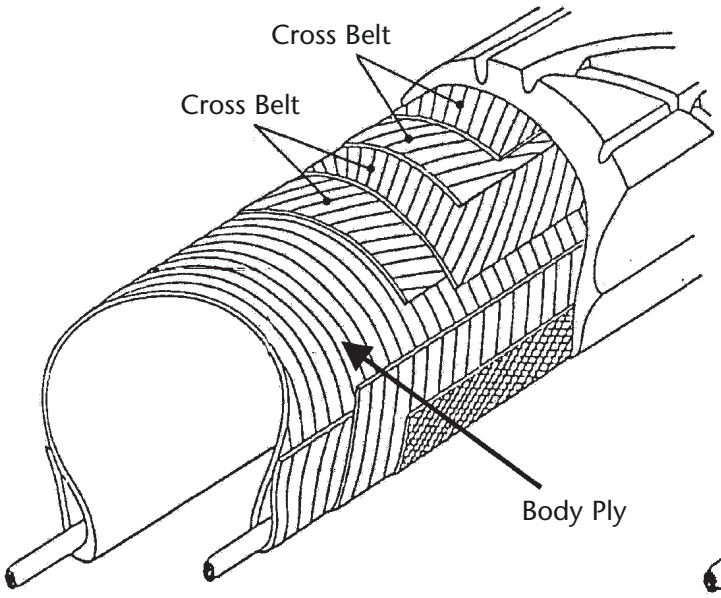
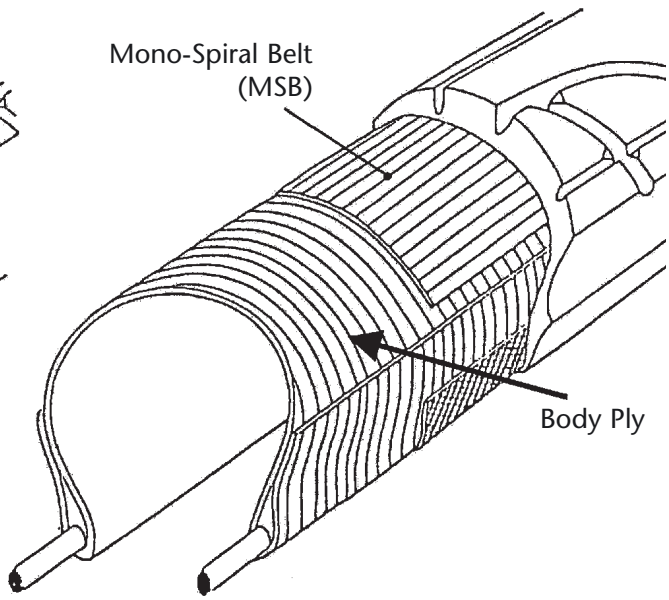
BRIDGESTONE

