bib Mousse insert on hard or asphalt surfaces for a distance of 20 miles or longer at speeds of 80 mph or more is not recommended. Doing so could result in overheating, possible fire and subsequent damage to the Bib Mousse insert, tire and motorcycle.
3. When mounting or demounting a Bib Mousse insert in a Michelin off-road tire, care must be taken to secure the tire levers properly to prevent them from slipping off the rim. (See mounting/demounting instructions supplied with Bib Mousse inserts.)
4. Failure to abide by these warnings may cause failure of the Bib Mousse insert and damage to the tire and wheel assembly, which in turn could cause an accident, possibly resulting in personal injury to yourself and others as well as damage to personal property.

SPECIAL NOTE FOR TRIALS AND DESERT RACE TIRES

When these tires are inflated to their maximum recommended pressures, speed must be restricted to the following maximums:

	Max. Speed	Max. Inflation Pressure
Trial Light & Trial X-Light Competition	75 mph	32 psi
Desert Race	105 mph	22 psi
Desert Race (equipped with Bib Mousse®)	80 mph	N/A

REPAIR OF MICHELIN MOTORCYCLE TIRES

Michelin does not condone or endorse the repair of any of its motorcycle tires that have suffered punctures or other damage. Michelin assumes no liability for injuries, consequential damages or death arising from Michelin motorcycle tires that have been patched, plugged, sealed or otherwise repaired by a dealer, distributor or consumer.

DISCLAIMER

Michelin has specific recommended conditions for the storage, selection, mounting, inflation, pressure, use, monitoring and maintenance of its tires. The conditions stated by Michelin, shall be adhered to by the Customer. The Customer shall be under a duty to inform users and its own Customers of said conditions.

Our Customers should also train their employees, who are involved in placing our products with the end users, about Michelin's tire recommendations. If in doubt, we invite you to consult our technical documentation or one of our technicians, or ultimately, our website at Motorcycle.Michelinman.com

Michelin North America, Inc.
2 Wheel Dept.
P.O. Box 19001
Greenville, SC 29602
800-346-4098
Michelinman.com/motorcycle

TIRE MARKINGS (HOW TO READ A TIRE SIDEWALL)



SPEED INDEX

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

INDEX	MPH	INDEX	MPH	INDEX	MPH	INDEX	MPH	INDEX	MPH	INDEX	MPH	INDEX	MPH	INDEX	MPH
B	31	E	43	J	62	M	81	Q	99	T	118	V	149	(W)	>168
C	37	F	50	K	68	N	87	R	106	U	124	(V)	>149	Y	186
D	40	G	56	L	75	P	93	S	112	H	130	W	168		



WARNING

DO NOT RIDE AT SPEEDS FASTER THAN THE SPEED RATING OF YOUR TIRES. NEVER EXCEED THE LEGAL SPEED LIMIT OR SPEEDS REASONABLE FOR THE RIDING CONDITIONS.

LOAD INDEX

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

INDEX	LBS	INDEX	LBS	INDEX	LBS	INDEX	LBS	INDEX	LBS	INDEX	LBS	INDEX	LBS	INDEX	LBS
20	176	30	234	40	309	50	419	60	551	70	739	80	992	90	1323
21	182	31	240	41	320	51	430	61	567	71	761	81	1019	91	1356
22	187	32	247	42	331	52	441	62	584	72	783	82	1047	92	1389
23	193	33	254	43	342	53	454	63	600	73	805	83	1074	93	1433
24	198	34	260	44	353	54	467	64	617	74	827	84	1102	94	1477
25	204	35	267	45	364	55	481	65	639	75	853	85	1135	95	1521
26	209	36	276	46	375	56	494	66	661	76	882	86	1168	96	1565
27	215	37	282	47	386	57	507	67	677	77	908	87	1202	97	1609
28	220	38	291	48	397	58	520	68	694	78	937	88	1235	98	1653
29	227	39	300	49	408	59	536	69	717	79	963	89	1279	99	1709



WARNING

DO NOT RIDE ON OVERLOADED TIRES. RIDING ON OVERLOADED TIRES IS DANGEROUS.

MAXIMUM SPEED OF TIRES WITH (W) SPEED INDEX

Each motorcycle requires tires with a given speed Index. The table on the right defines the Speed Index commonly applicable to our tires.

The Speed Index defines the V max at which any tire, displaying this index, is approved.

This level of approval is unambiguous when it comes to bounded speed index. (J = 62, S = 112, H = 130,)

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

As a result, for each (W) rated tire equipment it is important to know its approved V Max rating, and use that rating as the basis of whether or not to recommend it for a specific motorcycle.

