

BRIDGESTONE

MOTORCYCLE & SCOOTER TIRE 2019



Bridgestone knows The world's roads, the world's riders— and what they love.

The scenery that waits for you round the next corner.

The view ahead at 300km/h during the race.

The roads ready for you to discover
at the other end of that long straight.

We know these.

We pursue cutting-edge technology in some of the most
demanding races in the world. That sense of the rider's
excitement is what is important to us.

Riders cruising down smooth highways,
riders pushing on over rutted gravel tracks,
riders passing along paved European streets and threading
their way over Alpine switchbacks—we support every one of
them by working all our technologies into development of tires.

We deliver the joy of riding and confidence to
all the world's riders.

Your Journey, Our Passion.

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Products Line Up

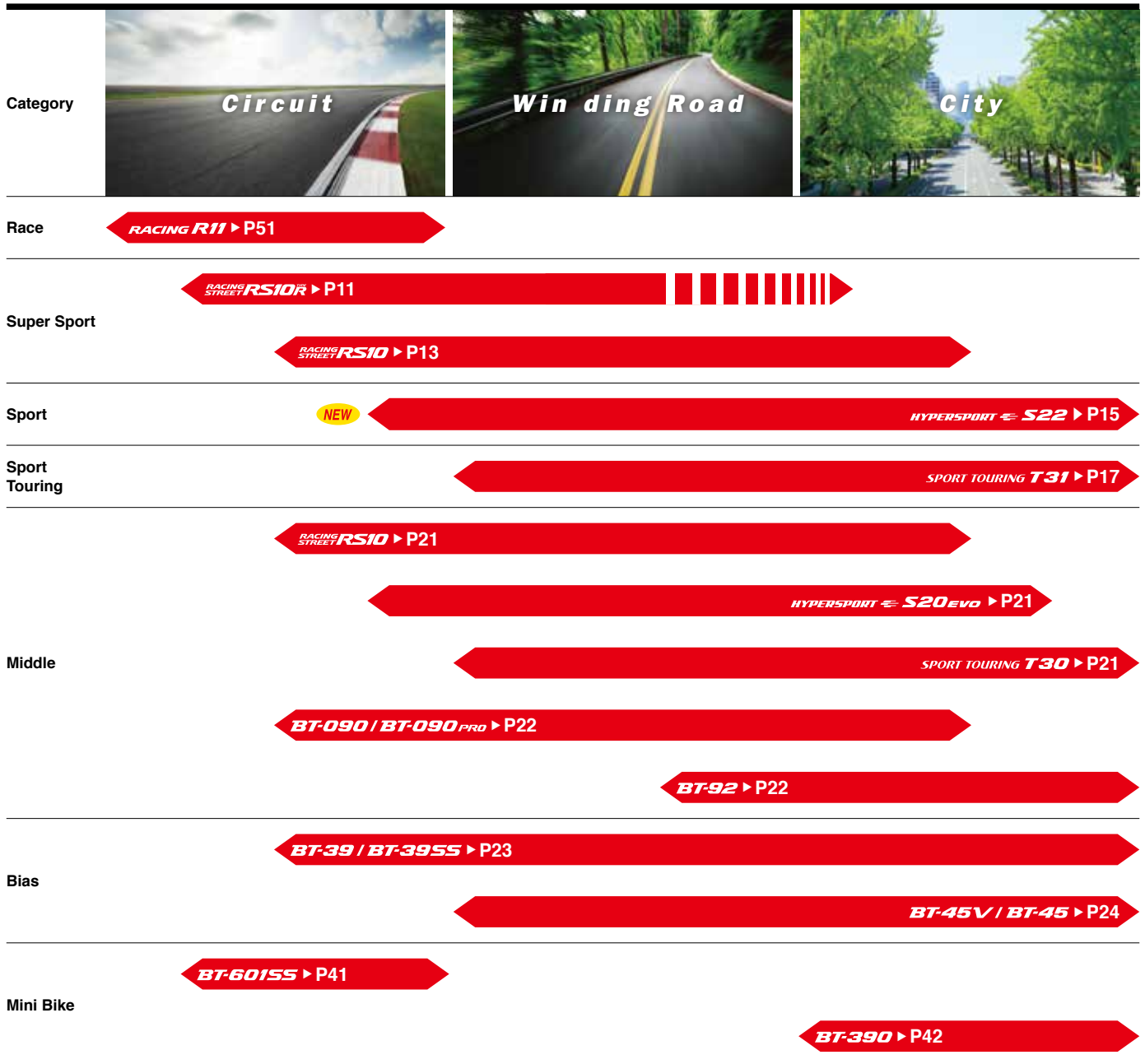


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Products Line Up

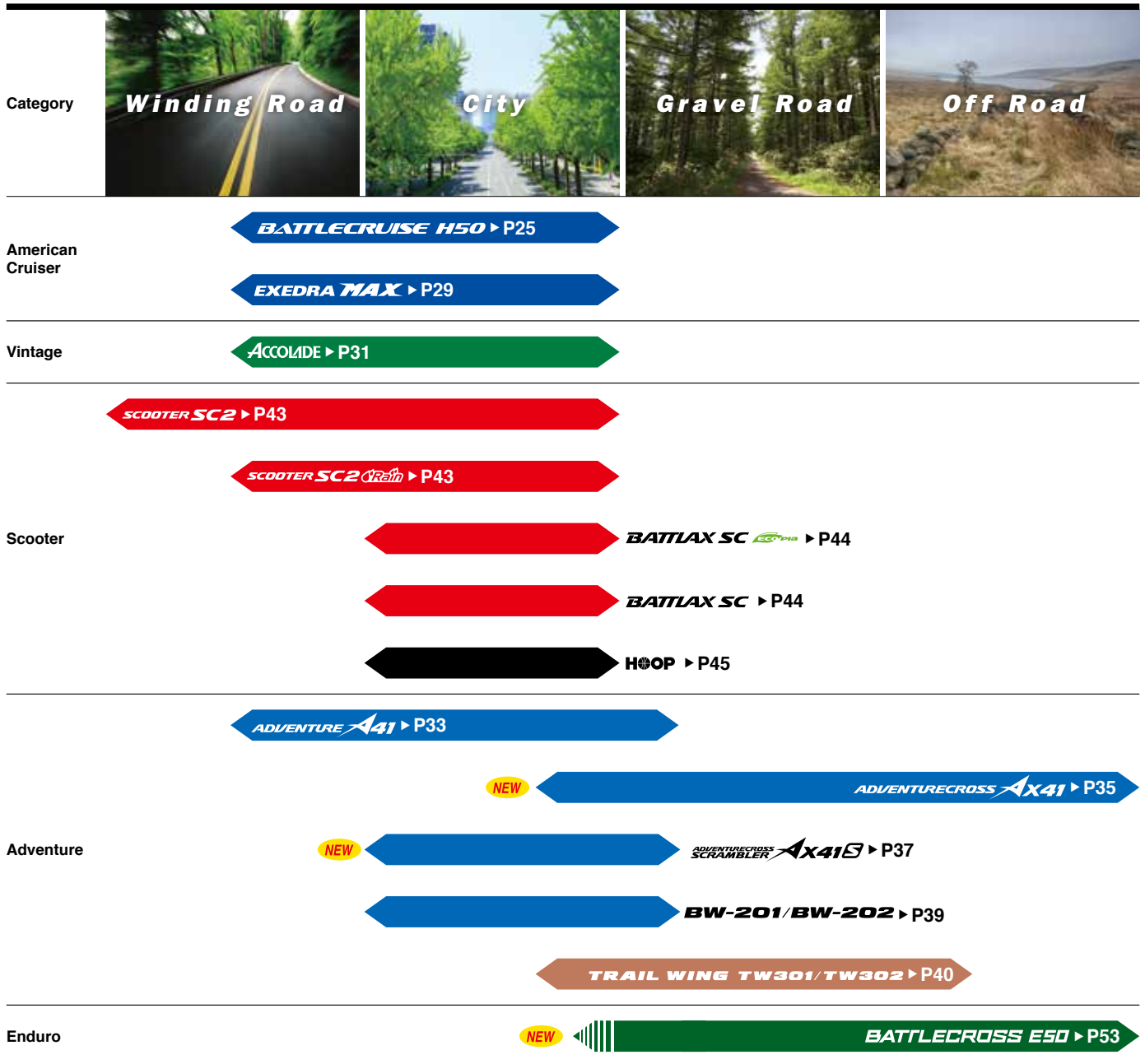


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ULTIMAT EYE™

Bridgestone's proprietary tire development technology for measuring and visualizing tire contact surface behavior during actual riding conditions. Previously, tire development consisted of running simulations, building prototypes and using laboratory measurements as well as actual vehicle tests to verify performance. ULTIMAT EYE™ reproduces high-speed riding conditions in the laboratory that are equivalent to those of an actual vehicle, enabling tire contact surface behavior to be visualized. In addition to the previous actual vehicle tests, this allows high-precision analysis and performance verification with a solid scientific basis. Using technology born to develop tires for the world's most demanding car and motorcycle races, the measurement and analysis equipment can handle speeds of up to 400km/h and lean angles of up to 60 degrees.

■ Previous tire product development workflow



■ Tire product development workflow with ULTIMAT EYE™



Wet surface scenario



Snowy surface scenario

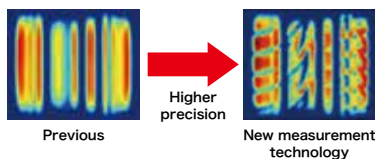
When developing tires, various computer simulations are run. The optimal calculated design is then used to create a prototype.



Bridgestone's proprietary technology allows the dynamic behavior of the tire in actual riding conditions to be reproduced and visualized in order to verify actual performance that cannot be understood through simulations alone.

■ Tire measurement technology for high rotational speed

By developing technology that enables the measurement and visualization of the distribution of tread pattern contact force, it becomes possible to measure the influence at high rotational speeds of small features of the tread pattern that were not previously understood.



GP-BELT



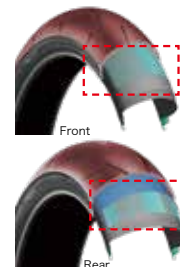
A new belt added to the conventional MS-BELT. The pressure has been equalized to the ground surface. By enlarging the ground contact surface area, gripping performance during cornering has been improved. This also contributes to better gripping, reduction in ground contact surface area which causes slipping, and better wear control.



V-MS•BELT



Optimization of the spacing of the MS-BELT cords coiled around the tire's circumference contributes to ideal tire contact properties, as well as enhanced grip and performance.



MS•BELT Mono Spiral Belt



Patent acquired

Lightweight and durable cords are wrapped around the circumference of the tire to provide a smooth grip feeling. This contributes to a high performance tire with ① weight reduction, improvement in ② grip, ③ rotational stability, ④ high speed performance and ⑤ excellent damping effect.

HTSPC High Tensile Super Penetrated Cord



Steel cord material is comprised of individually rubber insulated inner filaments with high thermal conductivity to enhance heat transfer and reduce the risk of blowout. Moisture does not accumulate between filaments, reducing the chance of oxidation. The features promote high speed stability and durability of the tire as a whole. High case rigidity (grip performance) and superior shock absorption have also been achieved by these highly tensile filaments which have strong resistance to deformation.

3LC+CAP&BASE



The CAP&BASE construction divides the shoulder compound of the tire into upper and lower sections. By using a high grip compound for the upper section of the shoulder, and a high stability abrasion resistant compound for the lower and central sections, provides combination of both performance and mileage.



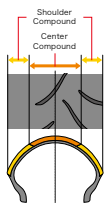
3LC 3 Layer Compound



3 Layer Compound

3LC (3 Layer Compound) technology. The shoulder compound provides excellent cornering grip. The center compound offers linear handling.

※ The name has been changed from "SPORT SACT"



RC POLYMER for motorcycle



RC POLYMER for motorcycle tire



Polymer improves wear resistance of tires, and silica is effective for wet performance. Although these two compounds are usually not compatible, the potential of both compounds is drastically increased by promoting affinity between them.

RC POLYMER for motorcycles, developed using Bridgestone's key technology NanoPro-Tech®, contributes to the improvement of wet performance and longer wear life.

※ NanoPro-Tech® is Bridgestone's key technology which controls the nanostructure of tire materials through molecular design, in order to emphasize the needed characteristics of the material.

5LC 5 Layer Compound

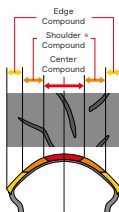


5 Layer Compound

Patent acquired

5LC (5 Layer Compound) technology. High grip performance has been achieved for every sports racing scene. The edge compound improves rotational stability during steep banking. The shoulder compound improves cornering power and grip performance in the forward direction. The center compound achieves a smooth feeling from straight runs to lean angles.