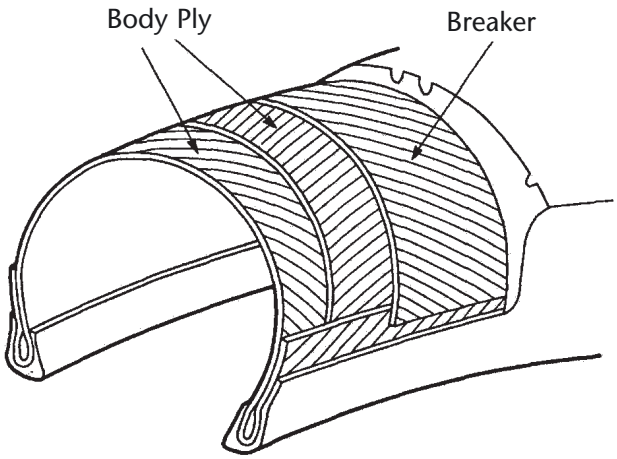
PASSION *for EXCELLENCE*





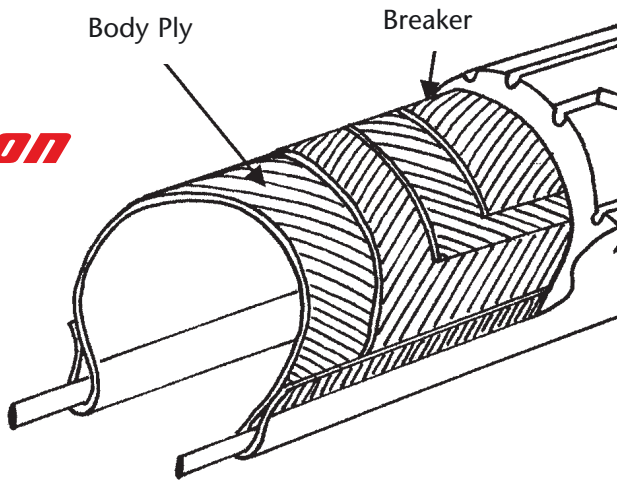
RADIAL CONSTRUCTION

RADIAL describes a pneumatic tyre structure in which the ply cords extend to the beads and are laid substantially at 90° to the centerline of the tread, the carcass being stabilized by an essentially inextensible circumferential belt.