SPEED INDEX			
SPEED SYMBOLS	SPEED (MPH)	SPEED SYMBOLS	SPEED (MPH)
J	62	T	118
K	68	U	124
L	75	H	130
M	81	V	149
N	87	(V)*	> 149
P	93	W	168
Q	99	(W)*	> 168
R	106	(*) combined load and speed; e.g., (73W) and not alone eg (W)	
S	112		



WARNING

DO NOT RIDE AT SPEEDS FASTER THAN THE SPEED RATING OF YOUR TIRES. NEVER EXCEED THE LEGAL SPEED LIMIT OR SPEEDS REASONABLE FOR THE RIDING CONDITIONS.

DIMENSIONAL EQUIVALENCES

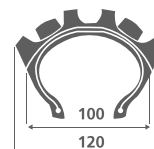
ALL TYPES OF DIAGONAL ARCHITECTURE TIRES	
DIMENSIONS IN MM	DIMENSIONS IN INCHES
50/100	2
60/100	2.25
70/100	2.5
80/80	2.75
80/90	2.75 - 3.00
90/90	3.00 - 3.25 - 3.60
100/90	3.50 - 4.10
110/90	4.00 - 4.10 - 4.60
120/80	4.25 - 4.50 - 4.60
120/90	4.25 - 4.50
130/80	4.50 - 4.60 - 5.10
130/90	4.50 - 4.60 - 5.10
140/80	4.50 - 5.10 - 5.50
140/90	5.10 - 5.50

ALPHANUMERIC SIZE MARKINGS	METRIC SIZE MARKINGS
MH90	80/90
MJ90	90/90
MM90	100/90
MN90	110/90
MP85	110/90
MR90	120/90
MT90	130/90
MU85/MU90	140/90
MV85	150/80 150/90

The alphanumeric system is still used on certain Harley-Davidson and other American custom bike tires.

OFF ROAD EQUIVALENT	
MICHELIN ENDURO MEDIUM	STANDARD SIZING
90/90-21	80/100-21
120/90-18	100/100-18
140/80-18	120/90-18

The width of Cross tires is Measured at the level of the base of the tread blocks, while for Enduro tires, it is measured by the overall dimension, that is to say at the widest point which is the top of the tread blocks.



RADIAL AND BIAS STRUCTURE

THERE ARE HUGE DIFFERENCES IN THE WORLD OF MOTORCYCLES AND SCOOTERS

Whatever the type, all these 2-wheelers can be fitted with Michelin tires. To adapt its offering to this wide variety of requirements, Michelin has 2 types of tire architecture: the bias, or cross-ply structure and the radial structure.

BIAS STRUCTURE

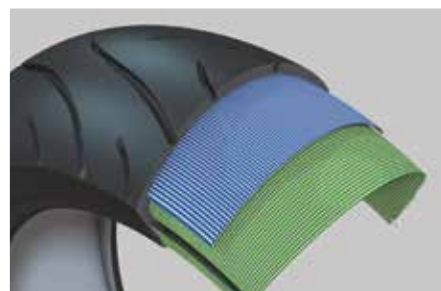
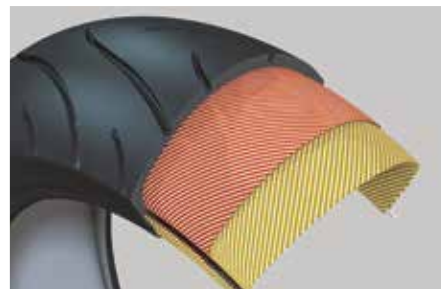
THE CARCASS OF A BIAS TIRE CONSISTS OF 2 OR MORE DIAGONALLY ORIENTATED CARCASS PLYS

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

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 crown area to be more flexible.



TWO TYPES OF CONSTRUCTION GIVING DIFFERENT PERFORMANCES

Due to the different properties of sidewall stiffness and crown flexibility the center tread area of Radial tires conform to the road surface very well. Their contact patch shape is a little shorter but much wider than that of a Bias tire, providing added grip particularly when leaning heavily in corners. The pressure of the tire in contact with the road surface is distributed more evenly with Radial tires, which results in more even tread wear and longer life – or more grip depending on the tread compound choice. Radial tires also provide greater comfort at higher speeds, able to effectively absorb the impact of imperfections on the road surface. Radial tires are needed for more powerful vehicles with very rigid chassis and for more sporty use, as they allow ZR speed ratings of above 150 mph which isn't possible with a Bias construction.

On the other hand, Bias tires are able to carry a greater weight because they have a more rigid, uniform construction. At very high speeds Bias tires can deform, growing as speeds increase so ultimately Bias tires are suitable for vehicles traveling at more moderate speeds, below 150 mph. Their rigidity suits small to medium-sized engines and flexible chassis, delivering confident, stable handling. Their load carrying capabilities mean they are also suited to heavy motorcycles or those that are heavily loaded. With a long narrow contact patch, grip is good in all conditions, notably on narrow tires which the Bias construction work perfectly with.