※ The compound with the highest "tensile rigidity in the circumferential direction" is used in the shoulder area, enabling rapid acceleration at a corner exit.



SPORT SACT



The center of the tire is equipped with a compound which provides excellent straight line stability, high speed durability and wear resistance. The shoulder area is equipped with a compound which realizes high grip performance. A smooth ride has been achieved by unifying these two compounds through intermolecular coupling at high temperature.

※ The name has been changed to "3LC (3 Layer Compound)"

CAP&BASE



The cap tread contains a compound with soft silica, and the base tread contains a compound with medium silica. These are carefully balanced. While ensuring shock absorption, strong grip performance in various temperature conditions is provided while supporting optimum rigidity.

SACT Straight And Cornering Technology



The center area utilizes a compound which specializes in wear resistance, and the shoulder with a compound which specializes in grip performance. By combining these compounds, two conflicting features, "long life durability" and "high grip performance" have been dimensionally fused. The two compounds are unified through intermolecular coupling at high temperature.

SILICA RICH



Silica Rich Compound ensures high grip performance in low temperature conditions at the early stage of riding and exhibits excellent wet performance.

Antenna rubber is Used

SILICA RICH EX

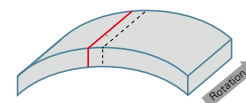


Performance in wet conditions is improved by greatly increasing the amount of silica compared to conventional SILICA RICH.

Antenna rubber is Used

● Antenna rubber (mainly used in SILICA RICH and SILICA RICH EX)

Electro-conductivity of the tire rubber containing larger amount of silica is, in general, low. Therefore, static electricity generated by a vehicle during driving is not easily discharged to a road surface. As a solution, rubber having high electro-conductivity (conductive slit) is exposed on a tread surface in a linear shape in order to easily discharge the accumulated static electricity. The rubber of the conductive slit has a different shade of color than the other tread rubbers so that it looks like a stripe on a tread surface. It does not affect the safety and wear life performance.



BATTLAX RACING STREET RS10R TYPE

The "R" stamp is proof of its racetrack origins
Only the highest technology honed in the world's most demanding races is used

RS10 TYRE-R maintains the aggressive RS10 tread pattern while adopting a "GP-BELT" construction for the rear tire that draws directly on our experiences in the world's most demanding motorcycle races. This improves sports riding performance still further, offering not only better grip, cornering performance and high-speed stability, but also giving an overwhelming feel of acceleration when driving out of corners.



- Riders who mainly enjoy riding at the track.
- Riders who wish to improve their existing lap record.
- Riders who can properly adjust the vehicle setting and temperature/air pressure of the tire.

Front RS10 TYPE-R

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 120/70ZR17 M/C (58W) | TL | 3.00~3.50 |

Rear RS10 TYPE-R

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 180/55ZR17 M/C (73W) | TL | 5.50~6.00 |
| 190/55ZR17 M/C (75W) | TL | 5.50~6.00 |

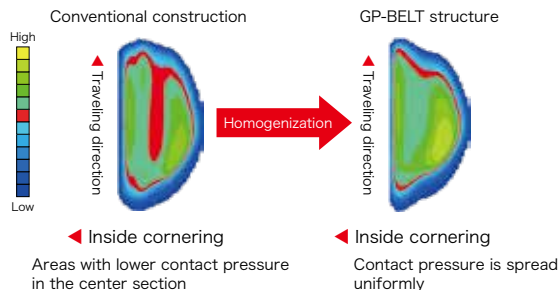


★ Rear tire only

"GP-BELT" construction (rear)

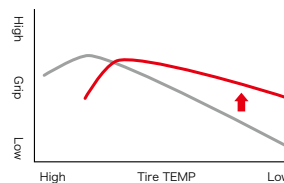
Dominant acceleration when exiting a corner has been achieved

Contact pressure of the tire and road surface at cornering (camber degree 50)



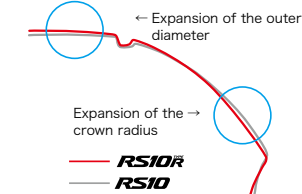
Tread compound

Improved grip for track use in high temperature regions



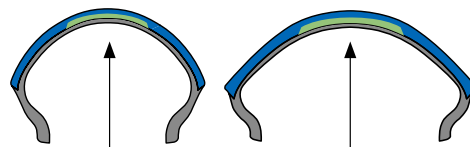
Optimization of the shape (rear)

Expansion of the contact area at camber and improved stability during cornering

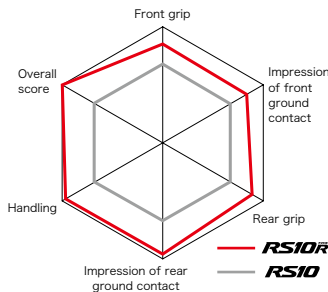


CAP&BASE tread

Front stability during braking and rear stability during accelerating have been improved



A compound with higher hardness than the upper layer of the tread is inserted in the bottom layer of the tread



Circuit lap time

RS10R Shortened 2%

RS10

[Test conditions]
Test location : Autopolis Circuit, Japan (4,674km),
June 23, 24, 2014
Test vehicle : MWS1000RR
Tire size : 120/70ZR17, 190/55ZR17
Air pressure : front 230kPa, rear 250kPa
Rider : Bridgestone Test Rider

Warning

RS10 TYPE-R is a high performance tire suitable for track racing which may lose flexibility and traction in low ambient temperatures and may result in instability or serious accident. Use care when riding in areas where the ambient temperature or road surface temperature is low or in wet conditions. Use care when first starting out as the tires may not have reached an adequate temperature to optimize grip. Mounting, inflating, operating or impacting the tire under low temperature conditions may cause the tire tread to crack. Never use a tire that has cracks. Riding vehicles which are not properly adjusted or set up may result in instability caused by wobbling (vehicle oscillation) or serious accident.

ON ROAD RADIAL
ON ROAD BIAS
AMERICAN CRUISER
VINTAGE
ADVENTURE
MINI BIKE & SCOOTER
RACE

BATTLAX RACING STREET RS10

A pedigree created by the world's best riders

Bridgestone's latest premium high-grip radials that achieve excellent dry handling, grip and stability. The least grooved tread pattern adopts 3D groove shape to improve tread rigidity.

In order to improve tread rigidity, the slick-like tread pattern adopts 3D grooves.

Chosen by the major motorcycle brands as standard fitment on their high-end models. The RACING STREET RS10 has been recognized for its high performance and its combination of stability and controllability, designed to extract every bit of performance from supersports bikes.



Front

Rear

Front RS10

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 120/70ZR17 M/C (58W) | TL | 3.00~3.50 |

Rear RS10

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 180/55ZR17 M/C (73W) | TL | 5.50~6.00 |
| 190/50ZR17 M/C (73W) | TL | 5.50~6.00 |
| 190/55ZR17 M/C (75W) | TL | 5.50~6.00 |
| 200/55ZR17 M/C (78W) | TL | 6.00~6.50 |

Front RS10 H-range

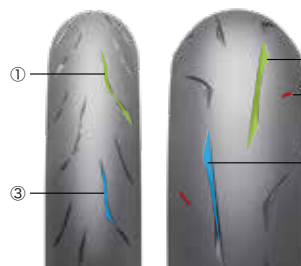
| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 110/70R17 M/C 54H | TL | 2.75~3.50 |

Rear RS10 H-range

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 140/70R17 M/C 66H | TL | 3.50~4.50 |
| 150/60R17 M/C 66H | TL | 4.00~4.50 |

- Riders who wish to enjoy riding over a wide range from the racing track to the winding road.
- Riders who want sporty and high cornering performance on dry roads.
- Riders who are seeking higher grade dry performance than S20EVO/S20.

Tread pattern

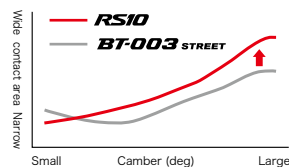


- ① The groove is placed along the entering direction at cornering
⇒ Reinforced block rigidity
- ② Tread transformation to create an independent groove
⇒ Warm up time shortened
- ③ Reinforced block rigidity due to the 3D groove shape
⇒ Improved stability when braking and accelerating

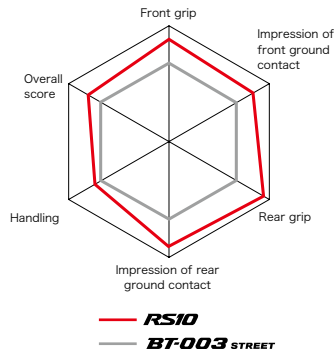
Optimized tire shape (Rear)

The contact area when vehicle leaned is maximized by increasing the crown radius, so that the stability during cornering is improved.

Change in the contact area



The contact area at camber is maximized to improve stability during cornering.



A compound characteristic



Grip in high temperature is improved over to the previous compound.

Pattern rigidity

Front
RS10 **6% improvement**
BT-003 STREET

Rear
RS10 **16% improvement**
BT-003 STREET

Circuit lap time

RS10 **Shortened 1%**
BT-003 STREET

[Test conditions]
Test location : Autopolis Circuit, Japan (4.674km), June 23,24, 2014
Test vehicle : BMW S1000RR
Tire size : 120/70ZR17, 190/55ZR17
Air pressure : front 230kPa, rear 250kPa
Rider : Bridgestone Test Rider



- ★1 All rear tire (Except "H-range" tires)
- ★2 All "H-range" tires, 120/70ZR17M/C

NEW **BATTLAX HYPERSPORT S22**

Riding on winding roads is about to change.

High levels of grip and agile handling thanks to new front & rear pattern designs and newly developed compounds. Astonishing riding feel makes the bike seem lighter. Winding roads are even more enjoyable. Unexpected rain after riding? This tire is a reassuring friend, taking you home with sense of security even in challenging conditions. So you can enjoy riding more, enjoying more.



Front Rear

Front S22

| | Tire size | TL / TT | Appr. Rim (inch) |
|-----|---------------------|---------|------------------|
| NEW | 120/70ZR17 M/C(58W) | TL | 3.50~3.50 |

Rear S22

| | Tire size | TL / TT | Appr. Rim (inch) |
|-----|---------------------|---------|------------------|
| NEW | 160/60ZR17 M/C(69W) | TL | 4.50~5.00 |
| NEW | 180/55ZR17 M/C(73W) | TL | 5.50~6.00 |
| NEW | 190/50ZR17 M/C(73W) | TL | 5.50~6.00 |
| NEW | 190/55ZR17 M/C(75W) | TL | 5.50~6.00 |
| NEW | 200/55ZR17 M/C(78W) | TL | 6.00~6.50 |

- Riders who mostly enjoy sports riding.
- Riders of supersports motorcycles who want a combination of performance in the wet and long life.
- Riders who are thinking of starting riding on the racetrack.

Applied Technology

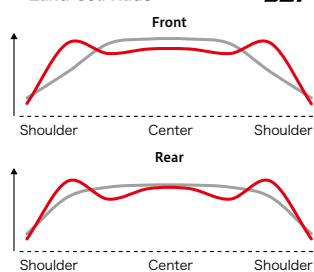


- ① New pattern: design Front & Rear
- ② New compound: Front center & Rear Traction
- ③ New compound: Rear center

① New pattern

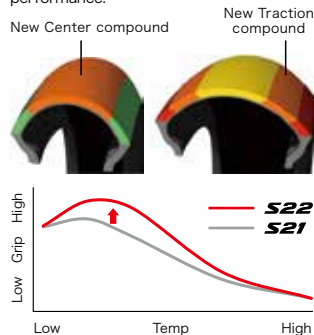
The land-sea ratio of the shoulder part have been improved compared to the S21, leading to enhanced wet performance. Agility has also been improved by optimizing the rigidity of the pattern.

Land-Sea Ratio



② New compound: Front Center & Rear Traction

By optimizing the compounding of the resin, dry grip has been improved through a wider temperature range. This provides a higher level of sports riding performance.



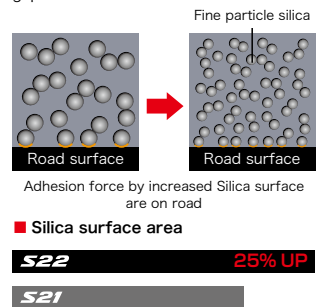
Wear life



*Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.