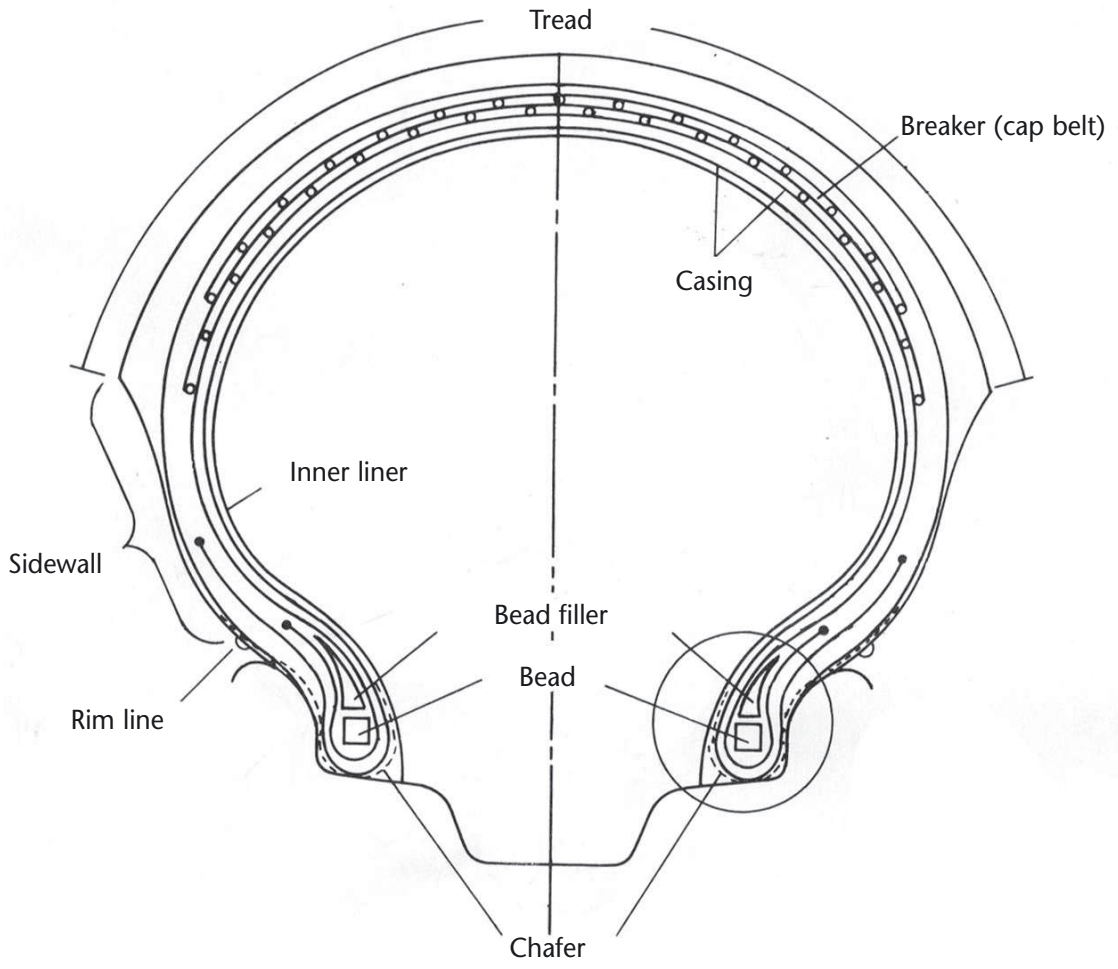
BIAS CONSTRUCTION

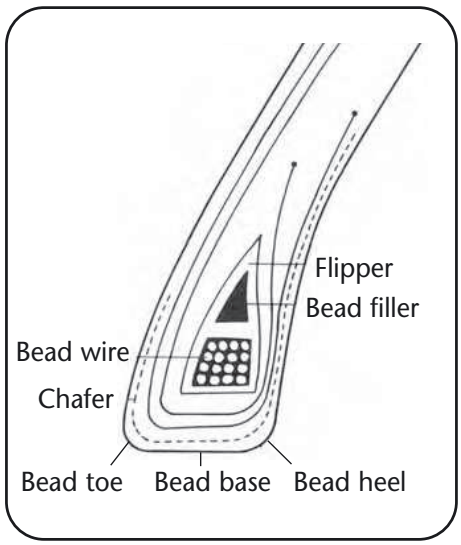
BIAS (or Diagonal) describes a pneumatic tyre structure in which the ply cords extend to the beads and are laid at alternate angles substantially less than 90° to the centerline of the tread