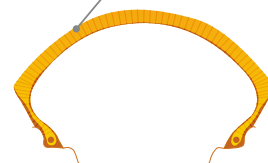
WARNING

DO NOT MIX RADIAL AND BIAS TIRES ON YOUR BIKE.

THE ANTI-STATIC STRIP

A NECESSARY FEATURE OF SOME MOTORCYCLE TIRES

- A vehicle is charged with static electricity and must be able to discharge this electricity into the ground. Because the tire is the only point of contact between the vehicle and the ground, design regulations require a minimum level of conductivity of tires.
- When carbon black is used as a reinforcement filler, tires normally have an acceptable level of conductivity. When other reinforcement fillers are used, such as silica, which reduces rolling resistance and produces industry-leading levels of wet traction, the level of conductivity may decrease. It then becomes necessary to apply design features to restore conductivity to an acceptable level.
- The “zebrure” strip, which may be visible on the tread, is a fine slice of rubber that offers greater conductivity enabling the vehicle to discharge its static electricity into the ground. This unique visual feature on the tread is totally neutral as far as the performance of the tread is concerned (longevity, grip, etc.).



PROPER MOUNTING OF A MICHELIN® MOTORCYCLE TIRE

MOUNTING

PRIOR TO MOUNTING

The rim must be clean and in good condition.

For Tubeless (TL) tires:

- Make sure the rim is compatible with a tubeless tire. See table below for details.
- A new valve is recommended.

For Tube Type (TT) tire

- Make sure the rim is compatible with a tube type tire.
- A new inner tube is recommended. Lightly inflate prior to installing to avoid kinks or pinching.

STEP 1

Lubricate both beads of the tire and both bead seats and safety humps on the rim (Fig. 1).

STEP 2

Observe the rolling direction indicated by the rotation arrow on the tire before placing the tire on the rim.

STEP 3

Place the lower bead on the rim and perform bead-to-rim mounting using suitable levers or tire mounting machine (Fig. 2).

- Ensure the gap between the rim and head of the machine is at least 3mm.
- Ensure the head of the machine is oriented with the curvature of the rim.
- Start / finish mounting the bead at the location of the valve.

STEP 4

Position the head of the machine to install the second bead (Fig. 3). During the fitment of the second tire bead, it is mandatory to maintain pressure on the sidewall opposite the levers or machine head in order to reduce excessive stretching of the tire, which could cause degradation (Fig. 4).

STEP 5

Once the tire is on the rim orient it in an upright position with the valve at the six o'clock position (Fig. 5). If needed, compress the tire against the bead to establish a seal during inflation (Fig. 6).

STEP 6

Slowly inflate the tire without the valve core up to 51 psi (3.5 bars) in order to seat the beads correctly at all points around the rim. Verify both beads seat identically and that the tire is centered on the rim.

TT: Completely deflate the tire to allow tube to properly orient itself inside the tire.

STEP 7

Install the valve core and inflate to the recommended pressure according to the motorcycle manufacturer's specifications (Fig. 7). Check proper bead seating one last time.

STEP 8

Install the valve cap and balance the tire assembly if needed.



Fig. 1: Lubricating the tire and rim.



Fig. 2: Installing the first bead.



Fig. 3: Installing the second bead.



Fig. 4: Applying pressure to avoid stretching.



Fig. 5: Position uninflated tire vertically.



Fig. 6: Apply pressure to establish a seal if needed.



Fig. 7: Inflate to the recommended pressure according to the motorcycle manufacturer's specifications.

MIXING TL / TT SOLUTIONS

WHEEL	TUBE	TIRE	OPINION
TUBELESS	WITH	Tubeless (TL) (trail)	YES
		Tube Type (TT)	YES
	WITHOUT	TL / TT	YES
		Tubeless (TL)	YES
		Tube Type (TT)	NO
TUBE TYPE	WITH	TL / TT	YES
		Tubeless (TL)	YES
		Tube Type (TT)	YES
	WITHOUT	TL / TT	YES
		Tubeless (TL)	NO
		Tube Type (TT)	NO
		TL / TT	NO