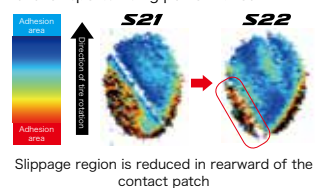
③ New compound: Rear center

The surface area of the silica on the tire surface has been increased by around 25% by the adoption of fine-particle silica. The new compound provides excellent grip in wet condition.



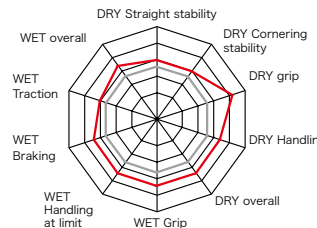
ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was adopted for the structural design of the tire. Gaining a better understanding of the tire's behavior as it slips on the road surface enabled the region of slippage at the rear of the contact patch to be reduced. This improved sense of grip allows a higher level of sports riding performance.



Slippage region is reduced in rearward of the contact patch

Total performance comparison



★1 Front tire only ★2 Rear tire only

ON ROAD RADIAL
ON ROAD BIAS
AMERICAN CRUISER
VINTAGE
ADVENTURE
MINI BIKE & SCOOTER
RACE

BATTLAX SPORT TOURING T31

A significant improvements in wet performance leads to a feeling of safety
The ideal sports touring radial, able to cope with a wide variety of riding conditions

Provides confidence in riding even in adverse conditions such as rain or changing road surfaces. The wet performance of the SPORT TOURING T31 has been greatly improved. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip give the rider increased confidence. Naturally, the tire also offers handling accuracy and high-speed stability on dry road surfaces. The ideal sports radial, capable of coping with the wide range of conditions that confront riders over a variety of road surfaces.



Front T31

| Tire size | TL/TT | Appr. Rim (inch) |
|---------------------|-------|------------------|
| 110/70ZR17 M/C(54W) | TL | 2.75~3.50 |
| 120/60ZR17 M/C(55W) | TL | 3.00~3.50 |
| 120/70ZR17 M/C(58W) | TL | 3.00~3.50 |
| 110/80 R18 M/C 58V | TL | 2.50~3.00 |
| 110/80ZR18 M/C(58W) | TL | 2.50~3.00 |
| 120/70ZR18 M/C(59W) | TL | 3.00~3.50 |
| 110/80ZR19 M/C(59W) | TL | 2.50~3.00 |
| 120/70ZR19 M/C(60W) | TL | 3.00~3.75 |

Front T31 GT specs*

| Tire size | TL/TT | Appr. Rim (inch) |
|---------------------|-------|------------------|
| 120/70ZR17 M/C(58W) | TL | 3.00~3.50 |
| 120/70ZR18 M/C(59W) | TL | 3.00~3.50 |

Rear T31

| Tire size | TL/TT | Appr. Rim (inch) |
|---------------------|-------|------------------|
| 150/70ZR17 M/C(69W) | TL | 4.00~4.50 |
| 160/60ZR17 M/C(69W) | TL | 4.50~5.00 |
| 160/70ZR17 M/C(73W) | TL | 4.50~5.00 |
| 170/60ZR17 M/C(72W) | TL | 4.50~5.50 |
| 180/55ZR17 M/C(73W) | TL | 5.50~6.00 |
| 190/50ZR17 M/C(73W) | TL | 5.50~6.00 |
| 190/55ZR17 M/C(75W) | TL | 5.50~6.00 |
| 140/70 R18 M/C 67V | TL | 4.00~4.50 |
| 160/60ZR18 M/C(70W) | TL | 4.50~5.00 |

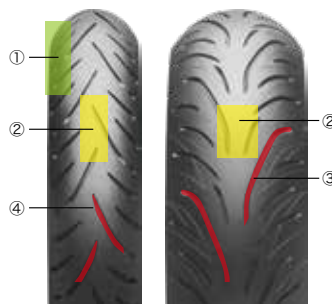
Rear T31 GT specs*

| Tire size | TL/TT | Appr. Rim (inch) |
|---------------------|-------|------------------|
| 170/60ZR17 M/C(72W) | TL | 4.50~5.50 |
| 180/55ZR17 M/C(73W) | TL | 5.50~6.00 |
| 190/55ZR17 M/C(75W) | TL | 5.50~6.00 |

* GT spec provides good handling and stability for heavy vehicles.

- Riders who enjoy riding on winding road with a touring motorcycle.
- Riders who enjoy riding a supersports bike with touring tires.
- Riders who want high performance in wet conditions.
- Riders who want to ride with sense of security even when caught in unexpected rainfall.

A pattern design that achieves improved performance in the dry and the wet



- ① Increased proportion of grooves on the shoulder section gives better drainage and thus improved cornering performance in wet conditions.
- ② By reducing groove ratio on center part of the tread with increased block rigidity, shorter braking distance was achieved in wet condition.
- ③ Optimized angle for main grooves on middle part. Enlarged contact area gives higher camber thrust to enhance handling in dry condition.
- ④ High angle groove placement on tread center part. Higher tread rigidity leads to a better handling response in dry condition.

Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage within the contact area, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving steering stability on both dry and wet road surfaces.

Newly developed compound (front)

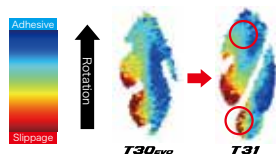
In this newly developed compound the distribution of silica has been improved at the molecular level, leading to enhanced rubber flexibility and resulting in better bite onto the road surface at loaded situation. Grip in low-temperature regions has also been improved, and grip performance is high even on slippery and wet surfaces.

Unloaded status



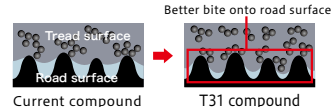
Improved rubber flexibility at the molecular level

Analysis of front tire contact properties



Increased adhesion area in forward contact patch. Reduced slippage in rear contact patch. Improved wet grip when cornering. Improved response in the dry.

Loaded status



- ★ 1 Front tire only
- ★ 2 Rear tire only

BATLAX HYPERSPORT S21

Your favorite corner will look completely different

The S20 EVO loved by so many riders has evolved again. Due to its superior agility, the S21's ease of handling and the contact feel when cornering surpass even that of the S20 EVO. The rear tire was developed with Bridgestone's new ULTIMAT EYE™ technology, while the new compound succeeds in generating better traction and while improving abrasion resistance for longer life. This marks the birth of a new premium sports radial, one that brings out the best in machine performance in pursuit of the joy of riding.



Front S21

| Tire size | TL / TT | Appr. Rim (inch) |
|---------------------|---------|------------------|
| 130/70ZR16 M/C(61W) | TL | 3.50~4.00 |
| 110/70ZR17 M/C(54W) | TL | 2.75~3.50 |
| 120/60ZR17 M/C(55W) | TL | 3.00~3.50 |

Rear S21

| Tire size | TL / TT | Appr. Rim (inch) |
|---------------------|---------|------------------|
| 150/60ZR17 M/C(66W) | TL | 4.00~4.50 |
| 160/60ZR17 M/C(69W) | TL | 4.50~5.00 |
| 180/55ZR17 M/C(73W) | TL | 5.50~6.00 |



★1 All front tire and rear tires (150/60ZR17M/C and 160/60ZR17M/C) ★2 All rear tires (except 150/60ZR17M/C, 160/60ZR17M/C) ★3 All front and rear tire (except 130/70ZR16M/C) ★4 Front tire only ★5 Rear tire only

BATLAX HYPERSPORT S20 EVO/S20



Front S20 EVO

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 120/70ZR17 M/C (58W) | TL | 3.00~3.50 |

Rear S20

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 170/60ZR17 M/C (72W) | TL | 4.50~5.50 |
| 200/50ZR17 M/C (75W) | TL | 6.00~6.50 |



★1 120/70ZR17 M/C, 200/50ZR17 M/C ★2 170/60ZR17 M/C

BATLAX HYPERSPORT BT-016 PRO



Front BT-016 PRO

| Tire size | TL / TT | Appr. Rim (inch) |
|---------------------|---------|------------------|
| 120/70ZR17 M/C(58W) | TL | 3.00~3.50 |
| 110/80ZR18 M/C(58W) | TL | 2.50~3.00 |

Rear BT-016 PRO

| Tire size | TL / TT | Appr. Rim (inch) |
|---------------------|---------|------------------|
| 150/70ZR18 M/C(70W) | TL | 4.00~4.50 |
| 160/60ZR18 M/C(70W) | TL | 4.50~5.00 |



BATTLAX H-range series

BATTLAX RACING STREET **RS10**



Front RS10

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 110/70 R17 M/C 54H | TL | 2.75~3.50 |

Rear RS10

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 140/70 R17 M/C 66H | TL | 3.50~4.50 |
| 150/60 R17 M/C 66H | TL | 4.00~4.50 |

BATTLAX **BT-090 / BT-090 PRO**



Front BT-090

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 110/70 R17 M/C 54H | TT | 2.75~3.50 |
| 120/60 R17 M/C 55H | TL | 3.00~3.50 |

Rear BT-090 PRO

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 140/70 R17 M/C 66H | TT | 3.50~4.50 |
| 160/60 R17 M/C 69H | TL | 4.50~5.00 |
| 150/60 R18 M/C 67H | TL | 4.00~4.50 |

BATTLAX HYPERSPORT **S20 EVO**



Front S20 EVO

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 110/70 R17 M/C 54H | TL | 2.75~3.50 |

Rear S20 EVO

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 140/70 R17 M/C 66H | TL | 3.50~4.50 |
| 150/60 R17 M/C 66H | TL | 4.00~4.50 |

BATTLAX **BT-92**



Front BT-92

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 110/70 R17 M/C 54H | TL | 2.75~3.50 |
| 120/60 R17 M/C 55H | TL | 3.00~3.50 |
| 120/70 R17 M/C 58H | TL | 3.00~3.50 |

Rear BT-92

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 140/60 R17 M/C 63H | TL | 3.50~4.50 |
| 140/70 R17 M/C 66H | TL | 3.50~4.50 |
| 150/60 R17 M/C 66H | TL | 4.00~4.50 |
| 160/60 R17 M/C 69H | TL | 4.50~5.00 |
| 140/60 R18 M/C 64H | TL | 3.50~4.50 |
| 150/60 R18 M/C 67H | TL | 4.00~4.50 |

BATTLAX SPORT TOURING **T30**



Front T30

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 110/70 R17 M/C 54H | TL | 2.75~3.50 |
| 120/60 R17 M/C 55H | TL | 3.00~3.50 |

Rear T30

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 150/60 R17 M/C 66H | TL | 4.00~4.50 |
| 160/60 R17 M/C 69H | TL | 4.50~5.00 |

ON ROAD RADIAL
ON ROAD BIAS
AMERICAN CRUISER
VINTAGE
ADVENTURE
MINI BIKE & SCOOTER
RACE

BATTLAX BT-39 / BT-39SS

De facto sport bias standard!
With sport and comfort



"BT-39" and "BT-39SS" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy sport riding. (BT-39)
- Riders who put priority on dry grip for sports riding on circuits, and/or who compete in Sport Production Racing. (BT-39SS)
- Both dry and wet grip performances have been drastically improved by using a silica-composite compound.
- Slick-like pattern provides high-level dry grip performance. Both dry and wet performances have been achieved through negative control which ensures negative ratio during shallow banking.
- Optimized rigidity balances the front and rear tires, producing balanced high performance, easy use and comfortable ride.

Front BT-39

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 100/90-16 M/C 54H | TL | 2.15~2.75 |
| 100/80-17 M/C 52H | TL | 1.85~2.75 |
| 110/70-17 M/C 54H | TL | 2.75~3.50 |
| 110/80-17 M/C 57H | TL | 2.15~3.00 |

Rear BT-39

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 130/90-16 M/C 67H | TL | 2.50~3.50 |
| 120/80-17 M/C 61H | TL | 2.15~3.00 |
| 130/70-17 M/C 62H | TL | 3.00~4.00 |
| 140/70-17 M/C 66H | TL | 3.50~4.50 |
| 150/70-17 M/C 69H | TL | 3.50~4.50 |
| 140/70-18 M/C 67H | TL | 3.50~4.50 |

Front BT-39SS

| Tire size | TL / TT | Appr. Rim (inch) |
|--------------------|---------|------------------|
| 80/90-16 M/C 43S | TL | 1.60~2.15 |
| 80/90-17 M/C 44S | TL | 1.60~2.15 |
| ※ 90/80-17 M/C 46S | TT | 1.85~2.50 |
| 90/80-17 M/C 46S | TL | 1.85~2.50 |
| 100/80-17 M/C 52S | TL | 1.85~2.75 |

Rear BT-39SS

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 90/90-17 M/C 49S | TL | 1.85~2.50 |
| 100/80-17 M/C 52S | TL | 1.85~2.75 |
| 120/80-17 M/C 61S | TL | 2.15~3.00 |
| 100/90-18 M/C 56S | TL | 1.85~2.75 |

Not for use on public roads: Since these tires are for racing purpose only.