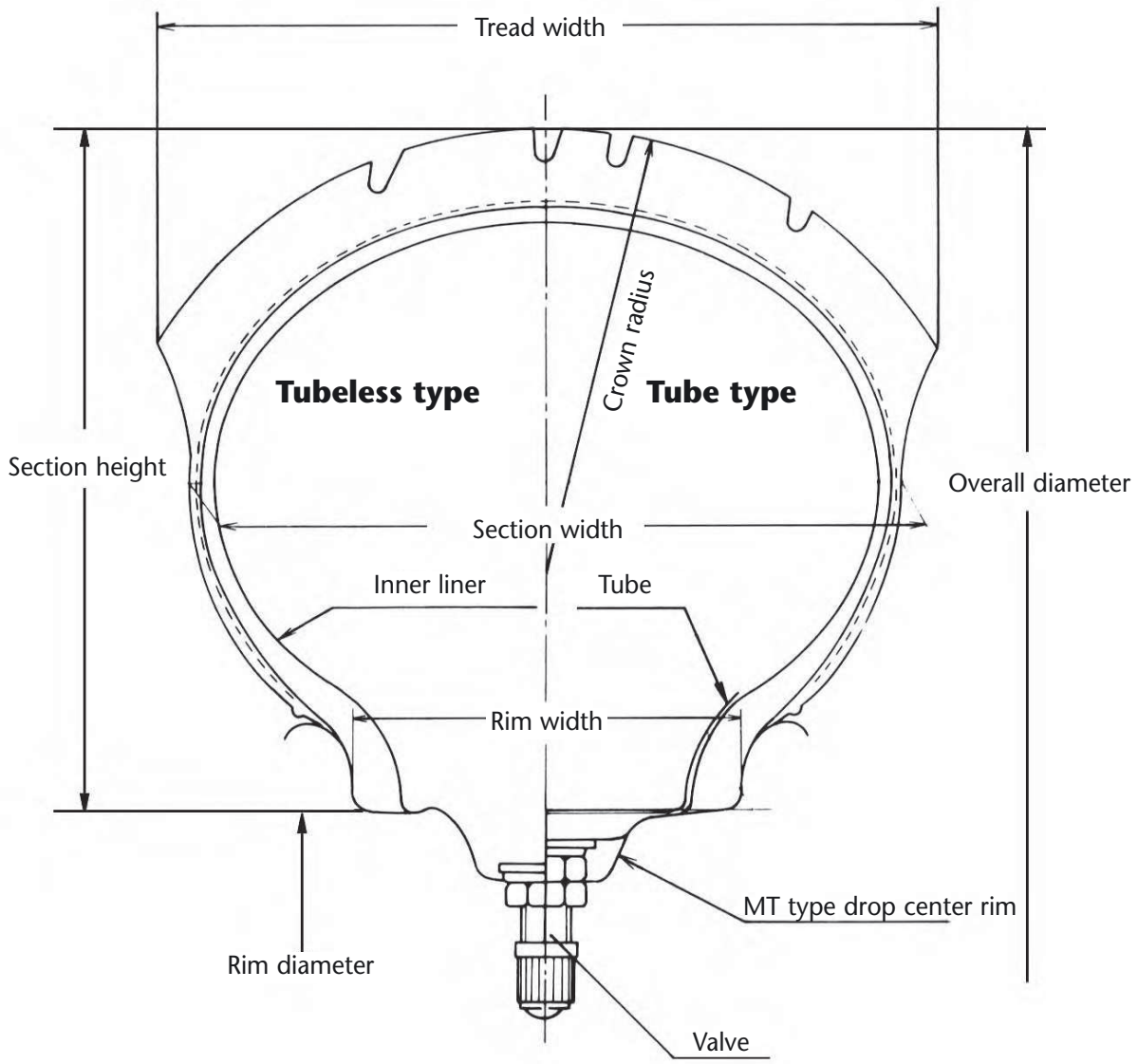


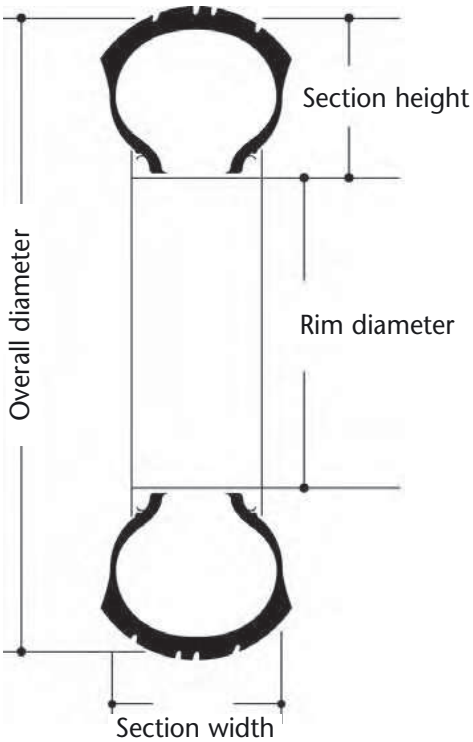
BIAS BELTED CONSTRUCTION

BIAS BELTED describes a pneumatic tyre structure of diagonal type, the carcass being restricted by a substantially inextensible circumferential belt

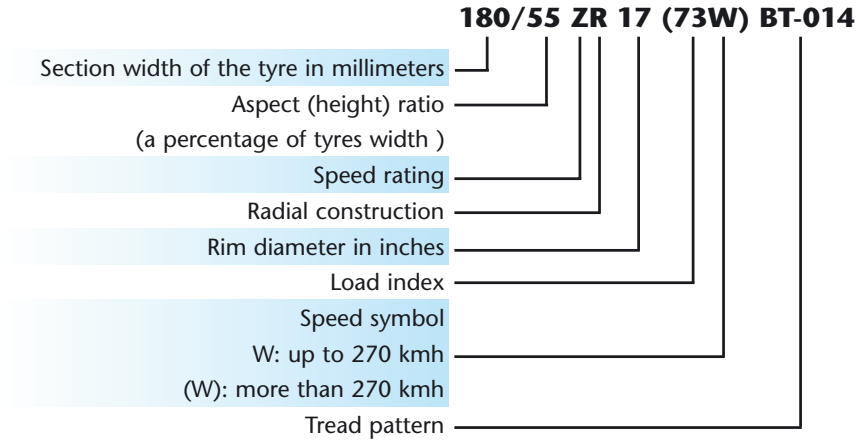

Tread
Breaker (cap belt)
Casing
Inner liner
Sidewall
Bead filler
Bead
Rim line
Chafer