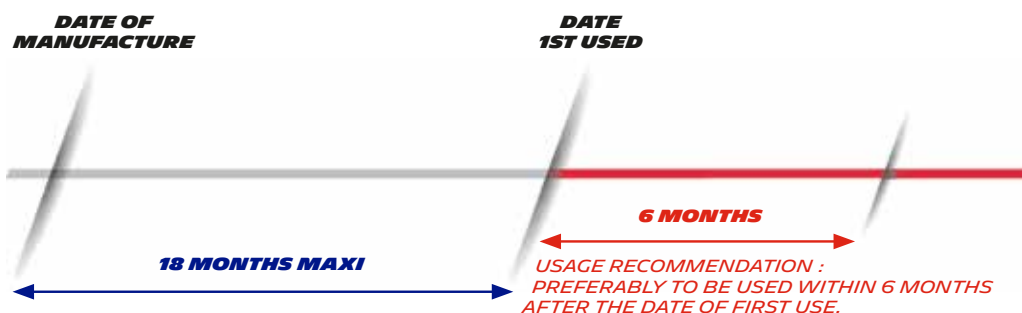
REMOVAL

- Unscrew the valve and allow the tire to deflate completely.
- Break the seal between the tire beads and the rim and lubricate the rim and beads.
- Remove the tire using two tire levers.

MICHELIN BIB MOUSSE FITMENT RECOMMENDATIONS

THE MICHELIN RECOMMENDATION

- Michelin Bib Mousses should not be stored regularly at temperatures over 86°F, and temperatures above 104°F should be avoided all together.
- Michelin Bib Mousses are designed for off road competition use fitted to Michelin tires. The successful fitting and performance of Michelin Bib Mousse in tire brands other than Michelin cannot be guaranteed.
- Not designed for use on the public highway (NHS). The maximum speed for a tire with a Michelin Bib Mousse fitted is 80 mph.
- The date of first use of the Michelin Bib Mousse should be no later than the “To Be Fitted Before” date on the exterior of the Michelin Bib Mousse box.
- The Michelin Bib Mousse has a maximum service life of up to 6 months from first installation.



OPERATING MODE: DEMOUNTING A BIB MOUSSE

- 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 tire on the wheel to completely remove the bead.
- Finish removing the tire by hooking the 2nd bead with a lever.
- Extract the Bib Mousse insert from the tire.

OPERATING MODE: MOUNTING A BIB MOUSSE

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 gel inside the tire. We recommend applying it with a brush (Avoid getting the gel on the tire beads => Risk of rotation on the rim).
- If necessary apply vertical pressure on the tire to prise the beads apart.
- Position the Bib Mousse inside the tire.
- Lubricate the first tire 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 tire 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 tire correctly against the rim flanges, it is recommended to inflate it to approximately 50 psi using a rubber TL valve. The valve is fixed on the inflation connector and simply positioned over the valve hole in the rim.

PRESSURE

USEFUL TIPS

- Check tire pressure every 2 weeks and when cold (a tire that has not run for at least 2 hours or has run for less than 2 miles at a reduced speed).
- Adhere to the pressure recommended by the vehicle manufacturer regularly checking that this is proving suitable for your particular use of the bike.
- A tire should never be deflated when hot.
- After checking the tire 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 TIRE. SINCE PRESSURE INCREASES WITH THE TEMPERATURE, A TIRE SHOULD NEVER BE DEFLATED WHEN HOT.



ADHERE TO THE PRESSURE RECOMMENDED BY THE VEHICLE MANUFACTURER, REGULARLY CHECKING THAT THIS IS PROVING SUITABLE FOR YOUR PARTICULAR USE OF THE BIKE

Manufacturer tire pressures are carefully arrived at and are safe and effective, however the possibility exists that on rare occasions they can prove to be less than perfect.

If the tire starts to exhibit any signs of uneven or abnormal wear when using recommended tire pressures then seek expert advice.

TIRE PRESSURE

If a tire 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 4 psi higher than the recommended level when cold.

Example:

- Hot tire pressure reading = 38 psi
- Recommended cold pressure = 36 psi
- What we should read = 41 psi
- Add 3 psi

INFLATION WITH NITROGEN

Does not mean that frequent pressure checks are not to be made. After checking the tire 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 and the risk is eliminated simply by fitting a valve cap.

Riding with underinflated tires may result in complete tire failure and subsequent loss of control of the vehicle.

THESE RECOMMENDATIONS APPLY TO TIRES FOR USE ON THE ROAD. ON A TRACK AND FOR RACING IN GENERAL THERE ARE SPECIAL RECOMMENDATIONS FOR THIS TYPE OF USE.