※ 2.50-18 45L TT 1.40~1.60

※ Usable for both front and rear tires.

BATTLAX BT-45V / BT-45

The definitive touring bias tire. A proud best seller with total high performance to meet the needs of the user



"BT-45V" and "BT-45" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy all around riding, over a wide range from town use to long touring and winding roads.
- Sport SACT is used for the rear tire. Features high grip performance for fun winding road running, and durability which shows its real value in long touring. The harmony of these features matches sport riding, and also are strong allies for touring enthusiasts.
- Realizes soft and stable riding feel even with bias tires. Reduces rider fatigue while riding over rough roads or long touring.

Front BT-45V

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 110/90-16 M/C 59V | TL | 2.15~3.00 |
| 120/80-16 M/C 60V | TL | 2.50~3.00 |
| 110/80-17 M/C 57V | TL | 2.15~3.00 |
| 100/90-18 M/C 56V | TL | 1.85~2.75 |
| 110/80-18 M/C 58V | TL | 2.15~3.00 |
| 110/90-18 M/C 61V | TL | 2.15~3.00 |
| 100/90-19 M/C 57V | TL | 1.85~2.75 |

Front BT-45

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 100/90-16 M/C 54H | TL | 2.15~2.75 |
| 100/80-17 M/C 52H | TL | 1.85~2.75 |
| 110/70-17 M/C 54H | TL | 2.75~3.50 |
| 110/80-17 M/C 57H | TL | 2.15~3.00 |
| 120/70-17 M/C 58H | TL | 3.00~3.50 |
| 3.50-18 56H | TT | 1.85~2.50 |
| 90/90-18 M/C 51H | TL | 1.85~2.50 |
| 90/100-18 M/C 54S | TT | 1.85~2.50 |
| 100/80-18 M/C 53H | TL | 1.85~2.75 |
| 100/90-18 M/C 56H | TL | 1.85~2.75 |
| 3.25-19 54H | TL | 1.85~2.50 |
| 100/90-19 M/C 57H | TT | 1.85~2.75 |
| 90/90-21 M/C 54H | TL | 1.85~2.50 |

Rear BT-45V

| Tire size | TL / TT | Appr. Rim (inch) |
|---------------------|---------|------------------|
| ※ 130/90-16 M/C 67V | TL | 2.50~3.50 |
| 150/80-16 M/C 71V | TL | 3.00~4.00 |
| 120/90-17 M/C 64V | TL | 2.15~3.00 |
| 130/90-17 M/C 68V | TL | 2.50~3.50 |
| 140/80-17 M/C 69V | TL | 2.75~3.50 |
| 150/70-17 M/C 69V | TL | 3.50~4.50 |
| 120/90-18 M/C 65V | TL | 2.15~3.00 |
| 130/80-18 M/C 66V | TL | 2.50~3.50 |
| 140/70-18 M/C 67V | TL | 3.50~4.50 |
| 150/70-18 M/C 70V | TL | 3.50~4.50 |

※ Note: For rear installation on a Harley Davidson XL1200S (sportster, sport), there may not be enough clearance.

Rear BT-45

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 130/90-16 M/C 67H | TL | 2.50~3.50 |
| 110/90-17 M/C 60H | TL | 2.15~3.00 |
| 120/80-17 M/C 61H | TL | 2.15~3.00 |
| 130/70-17 M/C 62H | TL | 3.00~4.00 |
| 130/80-17 M/C 65H | TT | 2.50~3.50 |
| 130/80-17 M/C 65H | TL | 2.50~3.50 |
| 140/70-17 M/C 66H | TL | 3.50~4.50 |
| 150/70-17 M/C 69H | TL | 3.50~4.50 |
| 4.00-18 64H | TT | 2.15~3.00 |
| 4.00-18 64H | TL | 2.15~3.00 |
| 110/80-18 M/C 58H | TL | 2.15~3.00 |
| 110/90-18 M/C 61S | TT | 2.15~3.00 |
| 110/90-18 M/C 61H | TL | 2.15~3.00 |
| 120/80-18 M/C 62H | TL | 2.15~3.00 |
| 130/70-18 M/C 63H | TL | 3.00~4.00 |
| 140/70-18 M/C 67H | TL | 3.50~4.50 |
| 150/70-18 M/C 70H | TL | 3.50~4.50 |



★ Rear tire only

BATTLECRUISE H50

The BATTLECRUISE H50 : The comfort in cruising on American V-Twins, made available with the introduction of a more extensive size line up, broadening the world of American riding.

Cruising in relaxed style on big displacement American cruisers. This is where the BATTLECRUISE H50 promises to lead you. "Long Life", "Smooth Handling" and "Comfort Riding" are the key features that H50 offers. The rear tire can claim a long life as much as 2.7 times of the EXEDRA MAX. Its handling capabilities allow even bikes of nearly 300kg to turn smoothly at both low and high speeds, minimizing fall-in characteristics in turns. By reducing the transmissions of vibration of V-Twins, it provides a comfortable ride and helps to prevent fatigue, even when touring over long distances. With the BATTLECRUISE H50, designed specially for big-displacement American cruisers, we want you to savor the laid-back cruising of the V-Twin.



Front

Rear

- Riders with American OEM cruisers.
- Riders wanting smooth control of heavier American cruisers.
- Riders who enjoy long-distance touring, high-speed cruising on cruisers.



Front BATTLECRUISE H50

| Tire size | TL / TT | Appr. Rim (inch) |
|------------------------|---------|------------------|
| 130/90 B16 M/C 67H | TL | 2.50~3.50 |
| 130/90 B16 M/C 73H RFD | TL | 2.50~3.50 |
| 100/80 -17 M/C 52H | TL | 2.15~2.75 |
| 130/80 B17 M/C 65H | TL | 2.50~3.50 |
| 140/75 R17 M/C 67V | TL | 3.50~4.25 |
| 120/70 ZR18 M/C (59W) | TL | 3.50~3.75 |
| 130/70 B18 M/C 63H | TL | 3.00~4.00 |
| 100/90 B19 M/C 57H | TL | 2.15~2.75 |
| 120/70 ZR19 M/C (60W) | TL | 3.00~3.75 |
| 130/60 B19 M/C 61H | TL | 3.00~4.00 |
| 80/90 -21 M/C 54H RFD | TL | 1.60~2.15 |
| 130/60 B21 M/C 63H | TL | 3.00~4.00 |

Rear BATTLECRUISE H50

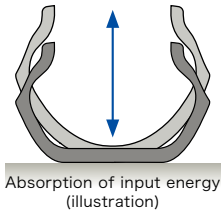
| Tire size | TL / TT | Appr. Rim (inch) |
|------------------------|---------|------------------|
| 140/75 R15 M/C 65H | TL | 3.50~4.25 |
| 130/90 B16 M/C 73H RFD | TL | 2.50~3.50 |
| 140/90 B16 M/C 77H RFD | TL | 2.75~3.75 |
| 150/80 B16 M/C 77H RFD | TL | 3.00~4.25 |
| 180/65 B16 M/C 81H RFD | TL | 4.25~5.50 |
| 180/70 B16 M/C 77H | TL | 4.25~5.50 |
| 150/60 ZR17 M/C (66W) | TL | 4.00~4.50 |
| 160/70 B17 M/C 73V | TL | 3.75~5.00 |
| 180/60 B17 M/C 75V | TL | 4.25~5.50 |
| 200/55 R17 M/C 78V | TL | 6.00~6.50 |
| 180/55 B18 M/C 80H RFD | TL | 5.00~6.00 |
| 240/40 R18 M/C 79V | TL | 8.00~9.00 |

※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to p.27)
 ★ Do not use with MTM rims, CM contour rims or WM rims manufactured before 1977.

BATTLECRUISE H50

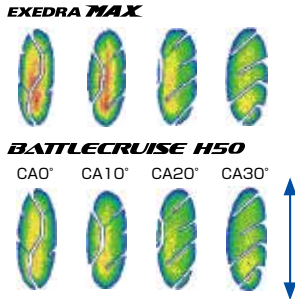
Comfort with less fatigue

By optimizing rigidity distribution (vertical spring rate), the front tire absorbs energy inputs from the road surface while maintaining rigidity, reducing vibration through the handlebars. Imperfections on the road surface are well damped. You will realize a real comfort touring with reduced fatigue even at long-distance cruising.

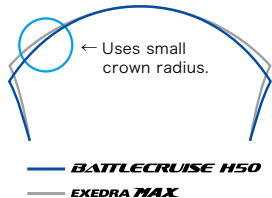


Smooth handling

Using ULTIMAT EYE™, the contact properties were analyzed to optimize the tire shape and structure accordingly. This resulted in the generation of significant camber thrust, improving cornering grip and enhancing handling performance. The large and uniform contact properties secures high stability in any lean angle. Even on heavy machines that do not turn in quickly, control becomes easier and more enjoyable for the rider.



Optimization of the shape (Front)



Compatibility Chart : Alpha-Numeric Size ↔ Metric Size

| Alpha-Numeric size | Metric size |
|--------------------|-------------|
| MH90 | 80/90 |
| MT90 | 130/90 |
| MU90 | 140/90 |
| MU85 | 140/90 |

Significant improvement on wear life

BATTLECRUISE H50

| | |
|-------|---------------------------------------|
| Front | |
| Rear | Rear-tire wear life: 2.7 times longer |

EXEDRA MAX

| | |
|-------|--|
| Front | |
| Rear | |

Test location: General public roads in the U.S. / Test vehicle: Heritage Softtail Classic / Tire size: Fr) 130/90B16M/C, Rr) 150/80B16M/C / Rim width: Fr) 3.00x16M/C, Rr) 3.00x16M/C / Air pressure: Fr) 250kPa, Rr) 280kPa

Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLECRUISE H50 tires marked "TUBELESS" are basically for use on tubeless rims, but only for the tires stamped "USE TUBE ON TUBE TYPE RIM" on the sidewall, an appropriate tube can be inserted to allow use on tube type rims.

※ BATTLECRUISE H50 tires that do not have "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. These must be used on tubeless wheels.



BATTLAX BT-39 Sport tires for American models

BATTLAX BT-39 for American models



Front BT-39

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 100/90-19 M/C 57H | TL | 1.85~2.75 |

Rear BT-39

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 130/90-16 M/C 73H | TL | 2.50~3.50 |

Tires for American Cruiser Model

EXEDRA MAX

Cool and dignified cruising with the superior EXEDRA MAX

- The latest pattern design and proven technology are used so sophisticated cruisers can show excellent inherent performances.
- Optimum crown pattern/structure for cruisers is used. Excellent straight line stability and controllability are achieved even when riding a heavy vehicle with tandem.
- Optimum compound and structure/pattern design for cruisers are used. Excellent dry and wet grip performances, as well as long wear life, have been achieved.