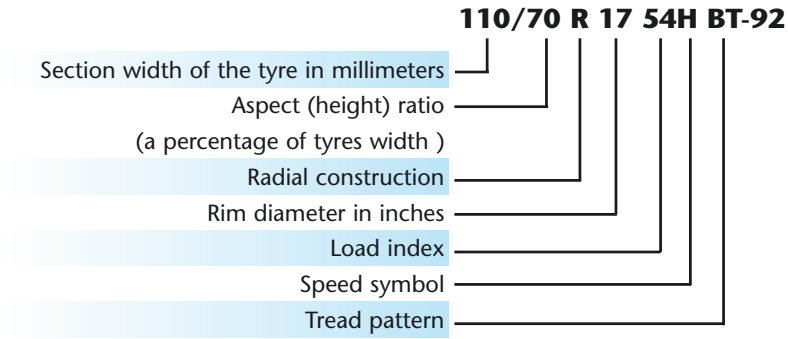

Flipper
Bead filler
Bead wire
Chafer
Bead toe
Bead base
Bead heel

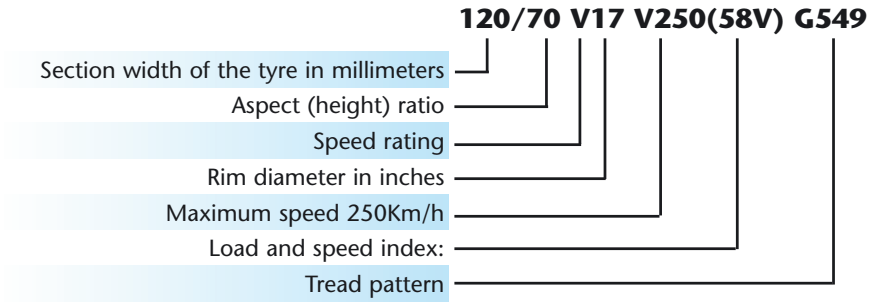

Tread width
Crown radius
Tubeless type
Tube type
Section height
Overall diameter
Section width
Inner liner
Tube
Rim width
MT type drop center rim
Rim diameter
Valve

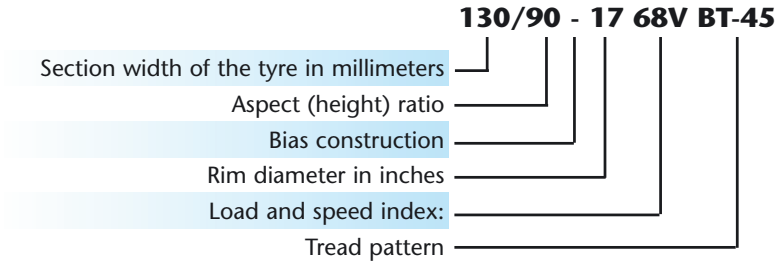

Section height
Overall diameter
Rim diameter
Section width

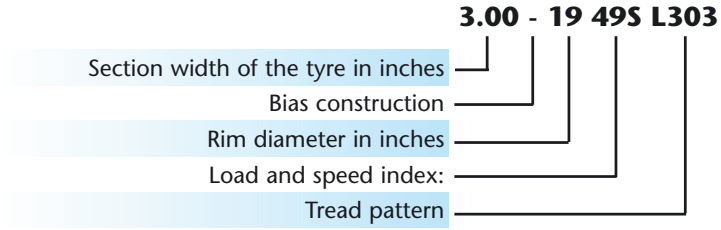
DIMENSIONS AND CODES





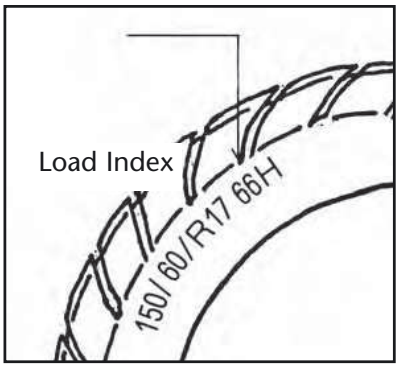






- Bias ply tyres (indicated by a -), bias-belted tyres (indicated by the letter B) and radial tyres (indicated by the letter R) that are suitable for speeds above 210km/h (130mph) and up to 240km/h (149mph) are marked with the speed symbol V, e.g. 140/60 R18 64V.
- Tyres with the speed symbol V that are suitable for speeds above 240km/h (149mph) are marked with their speed symbols in parenthesis, e.g. 120/70 R17 (58V). They will also be marked with an upper speed limit, e.g. V270, which in this example indicates a maximum speed of 270km/h (167mph).
- Radial tyres with a speed category of Z that are suitable for speeds up to 270km/h (167mph) are marked with the speed symbol W, e.g. 150/60 ZR17 66W.
- Radial tyres with a speed category of Z that are suitable for speeds above 270km/h (167mph) are marked with the speed symbol in parenthesis, e.g. 180/55 ZR17 (72W).
- For speeds in excess of 270km/h (167mph), it is recommended to further reduce the load capacity by at least 10% for every 10km/h (6.2 mph) speed step up.

