

Technical guide/instruction

TYRE PRESSURE

Always inflate the tyre to the correct pressure. Be sure to check cold inflation pressure frequently, i.e. once a week.

Although most motorcyclists love to work on their bikes, they seldom remember to check tyre pressures. Correct tyre pressure, however, is critical for safe handling. Overinflation or extreme tyre pressure will impair your riding comfort and decrease the contact of the tyre with the road. Underinflation or too little air pressure will result in poor handling and the bike will be inclined to „wander“. Improper and insufficient tyre pressure will also cause rapid tyre wear, an increase in fuel consumption, lower top speed, and provide less control. Remember to check the inflation pressure of your tyres weekly. **You will find the correct pressure in the operating manual of the motorcycle.**

Use PIRELLI's information only as reference.

Attention: When the recommended pressure has been changed for use off-road (race track, off-road), it must be reset to the correct value before riding on the street.

CAUTION

To avoid the danger of air leakage, use only balancing weights which are approved by the motorcycle manufacturer, e.g. spoke nipple weights, lead wire or self adhesive rim weights. We do not recommend the use of liquid balancers or liquid balance/sealers. PIRELLI does not guarantee tyres into which these have been injected.

DIFFERENT CONSTRUCTIONS

We have three distinct construction types: Bias tyres („-“), bias belted tyres („B“), and radial tyres („R“). The tyre's ability to carry side and peripheral forces differs for each distinct construction type. Therefore, a combination of different construction types can influence the motorcycle's performance. Only the tyre combinations listed in the motorcycle manufacturers fitment charts are allowed.

DIFFERENT PATTERNS

PIRELLI offers both front and rear tyres in different profiles and for different types of use, so that the front and rear tyres can complement each other. It is not allowed to fit, for example, a street tyre with an off-road tyre.

DYNAMOMETER USE

Dynamometer measurements place extreme loads on tyres. It's possible that damage, often invisible, can be caused during the testing which can lead, under certain conditions, to a failure later. Motorcycle tyres that have been used on a dynamometer must not be used later on the road.

FRONT AND REAR BRAND

Using different brands of front and rear tyres simultaneously may cause problems. Regrettably, we cannot test PIRELLI tyres in combination with all our competitors' tyres, and therefore, we urge you - for safety reasons - to use PIRELLI tyres on both the front and rear.

LIQUID SEALANTS

We do not recommend the use of liquid sealants. Liquid sealants are a form of temporary repair which can adversely affect ply material and bide any secondary damage caused by the penetrating object.

LOAD CAPACITY

Tyres are offered in different load carrying capacities. It is extremely important not to exceed the max. load rating. You must take the weight of the motorcycle, the weight of any optional equipment, as well as the weight of a passenger and the total has not to be higher than the approved tyres load capacity indicated by the motorcycle manufacturers. A tyre's load carrying ability can be reduced by underinflation.

NEW TYRES - NEW TUBES

PIRELLI tubes fit with PIRELLI tyres. Tubes are a vital part of the tube-type wheel assembly. They should be handled with care. A new tube should be fitted at the same time that a new tyre is fitted. An old stretched tube fitted into a new tyre, can cause it to crease and fail. Always make sure that your tyre size is printed on the tube, thereby ensuring that you have the correct tube size.

NEW TUBELESS TYRES - NEW VALVES AND VALVE STEMS

When fitting a new tubeless tyre onto the tubeless-type rim of your motorcycle you should always use a new valve. We highly recommend this because the body of valves used in tubeless rims are made out of a rubber material, which will harden and age with the time. The aging and hardening process is accelerated when the valve comes into contact with oil, ozone and other hostile elements. When braking or accelerating, the valve is bent by dynamic forces. An old valve could brake under such forces and cause a sudden air loss. PIRELLI recommends the use of short valve stems. A high speeds the strong centrifugal forces work on the valve and the tension of the spring. The air pressure is not sufficient to keep the valve closed. Due to smaller mass of short valve stems (compared to long valve stems) the valve remains closed at high speeds.

PIRELLI TUBELESS TYRES

When installing a tube in a PIRELLI tubeless tyre, never tighten the valve stem lock nut until the tyre is properly seated and inflated to the proper riding pressure. Whenever you install a tube, be sure not to pinch the tube and remember to dust the tube with talcum powder. Always use a valve cap.