Radial tire



Front

Rear

Front EXEDRA MAX (Radial tire)

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 150/80 R16 M/C 71V | TL | 3.50~4.00 |
| 130/70ZR17 M/C (62W) | TL | 3.50~4.00 |
| 120/70ZR18 M/C (59W) | TL | 3.00~3.50 |
| 130/70ZR18 M/C (63W) | TL | 3.50~4.00 |
| 120/70ZR19 M/C (60W) | TL | 3.00~3.50 |

Rear EXEDRA MAX (Radial tire)

| Tire size | TL / TT | Appr. Rim (inch) |
|----------------------|---------|------------------|
| 180/70 R16 M/C 77V | TL | 5.00~5.50 |
| 200/60 R16 M/C 79V | TL | 5.50~6.25 |
| 240/55 R16 M/C 86V | TL | 7.00~8.00 |
| 170/60ZR17 M/C (72W) | TL | 5.00~5.50 |
| 190/60 R17 M/C 78V | TL | 5.00~6.00 |
| 200/50ZR17 M/C (75W) | TL | 6.00~6.50 |

Bias tire



Front

Rear

Front EXEDRA MAX (Bias tire)

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 130/90-16 M/C 67H | TT | 2.50~3.50 |
| 130/90-16 M/C 67H | TL | 2.50~3.50 |
| 130/90B16 M/C 67H | TL | 2.50~3.50 |
| 150/80-16 M/C 71H | TL | 3.00~4.00 |
| 120/90-17 M/C 64H | TT | 2.15~3.00 |
| 120/90-17 M/C 64H | TL | 2.15~3.00 |
| 110/90-18 M/C 61H | TT | 2.15~3.00 |
| 110/90-18 M/C 61H | TL | 2.15~3.00 |
| 100/90-19 M/C 57H | TT | 1.85~2.75 |
| 100/90-19 M/C 57H | TL | 1.85~2.75 |
| 110/90-19 M/C 62H | TT | 2.15~3.00 |
| 110/90-19 M/C 62H | TL | 2.15~3.00 |
| 80/90-21 M/C 48H | TT | 1.60~2.15 |
| 80/90-21 M/C 48H | TL | 1.85~2.15 |
| 90/90-21 M/C 54H | TT | 1.85~2.50 |
| 90/90-21 M/C 54H | TL | 1.85~2.50 |

Rear EXEDRA MAX (Bias tire)

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 130/90-15 M/C 66S | TT | 2.50~3.50 |
| 130/90-15 M/C 66S | TL | 2.50~3.50 |
| 140/90-15 M/C 70H | TT | 2.75~3.50 |
| 140/90-15 M/C 70H | TL | 2.75~3.50 |
| 150/80-15 M/C 70H | TT | 3.00~4.00 |
| 150/80-15 M/C 70H | TL | 3.00~4.00 |
| 150/90B15 M/C 74V | TL | 3.00~4.00 |
| 160/80-15 M/C 74S | TT | 3.50~4.50 |
| 160/80-15 M/C 74S | TL | 3.50~4.50 |
| 170/80B15 M/C 77H | TL | 3.50~4.50 |
| 180/70-15 M/C 76H | TL | 4.50~5.50 |
| 150/80B16 M/C 71H | TT | 3.00~4.00 |
| 150/80B16 M/C 71H | TL | 3.00~4.00 |
| 170/70B16 M/C 75H | TL | 4.00~5.00 |

Custom-made traditional motorcycle gear with high performance

ACCOLIDE

Custom-made, one-of-a-kind tires
Enjoy riding on tires with a pattern that gives
the impression of a classical motorcycle, while
achieving high performance

Recommended for:

- Riders who want the traditional appearance of a vintage motorcycle and tires with high grip performance.

AC-01



Front

AC-02



Rear

Front AC-01

| Tire size | | TL / TT | Appr. Rim (inch) |
|-----------|---------|---------|------------------|
| 2.50 -18 | 40L | TT | 1.40~1.60 |
| 3.50 -18 | 56H | TT | 1.85~2.50 |
| 90/90-18 | M/C 51P | TT | 1.85~2.50 |
| 90/90-18 | M/C 51H | TT | 1.85~2.50 |
| 3.50 H19 | 57H | TT | 1.85~2.50 |

Not for use on public roads: Since these tires are for racing purpose only.

2.00-18

TT

Rear AC-02

| Tire size | | TL / TT | Appr. Rim (inch) |
|-----------|---------|---------|------------------|
| 110/90-17 | M/C 60P | TT | 2.15~3.00 |
| 110/90-17 | M/C 60H | TT | 2.15~3.00 |
| 2.50 -18 | 40L | TT | 1.40~1.60 |
| 4.00 H18 | 64H | TT | 2.15~3.00 |
| 110/90-18 | M/C 61H | TT | 2.15~3.00 |

Not for use on public roads: Since these tires are for racing purpose only.

2.25-18

TT

AC-03



Front

AC-04



Rear

Front AC-03

| Tire size | | TL / TT | Appr. Rim (inch) |
|-----------|---------|---------|------------------|
| 100/90-18 | M/C 56H | TT | 1.85~2.75 |
| 100/90-19 | M/C 57H | TT | 1.85~2.75 |

Rear AC-04

| Tire size | | TL / TT | Appr. Rim (inch) |
|-----------|---------|---------|------------------|
| 130/80-18 | M/C 66H | TT | 2.50~3.50 |



ADVENTURE

BATTLAX ADVENTURE A41

An Adventure Type tire that has evolved in all aspects to offer outstanding straight-line stability and performance in the wet, in addition to satisfactory wear life

While preserving long tire life, the ADVENTURE A41 achieves the conflicting objectives of performance in the wet, stability in the dry and improved handling. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip make for more confident riding even on rainy days. This is a next-generation adventure tire that allows riders to extract even more enjoyment from the unique riding that only an adventure bike can offer, whether it be long-distance touring, highway cruising or riding on unpaved roads.



Front ADVENTURE A41

| Tire size | TL / TT | Appr. Rim (inch) | |
|-----------------------|---------|------------------|----|
| 120/70 R15 M/C 56V | TL | 3.50~3.50 | ※2 |
| 120/70 ZR17 M/C (58W) | TL | 3.00~3.50 | |
| 110/80 R18 M/C 58H | TL | 2.50~3.00 | |
| 100/90 -19 M/C 57V | TL | 2.15~2.75 | ※1 |
| 110/80 R19 M/C 59V | TL | 2.50~3.00 | |
| 120/70 R19 M/C 60V | TL | 3.00~3.75 | |
| 120/70 ZR19 M/C 60W | TL | 3.00~3.75 | |
| 90/90 -21 M/C 54H | TT | 1.85~2.50 | ※3 |
| 90/90 V21 M/C (54V) | TL | 1.85~2.50 | ※1 |

Rear ADVENTURE A41

| Tire size | TL / TT | Appr. Rim (inch) | |
|-----------------------|---------|------------------|----|
| 130/80 R17 M/C 65H | TL | 2.50~3.50 | ※1 |
| 140/80 R17 M/C 69V | TL | 3.50~3.75 | ※1 |
| 150/70 R17 M/C 69V | TL | 4.00~4.50 | ※1 |
| 160/60 ZR17 M/C (69W) | TL | 4.50~5.00 | |
| 170/60 R17 M/C 72V | TL | 4.50~5.50 | |
| 170/60 ZR17 M/C 72W | TL | 4.50~5.50 | |
| 180/55 ZR17 M/C (73W) | TL | 5.50~6.00 | |
| 190/55 R17 M/C 75V | TL | 5.50~6.00 | ※2 |
| 190/55 ZR17 M/C (75W) | TL | 5.50~6.00 | |
| 150/70 R18 M/C 70H | TT | 4.00~4.50 | ※3 |
| 150/70 ZR18 M/C 70W | TL | 4.00~4.50 | |

※1 "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)

※2 For Yamaha NIKEN 18MY ※3 For Honda CLF1000L (Africa Twin) 18MY

- Riders who have adventure motorcycles, and enjoy on-road touring.
- Riders who want high wet performance and long wear life.

A pattern design that achieves improved performance both in the dry and the wet



- ① Increase groove ratio at shoulder part. Improved water drainage enhances performance in wet condition
- ② High-angled grooves are distributed over the shoulder section. Increased contact area and more uniform distribution of contact pressure result in improved wet grip when cornering.
- ③ Reduced proportion of grooves in the central section of the tread increases block rigidity, resulting in shorter braking distances in wet conditions as well as improved straight-line stability.

Multi-compound tread

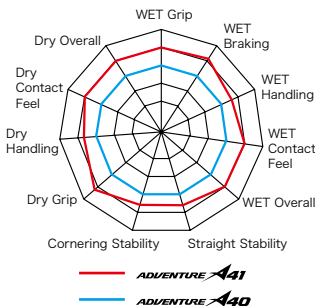
The front tire uses a 3LC tread construction. Through the appropriate distribution of compounds optimized for grip performance and wear resistance, the tire achieves the twin objectives of superior handling and mileage. The rear tire uses the new 3LC+Cap&Base construction. The upper section of the shoulder uses a compound with a softer type of silica, while the compound adopted for the lower section uses a medium-hard type of silica. This results in improved stability when cornering.



Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage when accelerating, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving handling stability on both dry and wet road surfaces.

Performance score comparison



Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURE A41 tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.

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★1 Rear tire only ★2 Front tire (except for 90/90V21, 100/90-19, 120/70ZR17, 110/80R18)

NEW BATTLAX ADVENTURECROSS AX41

Conquer the world, any way you like.
This performance is your new best friend.

Tread pattern and block shape for both front & rear have been reworked. Carefully tuned performance and highly evolved durability let you to chase down your own adventure. The AX41's high performance enables powerful off-road performance. More freedom, just the way you want it. A tire on which to discover the joy of conquering the unknown.

- For riders with adventure bikes who enjoy touring off-road.
- For riders who demand a high level of off-road performance and durability.



Front ADVENTURECROSS AX41

| | Tire size | TL / TT | Appr. Rim (inch) |
|----|--------------------|---------|------------------|
| ST | 100/90 -19 M/C 57Q | TL | 2.15~2.75 |
| ST | 110/80 B19 M/C 59Q | TL | 2.15~3.00 |
| ST | 120/70 B19 M/C 60Q | TL | 2.75~3.75 |
| ST | 90/90 -21 M/C 54Q | TL | 1.85~2.50 |

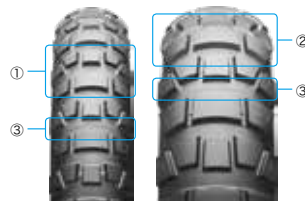
Rear ADVENTURECROSS AX41

| | Tire size | TL / TT | Appr. Rim (inch) |
|----|--------------------|---------|------------------|
| ST | 130/80 B17 M/C 65Q | TL | 2.50~3.50 |
| ST | 140/80 B17 M/C 69Q | TL | 2.75~3.75 |
| ST | 150/70 B17 M/C 69Q | TL | 3.50~4.50 |
| ST | 170/60 B17 M/C 72Q | TL | 4.00~5.50 |
| ST | 150/70 B18 M/C 70Q | TL | 3.50~4.50 |

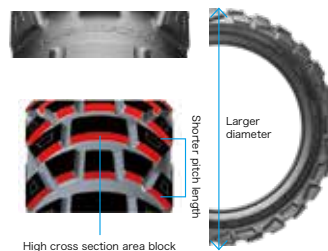
※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)

New pattern

By using blocks with a high cross-section area and shorter pitch length (at the rear) and optimized block wall angles, traction and durability on muddy road surfaces are improved. This tire provides outstanding off-road performance.



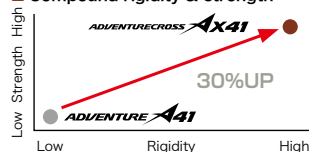
- Block wall angle optimization**
Improved durability by optimizing block rigidity
- High cross section area block & small pitch length**
Improved traction on muddy road
- New groove bottom logo**
Identity of AX41



High toughness Compound

The rear tire uses a high-toughness compound with approximately 30% greater rigidity and strength than the A41. This provides outstanding off-road performance and durability.

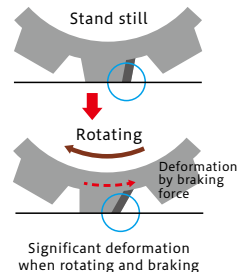
Compound rigidity & strength



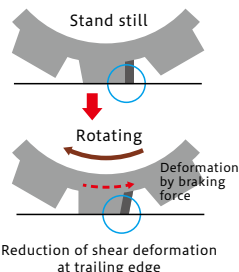
Newly designed Block shape(Front)

Takes into account block deformation on the front tire to reduce irregular wear occurring at the edge of the block. This leads to a significant improvement in durability over current models.

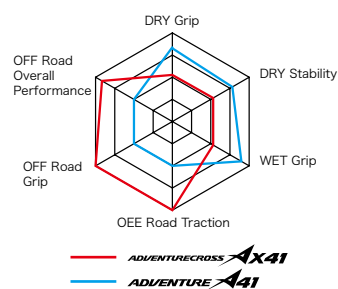
Current



New Block



Performance comparison



Can also be used with spoked wheel motorcycles (certain sizes only)

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NEW **BATTLAX** ADVENTURECROSS SCRAMBLER AX41S

The Battlax Adventurecross Scrambler AX41S is Bridgestone's new concept. AX41S is making attitude, fashion, design and performance complementary.

AX41S adopts the latest technologies in terms of compounding, a directly derivate from Bridgestone's Sport-Touring category, to ensure the necessary road performances. AX41S provides the perfect match for both a custom build scrambler thanks to its design, and for the rider through its performance.