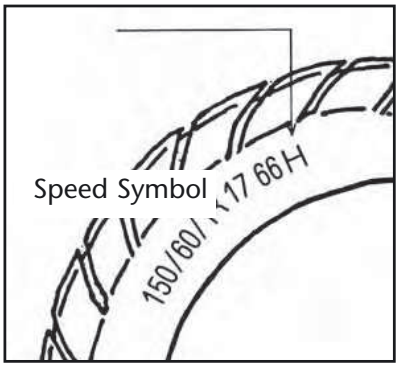
LOAD INDEX



LI	KG	LI	KG	LI	KG	LI	KG	LI	KG	LI	KG
		30	106	40	140	50	190	60	250	70	335
21	82.5	31	109	41	145	51	195	61	257	71	345
22	85	32	112	42	150	52	200	62	265	72	355
23	87.5	33	115	43	155	53	206	63	272	73	365
24	90	34	118	44	160	54	212	64	280	74	375
25	92.5	35	121	45	165	55	218	65	290	75	387
26	95	36	125	46	170	56	224	66	300	76	400
27	97.5	37	128	47	175	57	230	67	307	77	412
28	100	38	132	48	180	58	236	68	315	78	425
29	103	39	136	49	185	59	243	69	325	79	437

The Load Index is a numerical code associated with the maximum load a tyre can carry at the speed indicated by its Speed Symbol under specified service conditions up to 240 km/h. For speeds in excess of 240 km/h, actual load on the tyre should be reduced according to standards.

SPEED SYMBOL



SS	km/h	Mph	SS	km/h	Mph	SS	km/h	Mph	SS	km/h	Mph
A1	5	3	A8	40	25	J	100	62	R	170	106
A2	10	6	B	50	31	K	110	68	S	180	112
A3	15	9	C	60	37	L	120	75	T	190	118
A4	20	12	D	65	40	M	130	81	U	200	124
A5	25	16	E	70	43	N	140	87	H	210	130
A6	30	19	F	80	50	P	150	93	V	240	149
A7	35	22	G	90	56	Q	160	100	W	270	167
									(W)	+270	+167

The Speed Symbol indicates the speed at which the tyre can carry a load corresponding to its Load Index under service conditions specified by the tyre manufacturer.

GENERAL

Replacement tyres must be suitable for the type of motorcycle and the operating conditions to which they will be applied: road, off-road, street, circuit. The application may also require different load and speed index.

The following tyre combinations are advised		
Bias Ply front	-	Bias Ply rear
Bias Belt front	-	Bias Belt rear
Radial front	-	Radial rear
Bias Ply front	-	Bias Belt rear
Bias Ply front	-	Radial rear
Bias Belt front	-	Radial rear
Do not fit		
Radial front	-	Bias Ply rear
Bias Belt front	-	Bias Ply rear
Radial front	-	Bias Belt rear

APPLICATION GUIDE

For optimal performance of your Bridgestone tyre, consult our fitment guide.

MOUNTING & DEMOUNTING

General:

Tyre changing can be dangerous, and thus, should be done by trained personnel using proper tools and procedures.

Deflation and disassembly:

(1) Always check the tyre/rim assembly for proper component seating prior to removing it from the vehicle.
(2) Always deflate tyres completely by removing the valve core before removing the tyre and rim assembly from the vehicle or the disassembly of components.
(3) Always remove the valve core and core housing and deflate the tyre completely before servicing.
(4) Never lean, stand or reach over the tyre/rim assembly during tyre deflation.
(5) Never attempt to unseat beads of an inflated tyre.
(6) Never hit the tyre or rim with a hammer.
(7) Always follow the mounting and demounting procedures recommended by the RMA (Rubber Manufacturers Association) or ETRTO Road Safety Data Book.

Assembly and Inflation:

(1) Always inspect the inside of the tyre for loose cords, cuts, penetrating objects, or other casing damage.
(2) Always inspect the inside of the tyre for dirt, liquid or foreign materials and remove them before installing a tube.
(3) Never install a buckled or creased tube.
(4) Always use new tubes and flaps in new tyres.
(5) Never use a tube that is larger or smaller than that specified by Bridgestone for a given tyre.
(6) Always check to be sure that the tube is clean before installation.
(7) Use only lubricants that are approved for tyre mounting. Never use anti-freeze, silicones or petroleum-base lubricants.
(8) Never hit the tyre or rim with a hammer.
(9) Always be sure that the rim components are properly seated before inflating.
(10) Never re-inflate or add inflation pressure to a flat or seriously under-inflated tyre without removing and checking the tyre, tube and rim for damage.
(11) Seriously inspect valve cores for proper air retention. Replace damaged or leaky cores.
(12) Always inflate tyres to Bridgestone's recommended cold operating pressure.