RADIAL TYRES

The fitment of tubes in radial tyres is possible under certain specific conditions. You will find the correct indications in the operating manual of the motorcycle. It is not recommended to fit a tube in a Radial Tubeless tyre marked „ZR“.

REPLACING A WORN TYRE

Remember, precise matching of front and rear tyres is necessary to obtain optimum performance and handling. When fitting a new front tyre, check the wear on the rear tyre. A new front tyre combined with worn rear tyre may cause instability. Please bear in mind that many other factors can affect the handling of a motorcycle, including the weight and height of the rider, and the addition of luggage or fairings. Please consult the motor-cycle manufacturer before making non standard modifications.

RIMS

The section „Technical Data“ informs about all the permitted rims for that size; the one written in bold is the suggested one. Motorcycle tyres must be fitted to motorcycle rims only. New tyre marking description foresees the M/C symbol on the sidewall to identify tyres that can be fitted on motorcycle rims only. The correct rim width is important for handling characteristics and stability. Fitting a tyre to a too narrow or wide rim changes the tyre profile and gives a negative effect to the overall tyre performance.

RUN-IN

In order for your new tyres to provide optimum performance, all new tyres should be ridden very cautiously for the first 100-200 kms.

Immediately after new tyres are mounted, sudden acceleration, heavy braking, and hard cornering must be avoided until the 100-200 Kms run-in period is completed.

SPEED RATINGS

The speed index (S) indicates the maximum speed the tyre is homologated for. Even if PIRELLI tyres allow high speed performance ability, we do not recommend the use of any of our products in excess of legal speed limits. Tyres can have the same pattern and size, but a different speed rating, this is due to the tyre construction and therefore they will perform differently. When selecting your new PIRELLI motorcycle tyres, be sure to choose the right speed rating. Before buying, consult the fitment chart and the technical data in your PIRELLI manual or call us directly.

Maximum speed capability varies from size to size, but is always equal to or greater than that of the original equipment tyres when fitted in accordance with PIRELLI recommendations.

The use of a tyre with a higher speed rating (e.g. „H“ instead of „S“) is allowed only if it listed in the fitment chart. Especially in cases where the speed rating exceed 210 km/h, the PIRELLI recommendations must be respected.

SUFFICIENT CLEARANCE

Before installing wheels/tyres onto your motorcycle be sure to check clearances. Indicated sizes will vary between brands and models. Remember to consult the motorcycle manufacturer before you decide to mount sizes other than those specified in this booklet. The physical dimensions must provide for adequate clearance fenders, swing arm etc. If you increase the tyre size, it may be necessary to increase the width of the rim as well. If you increase the tyre size and/or rim width, it is very important to rotate the wheel and examine it closely for ample clearance. Please refer to our „technical data“ section for more information on the dynamic radius of the tyre.

TUBELESS TYRES

Tubeless tyres require a special bead seat, because the beads have to form an airtight seal on the rim. Not all cast wheels, aluminium or magnesium, are suitable for tubeless tyre fitment. Do not mount tyres without tubes, unless the wheel manufacturer recommends it. If a tube is inserted, it is then possible to fit a tubeless tyre to a tubetype rim.

TYRE MOUNTING - IMPORTANT INFORMATION WARNING

Tyres are only to be used on vehicles for which motorcycle tyres were originally approved by the manufacturer. Any other use can be dangerous. Check if the tyre has directional arrows. If it does, you must mount the tyre so that the arrow points in the direction of rotation. Some PIRELLI tyres have a red dot on the side wall. This indicates the lightest point, and should be positioned next to the valve. To seat the bead please use tyre mounting lubricant or soapy water, remove the valve stem core and inflate the tyre. For safety reasons do not inflate motorcycle tyres to more than 40 psi (2,8 bar); for scooters tyres do not exceed 150 % of the indicated maximum pressure. Be sure to reinstall the valve stem core and inflate the tyre/tube to the recommended riding pressure. Check the bead control lines for proper seating. If the beads are not properly seated, you will have to deflate the tyres/tubes and repeat the above procedure.

TREAD DEPTH

Legally the tyre has to be changed accordingly to the national law. PIRELLI recommends changing tyres when the remaining tread depth is below 2 mm.

REGROOVING

It is not permitted to regrove or cut the tread pattern of motorcycle tyres, as this might affect negatively the riding performance and safety.