- For riders seeking a new lifestyle through bike culture



Front ADVENTURECROSS SCRAMBLER AX41S

| | Tire size | TL / TT | Appr. Rim (inch) |
|----|--------------------|---------|------------------|
| MS | 120/70 R17 M/C 58H | TL | 2.75~3.75 |
| MS | 110/80 R18 M/C 58H | TL | 2.15~3.00 |
| MS | 120/70 R19 M/C 60H | TL | 2.75~3.75 |

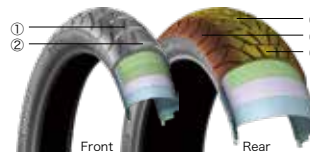
Rear ADVENTURECROSS SCRAMBLER AX41S

| | Tire size | TL / TT | Appr. Rim (inch) |
|----|--------------------|---------|------------------|
| MS | 160/60 R15 M/C 67H | TL | 3.75~5.00 |
| MS | 160/60 R17 M/C 69H | TL | 3.75~5.00 |
| MS | 170/60 R17 M/C 72H | TL | 4.00~5.50 |
| MS | 180/55 R17 M/C 73H | TL | 5.50~6.00 |

※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)



Technologies supporting ON road performance



- ① New pattern**
Pattern design matched to the scrambler vehicle image
- ② Touring compound**
By adopting the latest touring compound, AX41S ensures necessary DRY and WET performance
- ③ 3LC tread for rear**
Secure grip and wear performance by adopting 3LC tread

High quality pattern design

Recognizing matching to scrambler vehicles and urban life, adopt sporty and wild pattern design.



Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURE AX41S tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.

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Performance for both city and highway riding

BATTLE WING

BW-201/BW-202

Exclusive pattern for on-road use of off-road vehicles

on-road use



Front

Rear

Front BW-201

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------|---------|------------------|
| 2.75-21 45P | TT | 1.40~1.85 |
| 3.00-21 51P | TT | 1.60~2.15 |

Rear BW-202

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 4.10-18 59P | TT | 1.85~2.50 |
| 4.60-18 63P | TT | 2.15~2.75 |
| 120/80-18 M/C 62P | TL | 2.50~3.00 |

※ Similar to other sizes, please fit the tires following the rotation direction marks. The serial number and position of the light spot (yellow spot) mark are opposite to those of normal tires.

Looking for adventure

TRAIL WING

TW301/TW302

TRAIL WING supports both on and off the road

on-road use



Front

Rear



Front TW301

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 2.75-21 45P | TT | 1.40~1.85 |
| 3.00-21 51P | TT | 1.60~2.15 |
| 80/100-21 M/C 51P | TT | 1.60~2.15 |
| 90/90-21 M/C 54S | TT | 1.85~2.50 |

Rear TW302

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 4.60-17 62P | TT | 2.15~2.75 |
| 4.10-18 59P | TT | 1.85~2.50 |
| 4.60-18 63P | TT | 2.15~2.75 |
| 120/80-18 M/C 62P | TT | 2.15~3.00 |
| 120/80-18 M/C 62P | TT | 2.15~3.00 |
| 120/80-18 M/C 62P | TL | 2.15~3.00 |
| 130/80-18 M/C 66S | TT | 2.50~3.50 |



BATTLAX BT-601SS

“LIGHT-SPORT” BT-601SS
Dedicated to win mini bike races



Front BT-601SS

| Tire size | TL / TT | Compound | Appr. Rim (inch) |
|---------------|---------|-------------|------------------|
| 100/90-12 49J | TL | YCX(soft) | 2.15~2.75 |
| 100/90-12 49J | TL | YCY(medium) | 2.15~2.75 |

Rear BT-601SS

| Tire size | TL / TT | Compound | Appr. Rim (inch) |
|---------------|---------|-------------|------------------|
| 120/80-12 55J | TL | YCY(medium) | 2.50~3.50 |
| 120/80-12 55J | TL | Y CZ(hard) | 2.50~3.50 |

Not for use on public roads.

BATTLAX BT-601SS WET

Wet tire with high performance,
providing fun racing even on rainy days



Improved grip performance of full wet & semi wet tires has realized the ideal following of racing line such as a dry tire (BT-601SS)

- ※ Caution: The utilization of compound for the wet tire may shorten the product life in dry situation.
- ※ Be sure to confirm race regulations before using these tires.

Front BT-601SS Wet NHS Not for Highway Service

| Tire size | Compound | Appr. Rim (inch) | Recommended air pressure(when cold) (kPa) |
|-----------|----------|------------------|---|
| 100/90-12 | YEK | 2.50~2.75 | 170~200 |

Rear BT-601SS Wet NHS Not for Highway Service

| Tire size | Compound | Appr. Rim (inch) | Recommended air pressure(when cold) (kPa) |
|-----------|----------|------------------|---|
| 120/80-12 | YEK | 2.75~3.50 | 170~200 |

BATTLAX BT-395S Mini

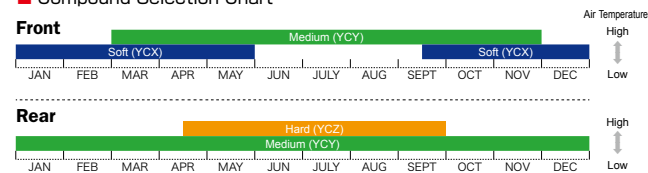


for DRY
(YCX & YCY)

Front•Rear BT-395S Mini

| Tire size | TL / TT | Compound | Appr. Rim (inch) |
|--------------|---------|-------------|------------------|
| 3.00-10 42J | TL | YCX(soft) | 1.85~2.15 |
| 3.00-10 42J | TL | YCY(medium) | 1.85~2.15 |
| 3.50-10 51J | TL | YCX(soft) | 2.15~2.50 |
| 3.50-10 51J | TL | YCY(medium) | 2.15~2.50 |
| 90/90-10 50J | TL | - | 2.15~2.50 |

Compound Selection Chart



BATTLAX BT-390

High grip bias tire which changes Honda Z series,
Super Cub, etc. to sporty vehicles



Front•Rear BT-390

| Tire size | TL / TT | Appr. Rim (inch) |
|-------------|---------|------------------|
| 3.50-8 46J | TT | 2.15 |
| 2.50-17 38L | TT | 1.40~1.60 |



BATTLAX SCOOTER SC2

The BATTLAX SCOOTER SC2 recalls the lightness and fun of the original sports scooters

Riding cool, having fun on big scooters. Sports riding on winding roads. The BATTLAX SCOOTER SC2 is for riders who want to enjoy the sporty nature of big scooters.



Front BATTLAX SCOOTER SC2

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 120/70 R14 M/C 55H | TL | 3.00~3.50 |
| 120/70 R15 M/C 56H | TL | 3.00~3.50 |

Rear BATTLAX SCOOTER SC2

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 160/60 R14 M/C 65H | TL | 4.50~5.00 |
| 160/60 R15 M/C 67H | TL | 4.50~5.00 |



- ★ 1 Rear (160/60R15 M/C)
- ★ 2 Rear tire only

BATTLAX SC ECOPIA

Tire for big scooters that contributes to high fuel economy

Optimized the compound, tire shape and tire construction has achieved an overwhelming sporty ride with longer mileage which surpasses the previous products.



Front BATTLAX SC ECOPIA

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 120/70R15 M/C 56H | TL | 3.00~3.50 |

Rear BATTLAX SC ECOPIA

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 160/60R14 M/C 65H | TL | 4.50~5.00 |
| 160/60R15 M/C 67H | TL | 4.50~5.00 |



- ★ 1 Rear tire only
- ★ 2 Front tire only

BATTLAX SCOOTER SC2 Rain

The BATTLAX SCOOTER SC2 Rain supports your everyday riding from the ground up

The BATTLAX SCOOTER SC2 Rain is for people who use their big scooters in all kinds of conditions. A high-quality tire for big scooters that allows them to be ridden easily.



Front BATTLAX SCOOTER SC2 Rain

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 120/70 R15 M/C 56H | TL | 3.00~3.50 |

Rear BATTLAX SCOOTER SC2 Rain

| Tire size | TL/TT | Appr. Rim (inch) |
|--------------------|-------|------------------|
| 160/60 R14 M/C 65H | TL | 4.50~5.00 |
| 160/60 R15 M/C 67H | TL | 4.50~5.00 |
| 130/70 R16 M/C 61S | TL | 3.50~4.00 |



- ★ 1 Rear (160/60R15 M/C)
- ★ 2 Rear tire only

BATTLAX SC

BATTLAX brand sport radial for high performance scooters



Front BATTLAX SC

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 110/70-12 47L | TL | 2.50~3.50 |
| 110/90-12 64L | TL | 2.15~3.00 |
| 110/100-12 67J | TL | 2.50 |
| 120/70-12 51S | TL | 2.75~3.75 |
| 110/90-13 M/C 55P | TL | 2.15~3.00 |
| 120/70-13 M/C 53P | TL | 2.75~3.50 |
| 80/90-14 M/C 40P | TL | 1.85~2.15 |
| 90/80-14 M/C 49P | TL | 1.85~2.50 |
| 90/90-14 M/C 46P | TL | 1.85~2.50 |
| 120/80-14 M/C 58S | TL | 2.15~3.00 |
| 120/70-15 M/C 56S | TL | 2.75~3.75 |
| 100/80-16 M/C 50P | TL | 2.15~2.75 |
| 110/70-16 M/C 52S | TL | 2.50~3.50 |

Rear BATTLAX SC

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 120/90-10 66J | TL | 2.75~3.50 |
| 120/70-12 51L | TL | 2.75~3.50 |
| 130/70-12 62P | TL | 3.00~3.50 |
| 140/70-12 65L | TL | 3.50~4.50 |
| 130/70-13 M/C 63P | TL | 3.00~4.00 |
| 140/70-13 M/C 61P | TL | 3.50~4.50 |
| 150/70-13 M/C 64S | TL | 3.50~4.50 |
| 90/90-14 M/C 46P | TL | 1.85~2.50 |
| 100/90-14 M/C 51P | TL | 2.15~2.75 |
| 140/70-14 M/C 68S | TL | 3.50~4.50 |
| 120/80-16 M/C 60P | TL | 2.50~3.00 |



- ★ 1 Front (120/70R15 M/C)
- ★ 2 Rear (160/60R15 M/C)

HOOP Street sneaker

Suitable for big scooters

B03



Front

Front B03

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 110/90-13 M/C 55P | TL | 2.15~3.00 |
| 120/70-13 M/C 53L | TL | 2.75~3.50 |
| 120/70-14 M/C 55S | TL | 2.75~3.50 |

B02



Rear

Rear B02

| Tire size | TL/TT | Appr. Rim (inch) |
|-------------------|-------|------------------|
| 130/60-13 M/C 53L | TL | 3.00~4.00 |
| 140/70-13 M/C 61P | TL | 3.50~4.50 |
| 150/70-14 M/C 66S | TL | 3.50~4.50 |

B01



Front•Rear

Front•Rear B01

| Tire size | TL/TT | Appr. Rim (inch) |
|---------------|-------|------------------|
| 3.00-8 26J | TT | 1.85~2.15 |
| 2.75-10 26J | TT | 1.50~1.85 |
| 3.00-10 42J | TT | 1.85~2.15 |
| 3.00-10 42J | TL | 1.85~2.15 |
| 3.50-10 51J | TL | 2.15~2.50 |
| 80/90-10 44J | TL | 1.85~2.15 |
| 80/100-10 46J | TL | 1.85~2.15 |
| 90/90-10 50J | TL | 2.15~2.50 |
| 100/90-10 56J | TL | 2.15~2.50 |
| 110/90-10 51J | TL | 2.15~3.00 |
| 120/90-10 66J | TL | 2.75~3.50 |
| 130/90-10 61J | TL | 3.00~3.50 |
| 90/90-12 44J | TL | 1.85~2.50 |
| 100/80-12 56J | TL | 1.85~2.75 |
| 120/80-12 65J | TL | 2.50~3.50 |



RACE

RACING BATTLEAX

RACING BATTLEAX V02

DRY TIRE

Our flag ship model "RACING BATTLEAX V02" with gripping strength and a long wear life has been raised to a higher dimension

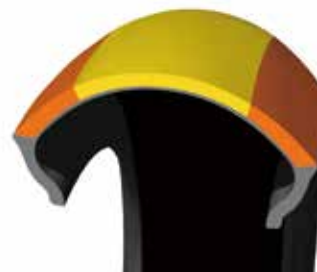
Recommended for:

- Riders who ride the track at various riding events and who ride for sports.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.



3 Layer Compound

3LC



A new spec combining a soft compound for cornering grip and a medium compound for resistance to abrasion. This is Bridgestone's first multi-compound racing slick for the aftermarket, and further extends its range.