CORRECT TRACK PRESSURE

CORRECT PRESSURE ENABLES OPTIMUM PERFORMANCE LEVELS TO BE ACHIEVED

The pressure should be set at ambient temperature and depends on the tires you have chosen to mount on your motorcycle:

	MINIMUM COLD TIRE PRESSURE WITH TIRE AND WHEEL RIM AT AMBIENT TEMPERATURE		MINIMAL RECOMMENDED HOT PRESSURE	
	Front	Rear	Front	Rear
Michelin Power Slick 2	2.1 bar / 30.5 psi	1.5 bar / 22 psi	2.4 bar / 34.8 psi	1.7 bar / 24.6 psi
Michelin Power Cup 2	2.1 bar / 30.5 psi	1.5 bar / 22 psi	2.4 bar / 34.8 psi	1.7 bar / 24.6 psi
Michelin Power Cup Evo	2.1 bar / 30.5 psi	1.5 bar / 22 psi	2.4 bar / 34.8 psi	1.7 bar / 24.6 psi
Michelin Power Rain	2.3 bar / 33.4 psi	1.8 bar / 26 psi		
Michelin Power SuperMoto	1.8 bar / 26 psi	1.6 bar / 23 psi		
Michelin Power SuperMoto Rain	2 bar / 29 psi	1.8 bar / 26 psi		
Michelin Power GP	2.1 bar / 30.5 psi	1.9 bar / 27.4 psi		

For riders competing with the Michelin Power Performance range, Michelin's technical teams can provide expert advice on adjusting tire pressure depending on:

- Air/track temperature
- Track abrasiveness
- The rider's level of skill

	COLD TIRE PRESSURE WITH TIRE AND WHEEL RIM AT AMBIENT TEMPERATURE		PRESSURE WHEN HOT UNDER TIRE WARMERS (MICHELIN RECOMMENDS ADJUSTING THE TEMPERATURE OF TIRE WARMERS TO 90°C FOR AT LEAST 1 HOUR. PRESSURE LEVELS ARE PROVIDED FOR INFORMATION ONLY AND DEPEND ON THE EQUIPMENT AND ITS CORRECT FUNCTIONING)		TARGET PRESSURE WHEN HOT (AFTER 6 FAST LAPS)	
	Front	Rear	Front	Rear	Front	Rear
Michelin Power Performance range	2.1 bar 30.4 psi	1.3 bar 18.8 psi	2.4 to 2.6 bar 34.8 to 38 psi	1.6 to 1.8 bar 23 to 26 psi	2.4 to 2.6 bar 34.8 to 38 psi	1.6 to 1.8 bar 23 to 26 psi

USE OF TIRE WARMERS

- Michelin Power Slick2, Michelin Power Cup2 and Michelin Power Cup Evo are designed to have a short warm-up time: use of tire warmers is not mandatory.
- When using tire warmers, the pressure set at ambient temperature before the first ride should be the same as without tire warmers.
- Using tire warmers makes it possible to reach operating pressure more rapidly. In no cases does the use of tire warmers make it possible to start with a lower pressure. The main aim of using tire warmers is to reach the optimum operating pressure faster to save on warm-up time at the beginning of the ride.
- Tire warmers should be used with temperatures of between 158°F (cold surface) and 194°F (hot surface) for at least 1 hour before the first ride.
- In cold conditions, tire warmers should not be set to too high a temperature. The colder it is, the lower the temperature of the tire warmer should be in order to avoid the situation of tires cooling down while riding. Tires that cool down while riding can skew the rider's perception of actual performance levels.
- If tire warmers are used with the Michelin Power Rain, they should be adjusted to temperatures of between 86°F (cold surface) and 122°F (hot surface).
- These pressure recommendations are given for track use. For road use, the manufacturer's tire pressure recommendation applies. With track tires approved for the road, or road tires for occasional track use, it is essential to ensure that tire pressure is returned to the correct level for road use following use on the track.

WARM-UP



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

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

USEFUL TIPS

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

CHECK

Riding on under inflated tires can cause premature wear, irreversible damage to the tire 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.

TIRES TESTED ON DYNAMOMETERS

Motorcycle or scooter tires that have been used for performance tests on dynamometers should not be used for normal outdoor riding afterwards. Specific test tires or worn, smooth tires should be used for dynamometer tests.

NOTE: Do not use a tire that has been subjected to motorcycle dynamometer testing. Michelin does not warrant tires subjected to dynamometer testing. This severe use of a tire may result in tread compound degradation and possible tire failure, which may, as a result, cause serious injury or death.

RUBBER BREAKDOWN IN THE COLD

THE FUNDAMENTALS

All rubber compounds used in tires 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 -67°F 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 392°F. It is called the reversion point.

The vast majority of our tires operate within these thermal limits without impediment.

SUPERSPORT AND COMPETITION TIRES

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

One consequence of this is that these soft compound tires have a break point of as high as 59°F.

Handling these tires at this temperature or lower may result in the tread or other area of rubber on the tire literally breaking. Care must therefore be taken to store the tires in appropriate conditions which avoid these temperatures. If this occurs, the tires should not be handled at all.



Warning: Rubber breakdown in the cold can appear inside the tire only and so remain invisible. It can manifest itself as one small crack or many larger cracks all around the tire.