WHEELS & RIMS

(1) Always select the proper tyre size and construction to match the manufacturer's rim or wheel rating and size.
(2) Always check the rim diameter to be sure that it exactly matches the rim diameter specification molded on the tyre sidewall.
(3) Never mount or use a damaged rim.
(4) Always inspect and clean the rim.
(5) Never rework, weld, heat or braze the rim.
(6) Always be sure that rim components are properly coordinated.
(7) Never use a rim/wheel component that cannot be identified.
(8) Always use approved tyre rims when mounting.

INFLATION PRESSURE

(1) Most tyre damage is due to incorrect inflation pressure. This implies that tyres must be inflated according to the load they carry.
(2) It is advisable, using a reliable pressure gauge, to check tyre pressure at least every two weeks.
(3) Tyre pressure checks should be made on cold tyres.
(4) Note that the sealing valve cap acts as a supplementary air seal and should be secured at all times.
(5) Inflation pressure may increase as high as 20% (10 to 15 psi) during operation, which is allowed for in the tyre design. Therefore, never adjust the inflation pressure when the tyre is warm; it will return to normal as the tyre cools.
(6) Avoid running the vehicle with under-inflated or flat tyres.
(7) A warm tyre is under-inflated if it has less than the recommended cold inflation pressure.
(8) Incorrect inflation pressure causes irregular tread wear, Bridgestone recommends the following in order to minimise irregular wearing.
   1) Always inflate tyres according to recommended cold pressures.
   2) When severe irregular wearing occurs under correct inflation pressure, please consult a Bridgestone technical representative.

INFLATION PRESSURE CONVERSION TABLE

Kg/cm²	Lb/in²	Kpa	Bar
0.1	1	10	0.1
0.2	3	20	0.2
0.3	4	30	0.3
0.4	6	40	0.4
0.5	7	50	0.5
0.6	9	60	0.6
0.7	10	70	0.7
0.8	11	80	0.8
0.9	13	90	0.9
1.0	14	100	1.0
1.1	16	110	1.1
1.2	17	120	1.2
1.3	18	130	1.3
1.4	20	140	1.4
1.5	21	150	1.5
1.6	23	160	1.6
1.7	24	170	1.7

Kg/cm²	Lb/in²	Kpa	Bar
1.8	26	180	1.8
1.9	27	190	1.9
2.0	28	200	2.0
2.1	30	210	2.1
2.2	31	220	2.2
2.3	33	230	2.3
2.4	34	240	2.4
2.5	36	250	2.5
2.6	37	250	2.5
2.7	38	260	2.6
2.8	40	270	2.7
2.9	41	280	2.8
3.0	43	290	2.9
3.1	44	300	3.0
3.2	45	310	3.1
3.3	47	320	3.2
3.4	48	330	3.3

Kg/cm²	Lb/in²	Kpa	Bar
3.5	50	340	3.4
3.6	51	350	3.5
3.7	53	360	3.6
3.8	54	370	3.7
3.9	55	380	3.8
4.0	57	390	3.9
4.1	58	400	4.0
4.2	60	410	4.1
4.3	61	420	4.2
4.4	63	430	4.3
4.5	64	440	4.4
4.6	65	450	4.5
4.7	67	460	4.6
4.8	68	470	4.7
4.9	70	480	4.8
5.0	71	490	4.9

RUN-IN

When new tyres are fitted they should undergo a running-in period; 200 km is considered reasonable. Tyres should then be checked to ensure correct seating and inflation. After this period speeds should be increased gradually. Until this distance is covered they should not be subjected to maximum power or hard braking.

MINIMUM TREAD DEPTH

When tread wear indicators display 1.00 mm, the vehicle owner should heed this as an early warning to consider replacing tyres. The Tread Wear indicators are located at "A" marks on the tread buttress.

STORAGE

(1) For prolonged storage of tyres, take note of following:
   1) Never store tyres in direct sunlight or near heat sources.
      Keep tyres away from motors and generators which yield ozone.
   2) Keep tyres away from oils and chemicals.

(2) To prevent permanent deformation of tyres when stacking horizontally, limit each stack to a maximum of approx. 4 feet (1,2 m).

(3) For all-steel radial tyres excessive moisture permeation may cause deterioration of the tyre structure and possibly cause tyre failure. Bridgestone recommends the following methods.
   1) Store unmounted tyres indoors in a dry location away from moisture.
   2) Before mounting a tyre on a rim or a wheel, be sure that the tyre's inside surface, tube flap and the inside surface of the rim or wheel are dry and clean.
   3) Keep compressed air sources for tyre inflation free of moisture.