V02 For JSB1000 · BIG BIKE · GP2

| Use | Tire size | Compound | | | Standard rim width (inch) | Applicable rim width (inch) | Outer diameter (mm) | Tread width (mm) | Recommended air pressure (kPa) | |
|-------|---------------|----------|-------------|--------|---------------------------|-----------------------------|---------------------|------------------|--------------------------------|-----------|
| | | SOFT | SOFT MEDIUM | MEDIUM | | | | | cold status | warmed up |
| Front | 120/600R17 TL | ○ | - | ○ | 3.50 | 3.50 ~ 3.75 | 603 | 117 | 180 ~ 190 | 220 ~ 230 |
| | | ○ ※2 | - | ○ ※2 | | | | | | |
| Rear | 200/655R17 TL | ○ ※1 | ○ ※1 ※3 | ○ ※1 | 6.00 | 5.50 ~ 6.25 | 655 | 194 | 140 ~ 150 | 180 ~ 190 |

※1 GP-BELT ※2 V-MS · BELT ※3 3LC

V02 For GP3 · S80

| Use | Tire size | Compound (product code) | | Standard rim width (inch) | Applicable rim width (inch) | Outer diameter (mm) | Tread width (mm) | Recommended air pressure (kPa) | |
|-------|---------------|-------------------------|--------|---------------------------|-----------------------------|---------------------|------------------|--------------------------------|-----------|
| | | SOFT | MEDIUM | | | | | cold status | warmed up |
| Front | 90/580R17 TL | ○ | ○ | 2.50 | 2.15 ~ 2.50 | 576 | 87 | 180 | 200 |
| Rear | 120/600R17 TL | ○ | ○ | 3.50 | 3.00 ~ 3.50 | 602 | 113 | 180 | 210 |

RACING BATTLEAX

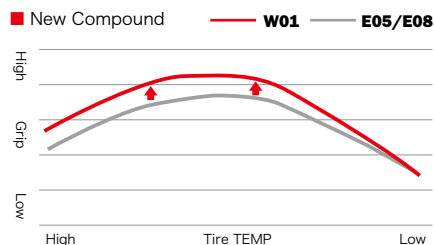
RACING BATTLEAX W01

WET TIRE

“Bridgestone for the rain” evolves further.
The W01, for snatching victory in wet races



Shows its effectiveness on wet surfaces by making use of the latest technology nurtured in some of the world's fastest and most demanding races. Newly developed compound delivers quick warm-up, making for high confidence on wet surfaces.



| Use | Tire size | | Pattern | Standard rim width (inch) | Applicable rim width (inch) | Outer diameter (mm) | Tread width (mm) | Recommended air pressure (kPa) |
|---|--------------|----|---------|---------------------------|-----------------------------|---------------------|------------------|--------------------------------|
| | | | | | | | | cold status |
| ■ GP3-S80 | | | | | | | | |
| Front | 90/580 R 17 | TL | W01 | 2.50 | 2.15~2.50 | 578 | 91 | 170~190 |
| Rear | 120/595 R 17 | TL | W01 | 3.50 | 2.75~3.50 | 598 | 113 | 180~200 |
| ■ ST250/SP-NEO STANDARD·SUPER MOTARD | | | | | | | | |
| Front | 110/590 R 17 | TL | W01 | 2.75 | 2.50~3.00 | 596 | 106 | 180~200 |
| Rear | 140/620 R 17 | TL | W01 | 4.00 | 3.50~4.50 | 623 | 141 | 180~200 |
| | 165/630 R 17 | TL | W01 | 5.00 | 4.50~5.75 | 633 | 165 | 180~200 |
| ■ JSB1000-GP2·BIG BIKE·ST600 | | | | | | | | |
| Front | 120/600 R 17 | TL | W01 | 3.50 | 3.50~3.75 | 606 | 120 | 180~200 |
| Rear | 190/650 R 17 | TL | W01 | 6.00 | 5.50~6.25 | 649 | 188 | 180~200 |

BATTLAX RACING R11

Introducing the RACING R11: improved specification is designed to shave seconds off lap times while maintaining ease of handling

Leveraging Bridgestone's proprietary ULTIMAT EYE™ analysis technology and the newly developed V-MS·BELT construction, this tire achieves more uniform distribution of contact pressure while cornering. Because this reduces lateral slides when applying power to drive out of corners, it allows to open the throttle earlier at the corner exit. Although it is a tire designed for the circuit, the high level of grip and the firm contact increase confidence and safer handling.

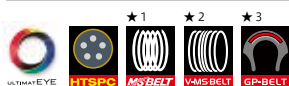


Front RACING R11

| Tire size | TL / TT | Compound | Appr. Rim (inch) |
|--------------------|---------|----------|------------------|
| 110/70 R17 M/C 54H | TL | medium | 2.75~3.50 |
| 120/70 R17 M/C 58V | TL | soft | 3.00~3.50 |
| 120/70 R17 M/C 58V | TL | medium | 3.00~3.50 |

Rear RACING R11

| Tire size | TL / TT | Compound | Appr. Rim (inch) |
|--------------------|---------|----------|------------------|
| 140/70 R17 M/C 66H | TL | medium | 3.50~4.50 |
| 150/60 R17 M/C 66H | TL | medium | 4.00~4.50 |
| 160/60 R17 M/C 69V | TL | medium | 4.50~5.00 |
| 180/55 R17 M/C 73V | TL | medium | 5.50~6.00 |
| 190/55 R17 M/C 75V | TL | soft | 5.50~6.00 |
| 190/55 R17 M/C 75V | TL | medium | 5.50~6.00 |
| 200/55 R17 M/C 78V | TL | soft | 6.00~6.50 |
| 200/55 R17 M/C 78V | TL | medium | 6.00~6.50 |



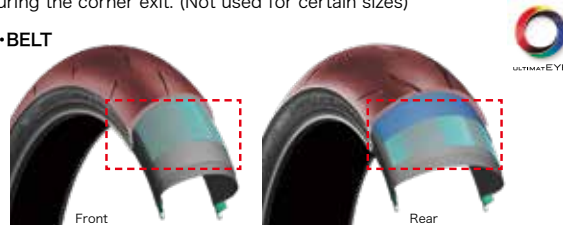
- ★ 1 Rear (140/70R17M/C, 150/60R17M/C, 160/60R17M/C, 180/55R17M/C)
- ★ 2 Front & Rear (190/55R17M/C, 200/55R17M/C)
- ★ 3 Rear (180/55R17M/C, 190/55R17M/C, 200/55R17M/C)

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

Newly developed V-MS·BELT

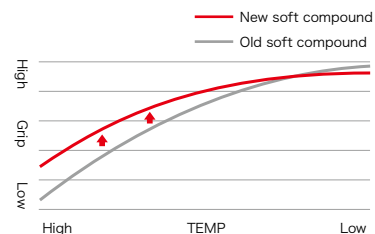
Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The use of the newly developed V-MS·BELT allows the rigidity distribution of the tread to be optimized, resulting in significantly improved contact properties. Because this enabled a more uniform distribution of contact pressure, the tread makes more efficient contact and grip performance is enhanced. In particular, applying power when driving out of corners results in high lateral forces, but because the tire reduces lateral slides under acceleration, the throttle can be opened earlier during the corner exit. (Not used for certain sizes)

V-MS·BELT



New Soft Compound

Changes have been made to the rear soft-spec compound. Improved grip performance and persistence for lower lap times. Achieves high grip right from the start, while equaling the usability of the previous model even at low temperatures and under slippery conditions.



"RACING R11" is designed specifically for track use. Available to registered sellers only.

Warning

RACING R11 product is a dry tire especially designed for track racing, and is designed and developed for the use in production races. Use care when riding in areas where ambient temperature conditions or road surface temperature/conditions are not appropriate for the compound of the tires installed, or when first starting out and the tires still have not reached their proper temperature, as sufficient grip performance will not be achieved and poor wear will occur under such conditions. Riding vehicles which are not properly adjusted or set up may result in instability caused by wobbling (vehicle oscillation) or serious accident. Modification or exposure to strong impact under low temperature conditions may cause the tire tread to crack.

RACING R11



R11 (NHS)

| USE | Tire size | Compound | | TL / TT | Appr. Rim (inch) |
|-------|-------------|------------|--------------|---------|------------------|
| | | soft (YCX) | medium (YCY) | | |
| Front | 120/600 R17 | ○ | | TL | 3.00~3.50 |
| Rear | 180/640 R17 | ○ | | TL | 5.50~6.00 |

NEW BATTLECROSS E50

Overwhelming traction and grip

Newly designed tread pattern guarantees high performance off-road. Incorporating motocross tire development know-how accumulated over decades, the E50 has dramatically improved off-road rear traction and front & rear cornering grip, while remaining compliant with FIM regulations*. It tackles different surface conditions with poise and agility. An enduro tire with massive grip and forward drive.

*FIM regulations: Regulation regarding groove depth to prevent excessive soil excavating by the tire, which may harm the natural environment.(groove depth of the rear tire: less than 13mm)

● For customers who enjoy enduro racing



Front BATTLECROSS E50

| Tire size | TL / TT | Appr. Rim (inch) |
|------------------|---------|------------------|
| 90/90-21 M/C 54P | TT | 1.60~2.15 |

Rear BATTLECROSS E50

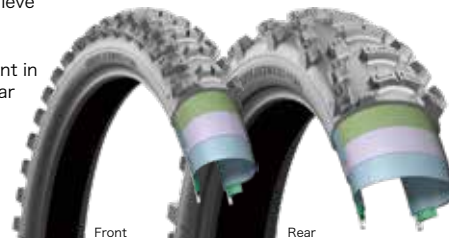
| Tire size | TL / TT | Appr. Rim (inch) |
|-------------------|---------|------------------|
| 120/90-18 M/C 65P | TT | 2.15~2.75 |
| 140/80-18 M/C 70P | TT | 2.15~3.50 |

■ Optimum patterns for various ground surfaces (front/rear)

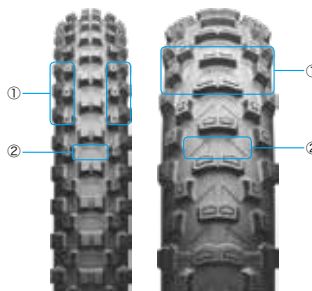


New pattern

The technology to achieve high off-road running performance. Massive Significant improvement in off-road traction of rear and cornering grip on both front and rear.



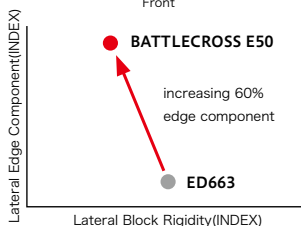
Specialized pattern



- ① **Castle Block (Convex Block) :** Adopt convex-shape blocks that maximize the edge effect of the block in the center area in order to ensure traction on not only the intermediate road surface (Medium) but also the harder surface.
- ② **Bunker (Dent in tread part) :** Even when the block part is buried in the road surface, it produces traction at the edges part of the bunker part.

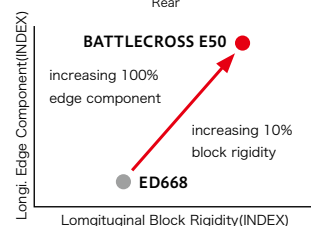
Pattern design for Front

Visualization of the block pattern with 3D simulation gives optimized block shape and its placement. By the new pattern design of the front, the edge component becomes larger than its predecessor, therefore cornering grip is greatly improved.

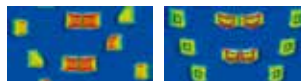


Pattern design for Rear

Visualization of the block pattern with 3D simulation gives optimized block shape and its placement. Improvement of traction by increase of edge component and block rigidity.



Block deformation under traction



The red part represents the magnitude of block deformation. It shows that the block deformation amount of the new pattern is smaller than that of the current pattern. It is possible to transmit the traction force to the road surface.