Michelin Power Performance Slick Michelin Power Slick  Michelin Power Performance Cup Michelin Power Cup  RECOMMENDATION Never handle the tire at a temperature below 59°F in order to prevent damage to the tire. RECOMMENDATION Before fitting and unfitting, the tire should have been stored for at least 24h at a temperature greater than 59°F.	Michelin Power Slick 2 Michelin Power Cup 2 Michelin Power Cup Evo    RECOMMENDATION Never handle the tire at a temperature below 41°F in order to prevent damage to the tire. RECOMMENDATION Before fitting and unfitting, the tire should have been stored for at least 24h at a temperature greater than 50°F.	Michelin Power GP Michelin Power 5 Michelin Power Super Moto    RECOMMENDATION Never handle the tire at a temperature below 14°F in order to prevent damage to the tire.
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THREATS TO THE TIRE

THE THREE MAIN THREATS TO THE TIRE 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 tire.

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 tire checks for wear or damage
- Does not maintain proper tire pressure (under inflation or over inflation)
- Re-inflates a tire that has run flat or seriously under-inflated
- Does not change a tire before it reaches the legal wear limit
- Neglecting a change in behavior of the bike, loss of pressure, vibration, noise, etc.
- Does not inspect a tire after a severe impact
- Has an aggressive riding style
- Uses tires of different sizes or types
- Does not replace the valve when replacing a tubeless tire
- Mount a tire on a wheel that is damaged or distorted
- Does not store tires correctly

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 tires (type of tire, incorrect pressure) and/or a change to the vehicle (accessory, load, etc.). Tires are not always the 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 while accelerating. It is triggered by an external source such as a bump or joint in the tar.



A SHIMMY

It is a sideways, continuous oscillation of the fork at low speed (<100 kph / 60 mph) usually while 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 TIRES ARE PARTLY RESPONSIBLE FOR HANDLING PROBLEMS

	WEAVING	KICKBACK	SHIMMY	VIBRATION
LEVEL OF WEAR	Big effect	Some effect	Some effect	Some effect
INFLATION PRESSURE	Big effect	Some effect	Some effect	No effect
DIMENSIONS OTHER THAN ORIGINAL SIZES	Big effect	Some effect	Little effect	No effect
STRUCTURE: BIAS/RADIAL	Big effect	Some effect	Little effect	No effect
CENTERING ON TIRE RIM	Big effect	No effect	Some effect	Little effect
BALANCE OF WHEEL AND TIRE ASSEMBLY	Big effect	No effect	Some effect	Big effect

BUT THE TIRES ARE NOT ALWAYS THE CAUSE...

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 handlebar ends, 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.

DAMAGE

CROWN



DESCRIPTION

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

CAUSES

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

DEVELOPMENT

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

CHECKS / 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.

CAUSES

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.

CHECKS / 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.



WARNING

DO NOT RIDE UNNECESSARILY ON A TIRE WITH ANY VISIBLE DAMAGE.

IMPACT

CROWN



DESCRIPTION

Impact with plies broken on the crown. Evidence of impact is generally found on the tread.

CAUSES

External aggression by running over sharp/blunt objects.

DEVELOPMENT

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

CHECKS / ADVICE

- Check conditions of use.
- Replace the tire.
- Examine the other tires on the vehicle.

SIDEWALL



DESCRIPTION

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

CAUSES

Impact or pinching of the sidewalls after running over a pothole or hitting a curb for example.

DEVELOPMENT

- Rubber and/or plies broken on the sidewall.
- Running underinflated.

CHECKS / ADVICE

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



WARNING

INSPECT AND REPLACE ANY VISIBLY DAMAGED TIRE IMMEDIATELY AFTER STRIKING ANY OBJECT IN THE ROAD.

CRACKS

CROWN



DESCRIPTION

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

CAUSES

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

DEVELOPMENT

Splits.

CHECKS / 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.

CAUSES

- 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.

CHECKS / ADVICE

- Check conditions of use.
- Type of riding, speed load, pressure
- Check the tire storage or servicing conditions
- Check pressure used.

SPLITS

CROWN



DESCRIPTION

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

CAUSES

Conditions of use.

DEVELOPMENT

Risk of contamination with damage to crown or sidewall.

CHECKS / ADVICE

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

SIDEWALL

DESCRIPTION

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

CAUSES

Visible damage in the flexed area.

CHECKS/ADVICE

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



WARNING

DO NOT RIDE UNNECESSARILY ON A
TIRE WITH ANY VISIBLE DAMAGE.

GRAINING

SHOULDER



DESCRIPTION

Formation of deep wrinkles, visible on the internal or external shoulder of the tire.

