**PROPER MOUNTING OF A MICHELIN® MOTORCYCLE TIRE**

**MOUNTING**

**PRIOR TO MOUNTING**

The tire must be clean and in good condition.

- For Tubeless (TL) tires:
  - Make sure the tire is compatible with a tubeless tire valve using adapters for the valve stem.
  - A new valve is recommended.

- For Tube Type (TT) tires:
  - Make sure the tire is compatible with a tube type valve.
  - A new valve is recommended. Apply light thread sealant prior to installing to avoid o-ring 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 arrows on the tire before placing the tire on the rim.

**STEP 3**

Place the lower bead on the rim and perform bead-to-rim indexing using lever/bead seating tool/mounting machine.

- Ensure the gap between the rim and head of the rim mounting using suitable levers or tire mounting machine.
- Ensure the bead of the machine is centered with the rim.
- Start mounting the bead at the location of the valve.

**STEP 4**

During the fitting of the second tire bead, it is recommended to apply pressure on the sidewall opposite the beads or machine head in order to reduce excessive stretching of the tire, which could cause degradation (Fig. 4).

**REMOVAL**

STEP 1

Remove the valve and allow the tire to deflate completely.

**STEP 2**

Remove the tire from between the rim beads and the rim using a tire removal tool.

**STEP 3**

Mount the tire using two tire levers.

**IMPORTANT CONDITIONS TO LOOK FOR**

### DAMAGE

**DESCRIPTION**

- Damage with or without puncture.
- Tread, sidewall, shoulder damage.
- Lap or indentation on the shoulder.

**CAUSES**

- Punctures and perforation.
- Abrasion on the shoulder.

**DEVELOPMENT**

Radial, oblique or circumference tears – of varying sizes that may reach the plies. These breaks may be localized or widespread in the rubber.

**CHECKS/ADVICE**

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

### IMPACT

**DESCRIPTION**

- Impact with a hard object.
- Impact with a sharp object.
- Impact with a smooth object.

**CAUSES**

- Impact with a hard object.
- Impact with a sharp object.
- Impact with a smooth object.

**DEVELOPMENT**

Impact or pinching of the sidewalls after running under inflated, over inflated or improperly inflated.

**CHECKS/ADVICE**

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

### CRACKS

**DESCRIPTION**

- Cracks on the tread.
- Cracks on the shoulder of the tread.
- Cracks on the bead.
- Cracks on the sidewall.

**CAUSES**

- Product aging.
- Exposure to ozone or UV rays.
- Use of aggressive compounds containing metal, etc.

**DEVELOPMENT**

- Splits.
- Surface cracks.

**CHECKS/ADVICE**

- Check the conditions of use.
- Replace the product(s) concerned if the splits are deep and reach the plies or carcass.

### Splits

**DESCRIPTION**

- Splits occur on the tire after use.
- Splits may extend to the plies or carcass.

**CAUSES**

- Excessive overheating due to the carcass working too hard.
- Exposure to ozone, prolonged exposure to light.
- Improper storage conditions.

**DEVELOPMENT**

- Low pressure.
- Excessive load evolutions.

**CHECKS/ADVICE**

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

### MARBLE

**DESCRIPTION**

- Localized or widespread cracks in the rubber.
- Abrasion, cracks, or tears.
- Breaks or splits in the rubber.

**CAUSES**

- Type of tire.
- Roads, paths, scenarios.
- Speed, load, pressure.

**DEVELOPMENT**

- Adhesive to the product(s) concerned.
- Replace the product(s) concerned if the splits are deep and have reached the plies or carcass.

### GRANING

**DESCRIPTION**

- Splits in the tread.
- Shoulder and rear.

**CAUSES**

- Excessive overheating due to the carcass working too hard.
- Exposure to ozone, prolonged exposure to light.
- Improper storage conditions.

**DEVELOPMENT**

- Low pressure.
- Excessive load evolutions.

**CHECKS/ADVICE**

- Check the conditions of use.
- Replace the product(s) concerned if the splits are deep and have reached the plies or carcass.

### TIRE WEAR / TEMPERATURE – TYPES OF WEAR

**DESCRIPTION**

- Uneven wear.
- Shoulder wear.
- Wear at the crown.
- Wear at the shoulder.
- Wear between the shoulder and tread.
- Normal wear.
- Shoulder and tread.

**CAUSES**

- Incorrect fitment, tire pressure.
- Incorrectly fitted wheel.
- Inefficient or inappropriate use.
- Overinflation, under inflation.
- Improper handling.

**DEVELOPMENT**

- Shoulder and tread.
- Wear at the crown.
- Normal wear.
- Shoulder and tread.

**CHECKS/ADVICE**

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

### THE ANTI-STATIC STRIP

**A NECESSARY FEATURE OF SOME MOTORCYCLE TIRES**

- A strip of conductive rubber.
- The strip makes tires electrostatically conductive.

**DESCRIPTION**

- 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 electrically conductive 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 electrically conductive rubber.

**CHECKS/ADVICE**

- The strip is the same color as the tread.
- Do not exceed the recommended load.

**RESEARCH SHOWS NO DIFFERENCE BETWEEN THE PERFORMANCE OF RECENTLY-PRODUCED TIRES VERSUS TIRES PRODUCED THREE YEARS AGO**

- Research shows no difference when comparing new tires with those produced three years ago.

**A WARNING**

- Tires are not bananas!

**STAYS FRESH**

- Please check tire pressure.
- Keep tire pressure within the recommended range.

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

- The tire should not show any signs of marbling, even when the tire is new.

**CATEGORIES**

- Slashes, cuts, punctures.
- Abrasion, cracks, or tears.
- Breaks or splits in the rubber.

**CAUSES**

- Type of tire.
- Roads, paths, scenarios.
- Speed, load, pressure.

**DEVELOPMENT**

- Adhesive to the product(s) concerned.
- Replace the product(s) concerned if the splits are deep and have reached the plies or carcass.

**CHECKS/ADVICE**

- Check the conditions of use.
- Replace the product(s) concerned if the splits are deep and have reached the plies or carcass.

- Do not exceed the recommended load.