BATTLECROSS

This high performance tire was developed on race and has further evolved in performance

X10

MUD



Front X10

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|---------------|---------------------------|---------------------|------------------|
| 80/100-21 51M | 1.60 | 705 | 96 |

Rear X10

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|---------------|---------------------------|---------------------|------------------|
| 100/90-19 57M | 1.85 | 681 | 121 |
| 110/90-19 62M | 2.15 | 690 | 134 |

X20

SOFT



Front X20

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|---------------|---------------------------|---------------------|------------------|
| 80/100-21 51M | 1.60 | 706 | 97 |
| 90/100-21 57M | 1.60 | 713 | 99 |

Rear X20

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|----------------|---------------------------|---------------------|------------------|
| 110/100-18 64M | 2.15 | 682 | 130 |
| 100/90-19 57M | 1.85 | 681 | 121 |
| 110/90-19 62M | 2.15 | 691 | 134 |
| 120/80-19 63M | 2.15 | 697 | 134 |

X30

MEDIUM



Front X30

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|---------------|---------------------------|---------------------|------------------|
| 80/100-21 51M | 1.60 | 708 | 95 |
| 90/100-21 57M | 1.60 | 714 | 99 |

Rear X30

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|----------------|---------------------------|---------------------|------------------|
| 100/100-18 59M | 1.85 | 669 | 121 |
| 110/100-18 64M | 2.15 | 681 | 131 |
| 100/90-19 57M | 1.85 | 679 | 121 |
| 110/90-19 62M | 2.15 | 688 | 132 |
| 120/80-19 63M | 2.15 | 694 | 135 |

X40

HARD



Front X40

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|---------------|---------------------------|---------------------|------------------|
| 80/100-21 51M | 1.60 | 708 | 96 |
| 90/100-21 57M | 1.60 | 716 | 96 |

Rear X40

| Tire size | Standard rim width (inch) | Outer diameter (mm) | Tread width (mm) |
|----------------|---------------------------|---------------------|------------------|
| 110/100-18 64M | 2.15 | 685 | 131 |
| 100/90-19 57M | 1.85 | 681 | 121 |
| 110/90-19 62M | 2.15 | 694 | 132 |
| 120/80-19 63M | 2.15 | 696 | 135 |

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

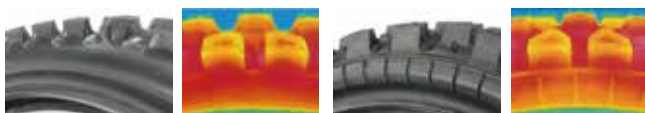
BATTLECROSS

Anti-Degradation Fin™ ● Applied to X30/X40 rear tires

Motocross tires use lower inner pressure. Heat build up occurs due to repeated side wall folding, leading to lower grip performance. To address this, a cooling fin, used in run flat tire technology for cars, was revised for use in motocross tires, and attached to the side wall to control heat. The tire is cooled by passing wind, and decreased grip performance due to heat is avoided.

Previous side wall

Anti-Degradation Fin™



Exterior of the side wall Surface temperature Exterior of the side wall Surface temperature

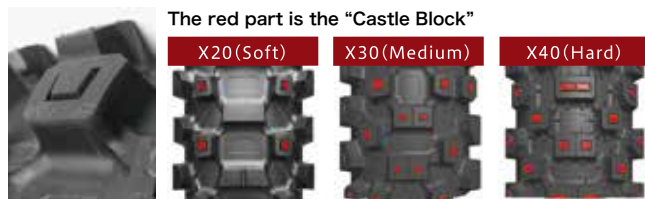
※ Taken by a thermal camera while rotating the tire with an indoor testing machine.

Castle Block™ (凸 block) ● Applied to X20/X30/X40 rear tires

“Castle Block”, a step up from conventional block surfaces, provides a firm grip under very slippery conditions such as when there is a layer of loose dirt covering hard soil, or immediately after track wet down in between races.

In a comparison with conventional products, (※) grip is improved by increasing contact pressure under slippery conditions.

※ M204 was used as the conventional product for the X20 rear tire, M404 for the X30 rear tire, and M604 for the X40 rear tire.



The red part is the “Castle Block”

X20(Soft)

X30(Medium)

X40(Hard)

■ MOTOCROSS (Front / Rear)

| | | | |
|-------------|--------------------------------|--------------------------------|-------------|
| | | M603 / M604 BATTLECROSS X40 | |
| | | M404 BATTLECROSS X30 | |
| | M203 / M204 BATTLECROSS X20 | | |
| | BATTLECROSS X10 | | |
| MUD (Muddy) | SOFT (Soft) | MEDIUM (Medium) | HARD (Hard) |

MOTOCROSS COMPETITION

Not for use on public roads.

M101 Front

MUD



Corresponding road surface condition.

Tire size
80/100-21 51M

M102 Rear

MUD



Corresponding road surface condition.

Tire size
110/100-18 64M

M102 tires have a specific rotation direction, check the arrow mark when mounting.

M203 Front

MEDIUM to SOFT



Corresponding road surface condition.

Tire size
90/100-21 57M

M204 Rear

MEDIUM to SOFT



Corresponding road surface condition.

Tire size
100/100-18 59M

M203 tires have a specific rotation direction, check the arrow mark when mounting.

M404 Rear

MEDIUM



Corresponding road surface condition.

Tire size
110/80-19 59M

M603 Front

HARD to MEDIUM



Corresponding road surface condition.

Tire size
90/100-21 57M

M604 Rear

HARD to MEDIUM



Corresponding road surface condition.

Tire size
100/100-18 59M
110/80-19 59M

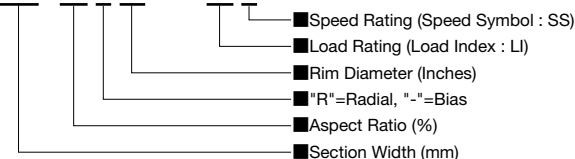
ON ROAD RADIAL
ON ROAD BIAS
AMERICAN CRUISER
VINTAGE
ADVENTURE
MINI BIKE & SCOOTER
RACE

CONVERSION CHARTS

Street Tire Size Designations

Street Tire Size Designations

170 / 60 R 17 M/C 72 H



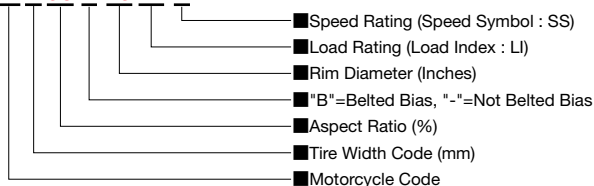
Inch Designations

3.00 / 21 4PR



Alphabetical Designations

M T 90 B 16 71 H



Motorcycle Street Tire Size

Front

| Metric | Alphabetical | Inch |
|--------|--------------|-----------|
| 80/90 | MH90 | 2.50/2.75 |
| 90/90 | MJ90 | 2.75/3.00 |
| 100/90 | MM90 | 3.25/3.50 |
| 110/90 | MM90 | 3.75/4.00 |
| 120/80 | - | 4.25/4.50 |
| 120/90 | MR90 | 4.25/4.50 |
| 130/90 | MT90 | 5.00/5.10 |

Rear

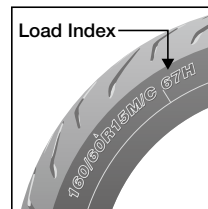
| Metric | Alphabetical | Inch |
|--------|--------------|-----------|
| 110/90 | MN90 | 3.75/4.25 |
| 120/80 | MP85 | 4.50/4.75 |
| 120/90 | MP85 | 4.50/4.75 |
| 130/80 | - | 5.00/5.10 |
| 130/90 | MT90 | 5.00/5.10 |
| 140/80 | - | 5.50/6.00 |
| 140/90 | MU90 | 5.50/6.00 |
| 150/80 | MV85 | 6.00/6.25 |
| 150/90 | MB85 | 6.00/6.25 |

Ply Rating and LI/SS Conversion

| Ply Rating | LI/SS |
|--------------|-------------|
| 2.75-10 2Pry | 2.75-10 26J |
| 2.75-10 4Pry | 2.75-10 38J |
| 3.00-10 2Pry | 3.00-10 32J |
| 3.00-10 4Pry | 3.00-10 42J |
| 3.50-10 2Pry | 3.50-10 41J |
| 3.50-10 4Pry | 3.50-10 51J |

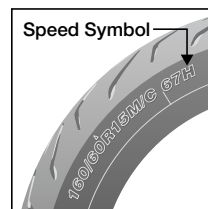
| Ply Rating | LI/SS |
|--------------|-------------|
| 2.75-14 4Pry | 2.75-14 35P |
| 2.75-14 6Pry | 2.75-14 41P |
| 2.25-17 4Pry | 2.25-17 33L |
| 2.50-17 4Pry | 2.50-17 38L |
| 2.50-17 6Pry | 2.50-17 43L |

Load Rating (Load Index : LI)



| LI | KGS | LBS | LI | KGS | LBS |
|----|------|-----|----|-----|-----|
| 21 | 82.5 | 182 | 51 | 195 | 430 |
| 22 | 85 | 187 | 52 | 200 | 441 |
| 23 | 87.5 | 193 | 53 | 206 | 454 |
| 24 | 90 | 198 | 54 | 212 | 467 |
| 25 | 92.5 | 204 | 55 | 218 | 481 |
| 26 | 95 | 209 | 56 | 224 | 494 |
| 27 | 97.5 | 215 | 57 | 230 | 507 |
| 28 | 100 | 220 | 58 | 236 | 520 |
| 29 | 103 | 227 | 59 | 243 | 536 |
| 30 | 106 | 234 | 60 | 250 | 551 |
| 31 | 109 | 240 | 61 | 257 | 567 |
| 32 | 112 | 247 | 62 | 265 | 584 |
| 33 | 115 | 254 | 63 | 272 | 600 |
| 34 | 118 | 260 | 64 | 280 | 617 |
| 35 | 121 | 267 | 65 | 290 | 639 |
| 36 | 125 | 276 | 66 | 300 | 661 |
| 37 | 128 | 282 | 67 | 307 | 677 |
| 38 | 132 | 291 | 68 | 315 | 694 |
| 39 | 136 | 300 | 69 | 325 | 716 |
| 40 | 140 | 309 | 70 | 335 | 736 |
| 41 | 145 | 320 | 71 | 345 | 761 |
| 42 | 150 | 331 | 72 | 355 | 783 |
| 43 | 155 | 342 | 73 | 365 | 805 |
| 44 | 160 | 353 | 74 | 375 | 827 |
| 45 | 165 | 364 | 75 | 387 | 853 |
| 46 | 170 | 375 | 76 | 400 | 882 |
| 47 | 175 | 386 | 77 | 412 | 908 |
| 48 | 180 | 397 | 78 | 425 | 937 |
| 49 | 185 | 408 | 79 | 437 | 963 |
| 50 | 190 | 419 | | | |

Speed Rating (Speed Symbol : SS) for Motorcycle use



| SS | Km/h | Mph |
|-----|------|------|
| F | 80 | 50 |
| J | 100 | 62 |
| L | 120 | 75 |
| M | 130 | 81 |
| N | 140 | 87 |
| P | 150 | 94 |
| R | 170 | 106 |
| S | 180 | 112 |
| H | 210 | 130 |
| V | 240 | 149 |
| Z | 240+ | 149+ |
| W | 270 | 168 |
| (W) | 270+ | 168+ |

Reinforced (RFD) specification:

A reinforced (RFD) specification tire is a tire designed with a higher load capacity than a standard (STD) specification tire of the same size. This is accomplished by strengthening the internal structure of the tire. It is intended to be mounted on vehicles which designate the use of a reinforced (RFD) specification tire. (In the vehicle's owner's manual, tire size, load index and speed symbol are specified.) In addition, the tire pressure needs to be set according to the specification of the vehicle manufacturer to meet the specified load capacity.

Note : "GT" specification in a touring tire range differs from "Reinforced" specification. The "GT" specification is designed to improve handling for heavier vehicles but it's load capacity does not change from the standard (STD) specifications.



WARNING

SERIOUS INJURY OR DEATH MAY RESULT FROM: AN EXPLOSION OF THE TIRE/RIM ASSEMBLY DUE TO IMPROPER MOUNTING PROCEDURES.

- Only specially trained persons should mount tires.
- Always match tire and rim diameters.
- During inflation always have assembly restrained, stand clear, and use remote controlled clip-on air hose.
- To seat tire bead, never exceed 400kPa/57 PSI for Motorcycle tire.
- After seating tire beads, adjust inflation to operating pressure recommended by vehicle manufacturer.
- Never put a flammable substance into a tire/rim assembly.

Run-in New Motorcycle tires

- Use care when riding on new tires. We recommend that you ride slowly and carefully for the first 100km/60miles until you become accustomed to the performance of your new tires in conjunction with your motorcycle. We recommend avoiding extreme maneuvers, including sudden acceleration, maximum braking and hard cornering, until you have become accustomed to the performance of your tires in conjunction with your motorcycle.

Care and Use at Low Temperatures

- High performance motorcycle tires may crack in the tread area from impact or deformation at low ambient temperatures. Handle and store the tires with care.
- Always ride carefully until the tires are warmed up, particularly in low ambient temperature conditions.