CAUSES

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

CHECKS / ADVICE

- Check conditions of use, type of riding, speed load and pressure.
- Check the tire storage or servicing conditions.
- Choose another type of tire more adapted to the type of use, adapt pressure to type of use.

MARBLE

INNER LINER



THE TIRE MUST NOT SHOW ANY SIGNS OF MARBLING DURING NORMAL USE

DESCRIPTION

The marble is a pleating of the inner liner. In the marbled areas, the rubber is blackened on a width which can have different sizes.

CAUSES

Puncture, pressure loss, under pressure riding, excessive load evolutions.

DEVELOPMENT

Run-flat riding, tire dislocation.

CHECKS / ADVICE

Damage can not be seen from the outside of the tire, in the case of puncture the tire must be demounted to be checked internally. A tire with marbling evident is no longer fit for continued use and should be scrapped.

TIRE DAMAGE / WEAR – TYPES 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.

DEVELOPMENT

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

CHECKS / ADVICE

- Go over the history of the tire (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.

RULES TO FOLLOW

ALL MOTORCYCLES ARE BUILT USING COMPONENTS PERFECTLY SUITED TO THE BIKE MANUFACTURER'S REQUIREMENTS

It is important to follow the recommendations of the manufacturer and tire maker as each motorcycle has its own particular requirements.

TO AVOID CREATING UNWANTED ANOMALIES, YOU SHOULD ADHERE TO A NUMBER OF BASIC PRINCIPLES:

- The front and rear tire measurements specified by the bike manufacturer.
- The performance ratings (load and speed), which should be equal to or higher than the manufacturer's recommendations*.
- The same construction (Radial or Bias), noting that if mixed the Radial should always be on the rear.
- The recommended tire pressures (which may differ for track use – check with the tire manufacturer).

It is also worth bearing in mind certain common-sense considerations:

- Choose tires designed for the same purpose (circuits, sports, touring...)
 - Avoid mixing different brands as each manufacturer develops its tires to work together as a matched pair, front and rear. The profile, feel and construction differ from one tire maker to the next, and a mixed set can give unwanted handling anomalies.
- * Exceptions are acceptable such as fitment of Michelin Anakee Wild tires which offer large Adventure Bikes that are predominantly used on the road the ability to perform well in difficult off road conditions, while still being a high performance fully road legal and road suitable tire. However, these tires feature a lower speed index than the OE tires, which can also be lower than the top speed potential of the bike. It is the riders responsibility to stay within the limitations of the tire top speed and not be governed by the vehicles top speed.

CHECKING TIRE FOR WEAR

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



DURATION OF USE

Tires 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 tire is subjected to throughout its life: climate, storage conditions, conditions of use load, speed, pressure, etc.

USEFUL TIPS

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

- Have your motorcycle/ scooter tires inspected frequently by a qualified professional in addition to your own regular checks.
- After 5 years of use, have tires inspected annually.
- After 10 years of use, replace tires 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).

TIRE AGE AND PERFORMANCE

EXCESSIVE AGING OF A TIRE MAY AFFECT ITS PERFORMANCE AND EVEN ITS SERVICE SUITABILITY

A correlation should not be made between the age of a tire and its aging. The aging of a tire depends solely on the conditions in which it has been stored and the way it has been used. For example, a new tire, 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 TIRES DELIVERED TO ITS CUSTOMERS.



STORAGE ADVICE

DRY CONDITIONS

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

LIGHT

Protect tires from UV rays (sunlight and artificial light).

TEMPERATURE

It must be below 95°F. Avoid direct contact with pipes, radiators and other direct sources of heat and cold.

ELECTRICAL EQUIPMENT, SOLVENTS, HYDROCARBONS, FLAMMABLE SUBSTANCES, CHEMICALS

Never store tires in a room where this equipment or these products are present.

STOCK ROTATION

First in, first out storage of tires should be organized.

SHORT-TERM STORAGE (<4 WEEKS)

Stack tires on pallets, preferably lying flat. Stacks should not exceed 1.2m (4 feet) in height. Bead separators may be required to prevent tire beads closing up. After 4 weeks, the stacks should be reformed with tires piled up in reverse order. When fitted onto wheels, tires should be inflated when stored and kept in a vertical position or in only one layer on shelves.

LONG-TERM STORAGE

Store tires vertically on shelves at least 10cm (4 inches) from the floor. To prevent deformation, rotate slightly once a month.

TEMPERATURE, LIGHT AND CERTAIN CHEMICALS OR ELECTRICAL EQUIPMENT ARE KNOWN FACTORS AFFECTING AGING.

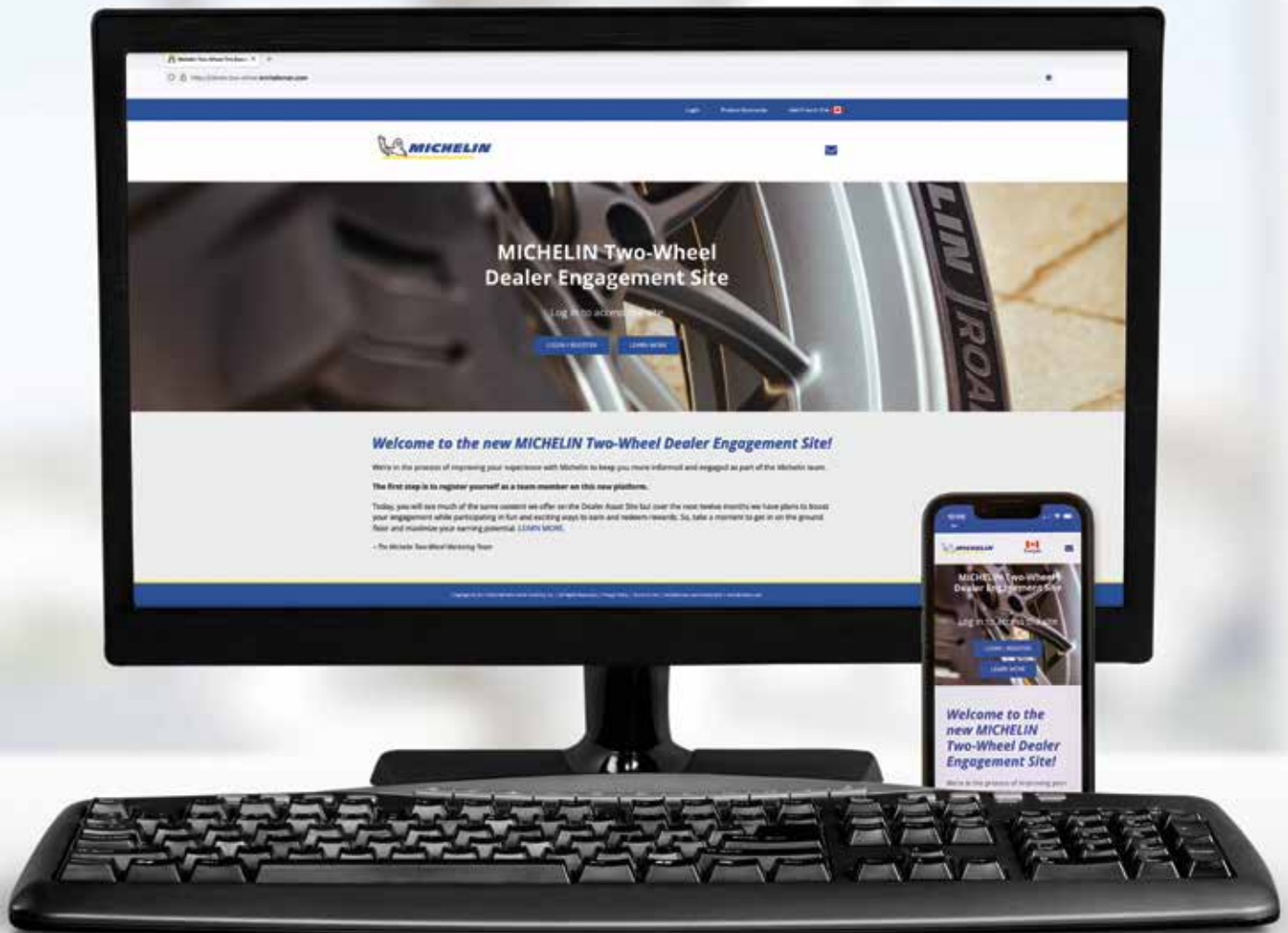
IT IS THEREFORE ESSENTIAL THAT PRODUCTS ARE STORED CORRECTLY.

PLEASE VISIT [HTTPS://MICHELINMAN.COM/MOTORCYCLE](https://michelinman.com/motorcycle) TO VERIFY THE CORRECT MICHELIN TIRE FITMENT FOR YOUR MOTORCYCLE OR SCOOTER.



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MICHELIN TWO-WHEEL DEALER ENGAGEMENT SITE

EARN AND REDEEM POINTS FOR VALUABLE REWARDS

Michelin's Two-Wheel Dealer Engagement Site is where dealer and distributor sales professionals can go to learn more about Michelin motorcycle tires – and so much more:

- Interactive training library with the opportunity to earn points for completing courses
- Downloadable assets including the latest promotion materials, sales literature, tire photos, logos, etc.
- Earn bonus points for posting on social media
- Earn points for successfully completing quizzes
- Redeem points for valuable merchandise and more
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